T. J. HICKEY.

Vehicle-Seat.

No. 199,545. Patented Jan. 22, 1878.

FIG 1

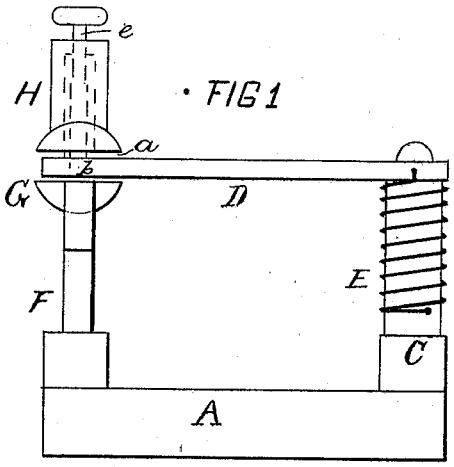


FIG 2

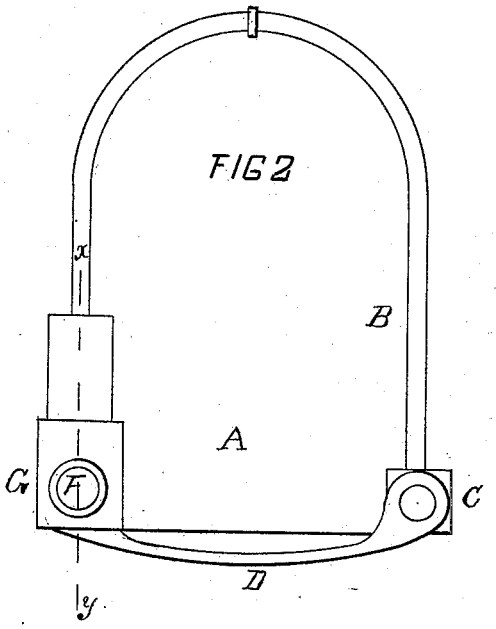


FIG 3

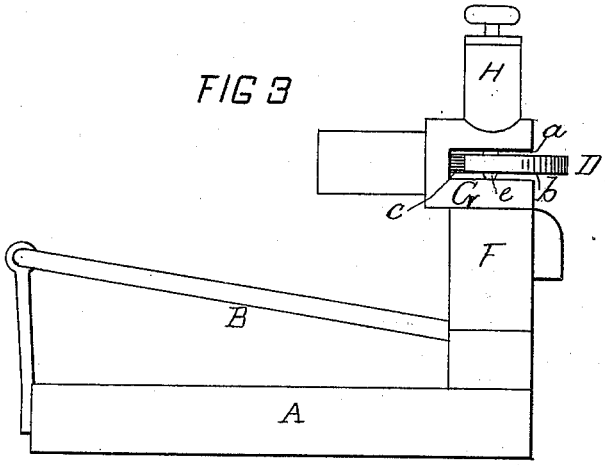
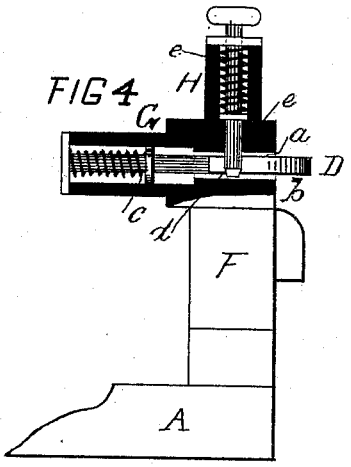


FIG 4



WITNESSES:

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UNITED STATES PATENT OFFICE.

THOMAS J. HICKEY, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. **199,545**, dated January 22, 1878; application filed September 17, 1877.

To all whom it may concern:

Be it known that I, THOMAS J. HICKEY, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Steam Fire-Engine and other Traveling Seats, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is an end elevation. Fig. 2 is a plan view. Fig. 3 is a side elevation; and Fig. 4 is a vertical section through the line *x y*, Fig. 2.

The invention consists in the combination of a safety-guard with the seat of a steam fire-engine, for keeping the driver securely in his place. A swinging guard is pivoted to a post at one of the front corners of the seat. Its fixed end is attached to one end of a spring coiled round the post. When closing, its loose end moves into a slot formed in the horizontal part of a post at the other corner, and compresses a spring by receding its bolt until the end of a spring-holding bolt drops into an opening formed through it. When the spring-holding bolt is lifted, the guard is thrown open by the reaction of the compressed spring and its bolt, assisted by the coiled spring acting on the pivoted end.

A is the seat of a steam fire-engine, and B its railing. C is a post at one of its front corners, to which is pivoted a swinging-guard, D, and round which is coiled a spring, E, having its ends fixed, respectively, to the guard and the post. F is a post at the opposite corner, which is composed of the horizontal cell G and the vertical cell H. The cell G is slotted at *a* to receive the lug or end *b* of the guard D, which, while being inserted, recedes a spring throw-bolt, *c*, and receives in its opening *d* a spring-holding bolt, *e*, of the cell H, Fig. 4. When the lug of the guard is not in the slot, the bolt *e* is upheld by its end bearing on the protruding end of the bolt *c*.

Supposing that the fire-engine is being drawn at full speed, and by some circumstance or accident it becomes necessary for the driver to leave his seat, the connection between the parts is such that when the holding-bolt *e* is raised by the driver the spring of the throw-bolt *c* reacts, and, assisted by the spring E, throws the guard suddenly open.

I claim as my invention—

1. The combination of a spring-guard, D, with a seat, A, for the purpose shown and described.

2. The combination of the post C, guard D, and the spring E, for the purpose shown and described.

3. The combination of the post F, cells G H, and the bolts *c e*, for the purpose shown and described.

4. The combination of the posts C F, guard D, bolts *c e*, and the spring E, for the purpose shown and described.

In testimony whereof I hereunto sign my name in presence of two subscribing witnesses.

THOMAS J. HICKEY.

Witnesses:

FRANCIS D. PASTORIUS,

CHAS. H. LAWS.