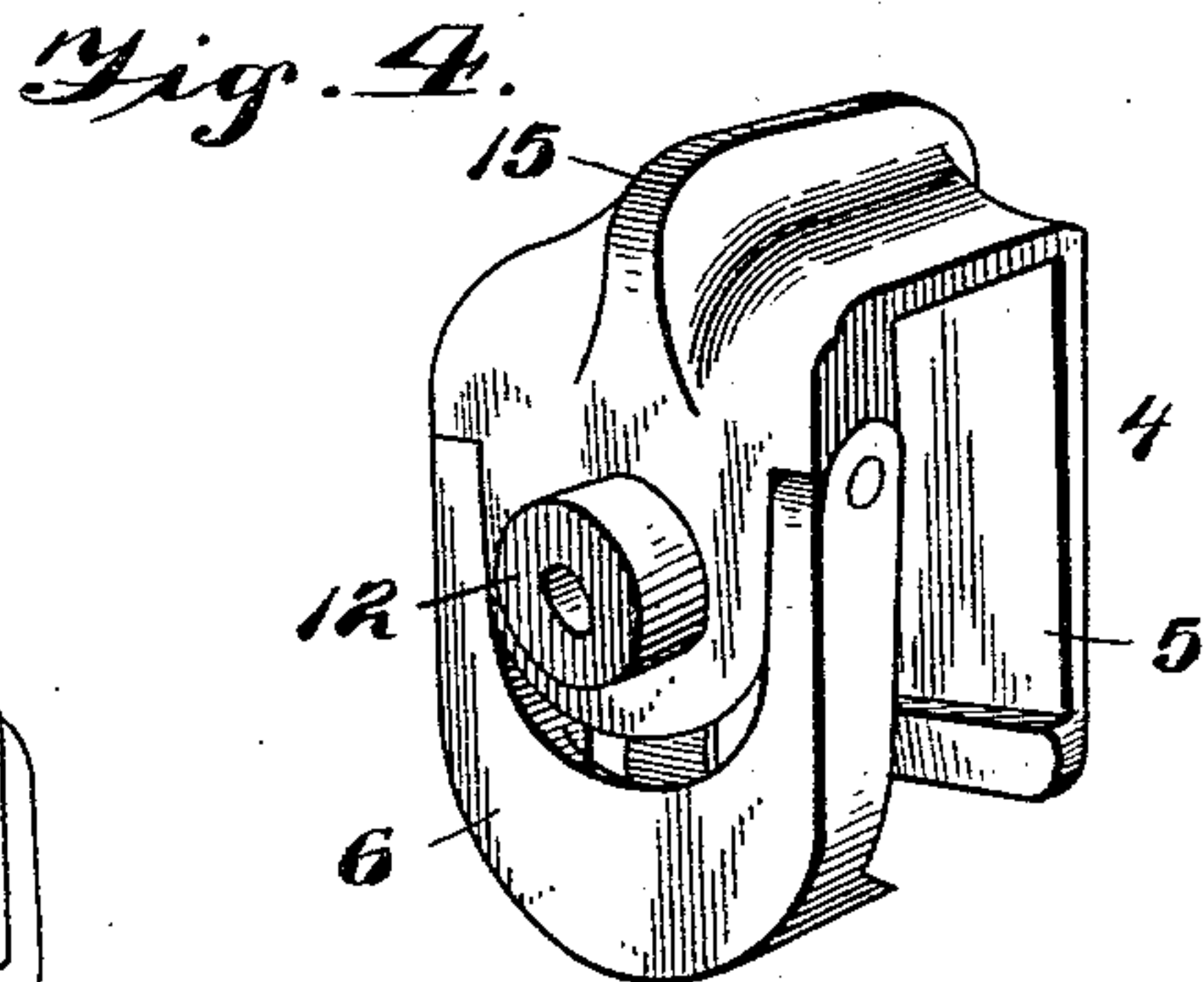
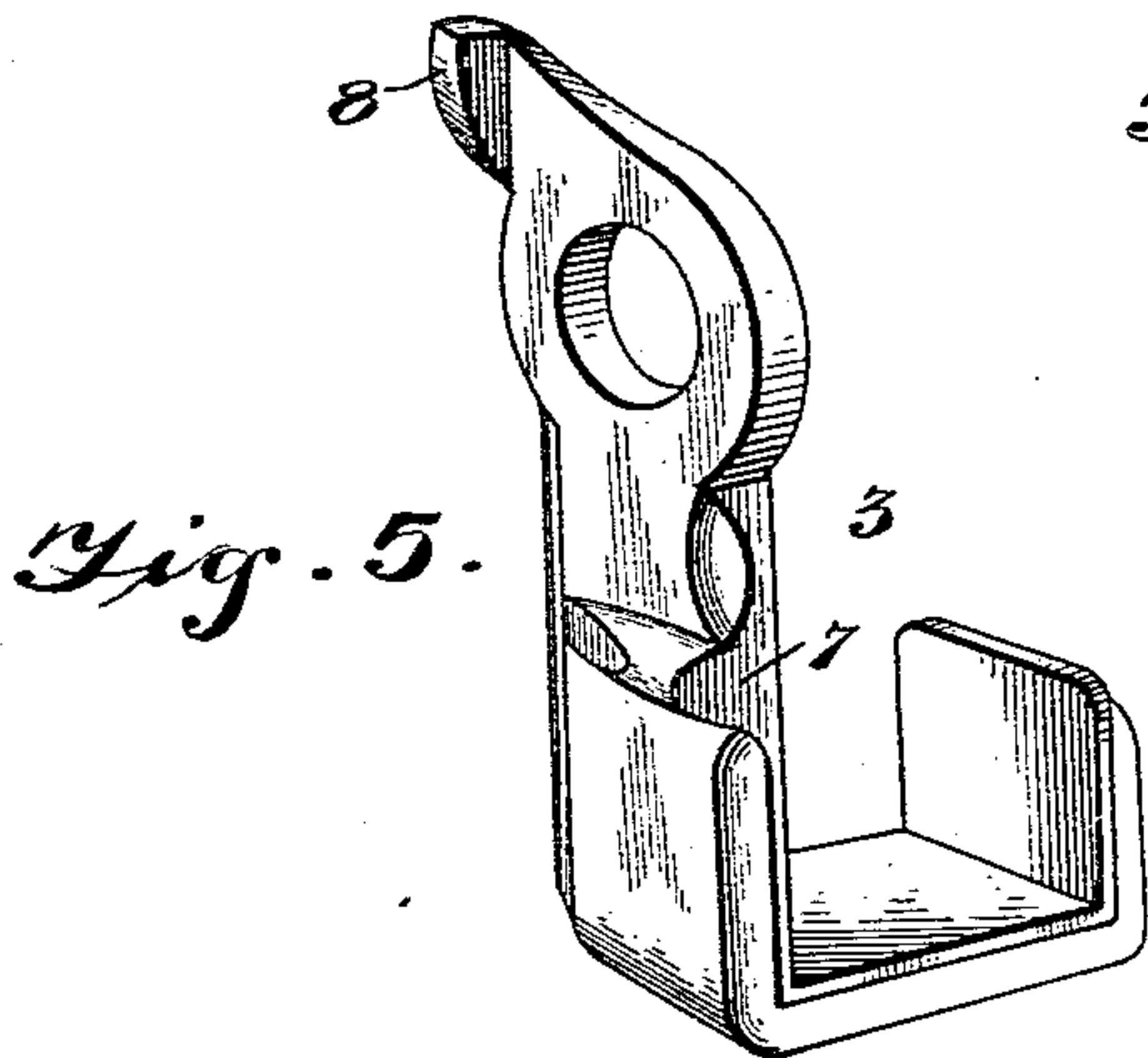
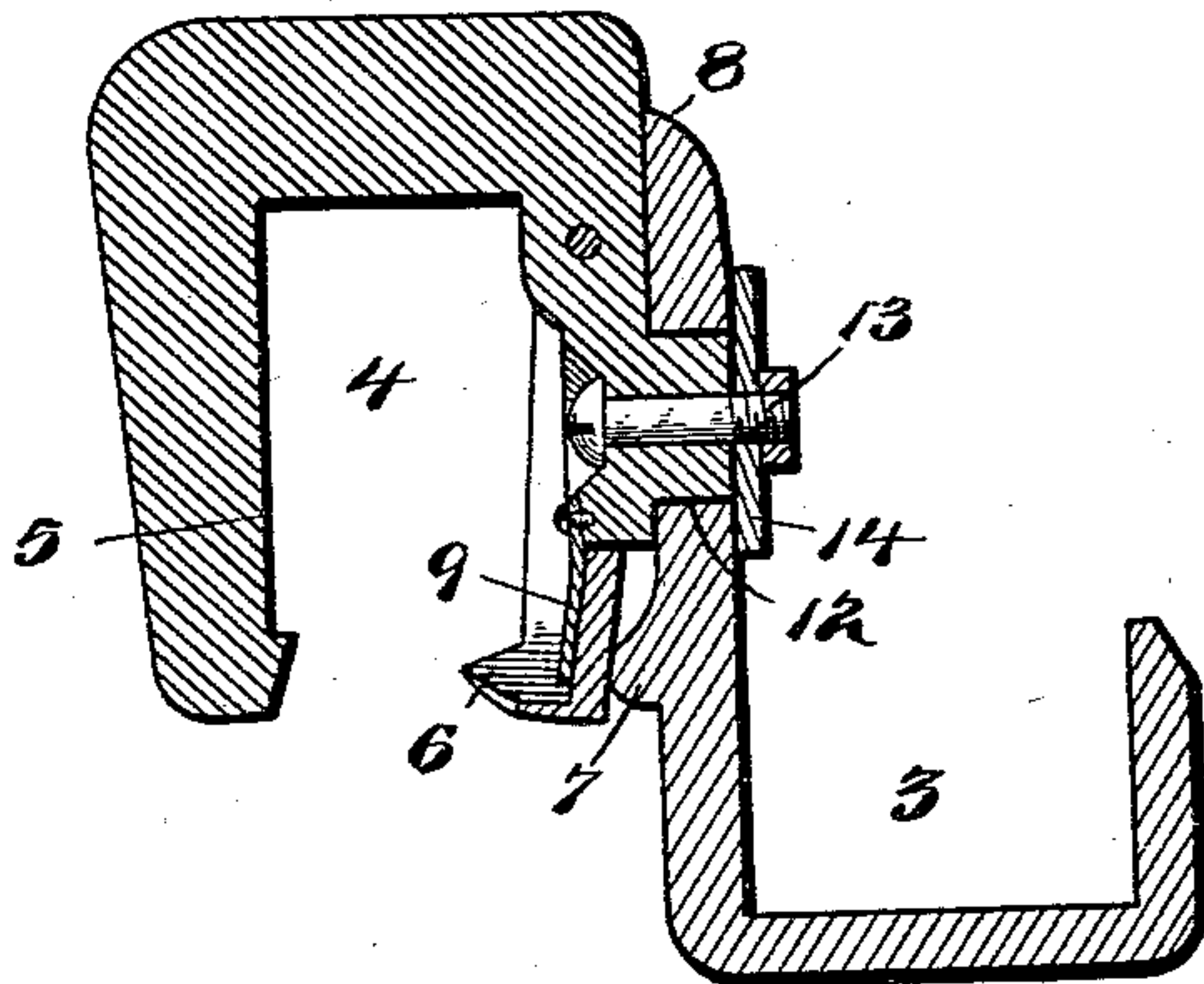
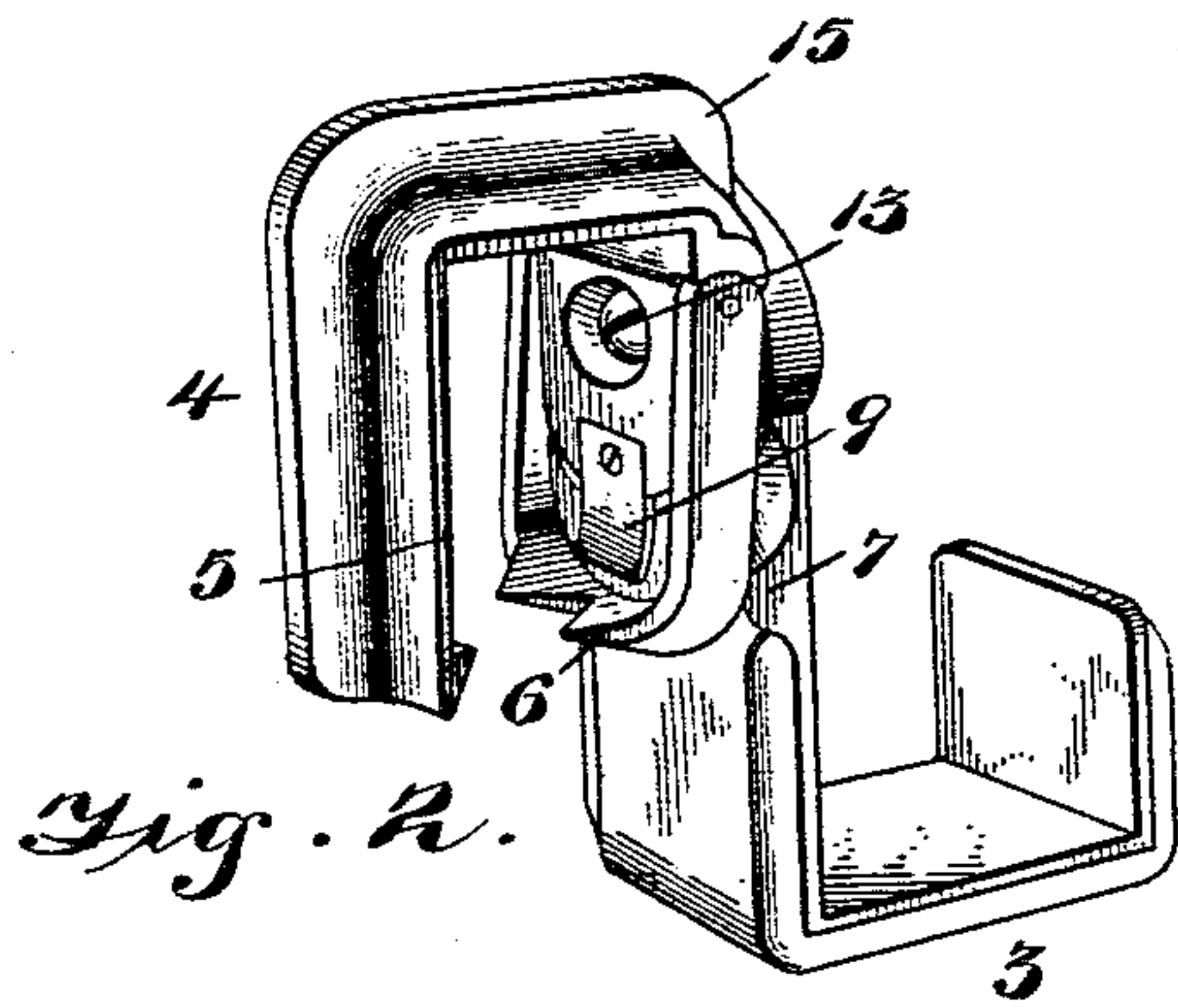
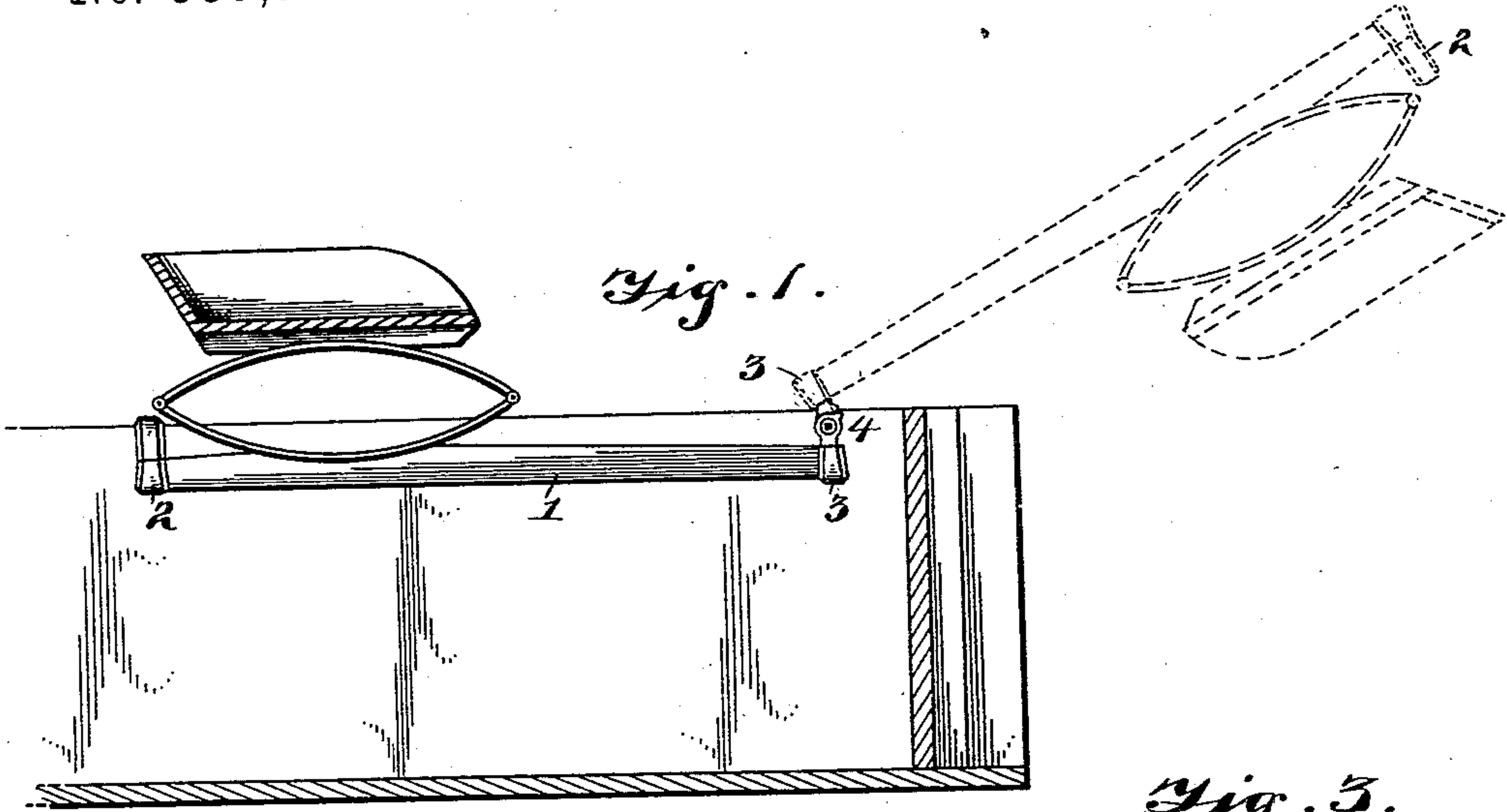


(No Model.)

C. F. DEPLANTY & E. E. WILSON.
ATTACHMENT FOR WAGON SEATS.

No. 557,773.

Patented Apr. 7, 1896.



Witnesses

Thos. W. Riley.
H. J. Riley

By *their* Attorneys,

Charles F. Deplanty and
Elmer E. Wilson.

Ca Snow & Co

UNITED STATES PATENT OFFICE.

CHARLES F. DEPLANTY AND ELMER E. WILSON, OF COFFEYVILLE, KANSAS;
SAID WILSON ASSIGNOR OF ONE-HALF HIS INTEREST TO EDWARD ERNE
AND J. W. UNCAPHER, OF SAME PLACE, AND SAID DEPLANTY ASSIGNOR
TO SAID WILSON, ERNE, AND UNCAPHER.

ATTACHMENT FOR WAGON-SEATS.

SPECIFICATION forming part of Letters Patent No. 557,773, dated April 7, 1896.

Application filed January 22, 1896. Serial No. 576,449. (No model.)

To all whom it may concern:

Be it known that we, CHARLES F. DEPLANTY and ELMER E. WILSON, citizens of the United States, residing at Coffeyville, in the county of Montgomery and State of Kansas, have invented a new and useful Attachment for Wagon-Seats, of which the following is a specification.

The invention relates to improvements in attachments for wagon-seats.

The object of the present invention is to improve the construction of that class of wagon-seat attachments which will enable wagon-seats to be adjusted longitudinally of a wagon-body and swing forward out of the way when desired, and to provide an automatic locking device which, when a wagon-seat is slightly raised, will release the sides of the body to permit a wagon-seat to be adjusted longitudinally of the same, and which, when swung upward, will reclamp automatically the body to hold the wagon-seat firmly and securely in that position.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a longitudinal sectional view of a portion of a wagon-body having a seat mounted in accordance with this invention. Fig. 2 is a detail perspective view of the automatic locking device. Fig. 3 is a vertical sectional view of the same. Fig. 4 is a detail perspective view of the clamp. Fig. 5 is a similar view of the hook-shaped hanger which carries the cams.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a bar constructed of any suitable material adapted to support one of the springs of the wagon-seat and provided at its rear end with an inverted hook 2 for detachably engaging the upper edge of one side of a wagon-body. The front end of the bar is supported by a substantially hook-shaped hanger 3, pivotally connected with the clamp

4 for engaging the upper edge of the adjacent side of the wagon-body; but the hanger 50 instead of being constructed separate from the bar 1 may form a part thereof, especially when the latter is made of metal.

The clamp is substantially U-shaped and has a rigid engaging side 5 and a pivot-engaging side 6, and the latter is automatically operated by upper and lower cams 7 and 8 mounted on the hanger. The sides 5 and 6 may be provided with teeth, corrugations, or any suitable surface for engaging the inner 60 and outer faces of the sides of the wagon-body. The pivoted side 6 of the clamp is substantially U-shaped and is engaged and thrown outward away from the wagon-body when released from the cams by a spring 9 65 mounted on the body portion of the clamp and arranged within the U-shaped side 6. The body portion of the clamp is provided with a pivot 12, on which the hanger is mounted, the hanger being preferably provided 70 with an opening to receive the pivot, and secured to the same by a fastening device 13 and a disk or washer 14.

When the hanger is in a vertical position, the cam 7, which is located beneath the pivot, 75 engages the movable side 6 of the clamp and holds the same firmly in engagement with the wagon-body. When the seat is slightly raised, the cam 7 is swung rearward and upward out of engagement with the movable side of the 80 clamp, and the spring operates to throw the movable side outward to release the wagon-body to permit the seat to be adjusted longitudinally of the same. By swinging the seat upward and forward, as illustrated in dotted 85 lines in Fig. 1 of the accompanying drawings, the upper cam 8 swings downward into engagement with the movable side 6 of the clamp and causes the same to engage the wagon-body. The forward swing of the 90 wagon-seat is limited by the cam 7, which engages a rib 15 of the body of the clamp.

It will be seen that the locking device is automatic in its operation and is capable of releasing the wagon-body when the seat is 95 partly raised to permit an adjustment of the

same, and that it automatically clamps the wagon-body when the seat is in operative position or is swung forward out of the way.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

1. In a device of the class described, the combination of a clamp adapted to engage the upper edge of a wagon-body and provided with a movable side, and a hanger pivotally connected to the clamp adjacent to the movable side and provided with cams, disposed at opposite sides of the pivotal point and arranged to engage the movable side of the clamp, whereby the latter automatically engages the wagon-body when the side is in operative position or is swung forward, and is also capable of automatically releasing the wagon-body when the side is slightly raised, substantially as and for the purpose described.

2. In a device of the class described, the combination of a substantially U-shaped clamp adapted to engage the upper edge of a wagon-body, and provided with a pivoted side, a hanger pivotally connected with the clamp, and upper and lower cams mounted on the hanger and disposed at opposite sides of the pivot thereof and arranged to engage the movable side of the clamp, the lower

cam forming a stop and adapted to engage the clamp to limit the swing of the hanger, substantially as described.

3. In a device of the class described, the combination of a clamp adapted to engage the upper edge of the wagon-body, and having a pivoted side, a spring bearing against the pivoted side and adapted to throw the same outward, a hanger pivoted to the clamp and provided with upper and lower cams arranged to engage the movable sides of the clamp, substantially as and for the purpose described.

4. In a device of the class described, the combination of a clamp composed of a body portion and a substantially U-shaped side pivoted to the body portion, a spring mounted on the body portion of the clamp and engaging the pivoted side thereof, a hook-shaped hanger pivoted to the body portion of the clamp and cams mounted on the hanger and arranged to engage the movable side of the clamp, substantially as and for the purpose described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

CHARLES F. DEPLANTY.
ELMER E. WILSON.

Witnesses:

THOS. SCURR, Jr.,
S. McMURTRY.