

J. C. RANKIN.
WAGON SEAT FASTENING.

No. 109,943.

Patented Dec. 6, 1870.

Fig. 1.

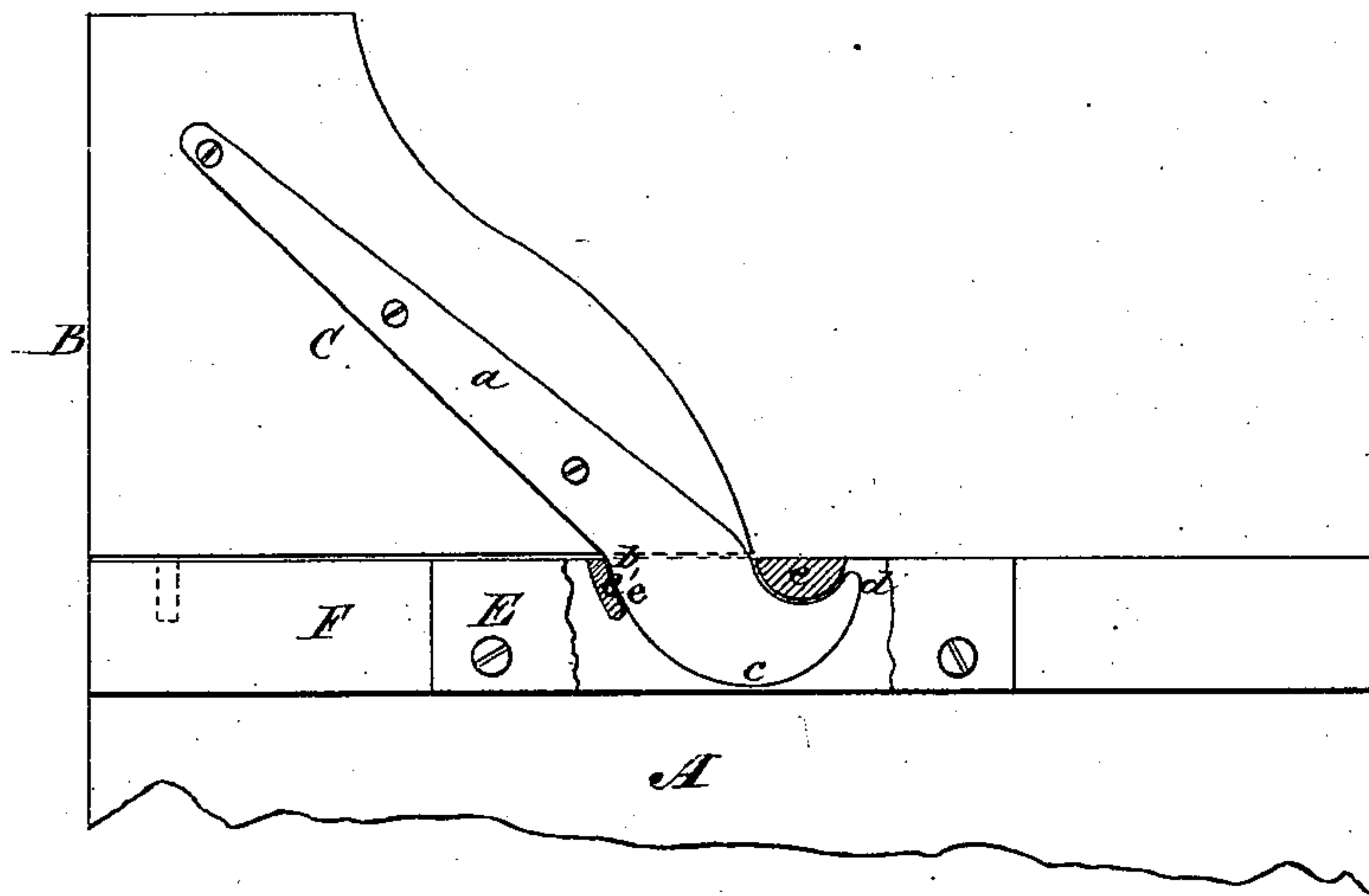


Fig. 2.

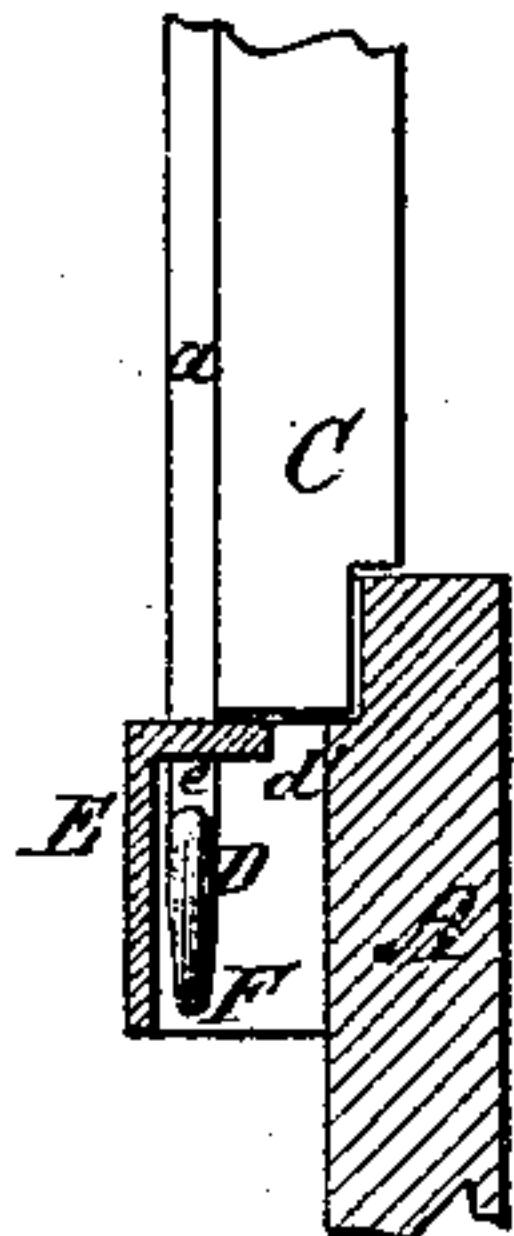
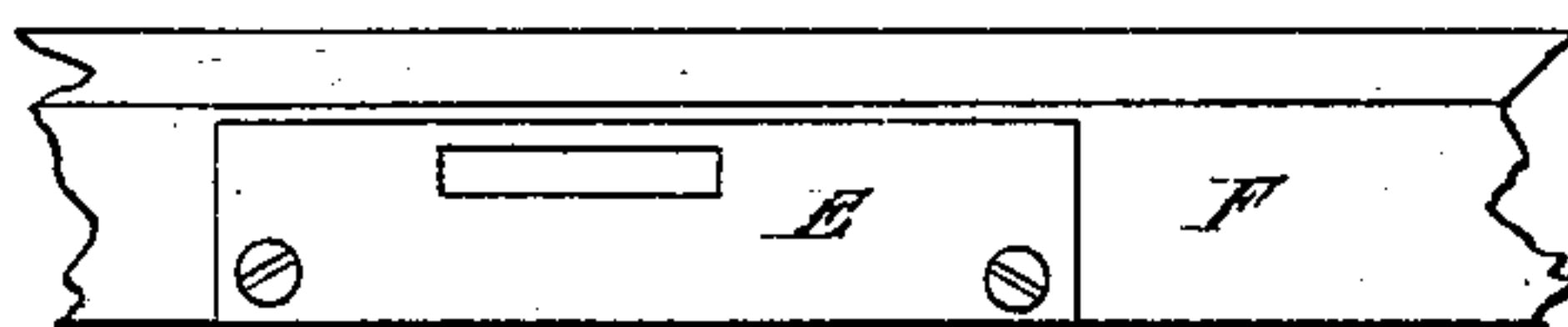


Fig. 3.



Witnesses:
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JOHN CALVIN RANKIN, OF MOUNT VERNON, NEW YORK.

Letters Patent No. 109,943, dated December 6, 1870.

IMPROVEMENT IN WAGON-SEAT FASTENINGS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN CALVIN RANKIN, of Mount Vernon, in the county of Westchester, and State of New York, have invented a new and improved Fastening for Securing Seats in Wagons and Carriages; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

This invention relates to a new and improved fastening for securing seats in wagons and carriages.

The object of the invention is to obtain a secure fastening, which will admit of the seat being readily detached, when necessary, for the purpose of shifting it further forward or backward to equally distribute the weight of the load on the springs, as is required in two-seated wagons, when one seat is removed and the other only used to accommodate two persons.

In the accompanying drawing—

Figure 1 is an inner side view of my invention.

Figures 2 and 3, detached views of parts pertaining to the same.

Similar letters of reference indicate corresponding parts in the several figures.

A, in fig. 1, represents a portion of one side of a wagon-body, and

B, the seat of the same.

These parts may be of usual construction, and therefore do not require a special description.

To the inner surface of each side C of the seat there is secured, by screws or otherwise, a metal bar, *a*, the lower end of which extends some distance below the sides C and terminate in curved or hook-shaped ends, D, as shown clearly in fig. 1, the inner portion of said ends, at their outer edges, forming a quadrant or quarter circle, as shown, included between *b* and *c*, the remaining portion, from *c* to *d*, being a portion of a smaller circle.

The upper edges of the ends D is a semicircle of a smaller circle than the curve of the outer edge and is eccentric with it. This will be fully understood by referring to fig. 1. By referring to this figure it will be seen that the whole of the hooked end extends below the lower edge of the side C of the seat.

E is a socket, which is fitted in the top rails F of the sides of the body A of the wagon.

This socket is of metal and is formed with a lip or flange, *d'*, on its upper edge to fit over the top of the rail.

Within the socket, at its inner side, there are two projections, *e e'*, which are parts of circles corresponding with those of the outer and inner edges of the end D, so that the latter will fit within the former and constitute a lock or fastening for the seat when said seat is adjusted in its place.

In order to remove the seat it requires to be raised to an angle of about forty-five degrees; hence it cannot be casually detached from the body.

I would remark that in lieu of the bar *a*, for securing the hook to the side of the seat the hook may be cast or formed with metal plates and the latter screwed to the under edges of the side C. I prefer, however, the bar *a*, as the side is strengthened thereby, owing to its transverse position with the grain of the wood.

I would further remark that a plurality of sockets, E, two at each side, are applied to the rails F to admit of the forward and backward adjustment of the seat, and that steady or dowel-pins are applied to the edge of the seat opposite to that where the hooks D are attached in order to steady the seat in position.

I do not claim broadly a hook-fastening for movable carriage-seats, as such have been used heretofore; but

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The herein-described wagon-seat fastening, composed of the bar *a*, provided with the curve *b c d*, and attached to the seat, as shown, to strengthen the same, and the socket E *d'* made with curved projections, *e e'*, between which the end of the bar *a* passes and is held, all the parts being constructed and arranged as herein set forth and shown.

JNO. C. RANKIN.

Witnesses:

BURR DAVIS,

GEO. E. ARCHER.