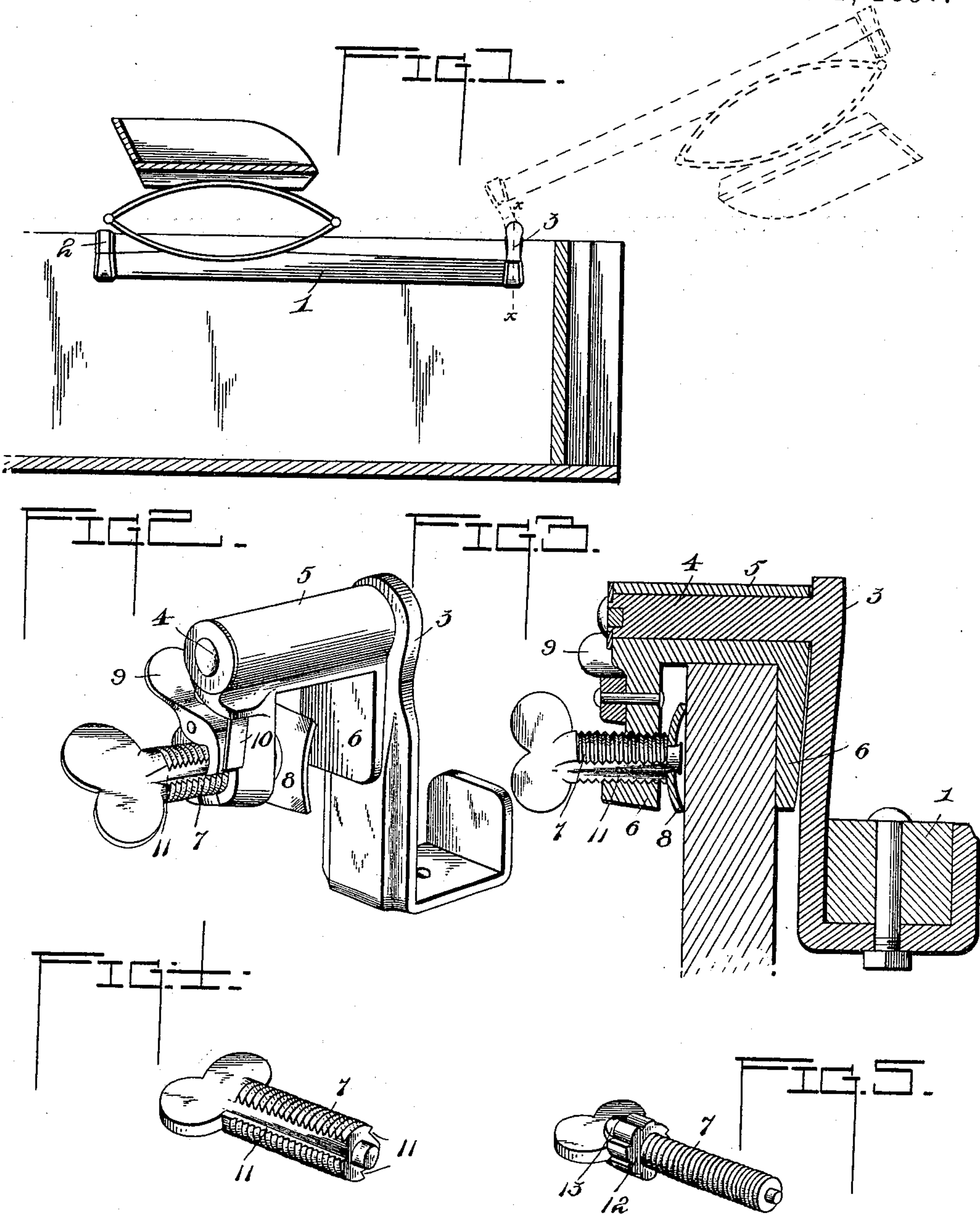


(No Model.)

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

No. 583,673.

Patented June 1, 1897.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES F. DEPLANTY AND ELMER E. WILSON, OF COFFEYVILLE,
KANSAS, ASSIGNORS TO ELMER E. WILSON AND J. W. UNCAPHER,
OF SAME PLACE.

ATTACHMENT FOR WAGON-SEATS.

SPECIFICATION forming part of Letters Patent No. 583,673, dated June 1, 1897.

Application filed March 20, 1897. Serial No. 628,495. (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 10 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 swung forward out of the way when 15 desired and which will securely lock them at any desired adjustment on a wagon body or bed.

The invention consists in the construction and novel combination and arrangement of 20 parts, as hereinafter fully described, illustrated in the 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 25 having a seat mounted on it in accordance with this invention. Fig. 2 is a detail perspective view of the attachment. Fig. 3 is a vertical sectional view on line $x x$ of Fig. 1. Fig. 4 is a detail perspective view of the fluted or grooved screw. Fig. 5 is a detail perspective 30 view of a screw, illustrating a modification of the invention and showing a different form of ratchet.

Like numerals of reference designate corresponding parts in the several figures of the 35 drawings.

1 designates a bar, constructed of any suitable material, adapted to support one of the springs of a wagon-seat and provided at its 40 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, provided 45 at its top with a horizontal pivot 4, extending outward over the upper edge of the side of the wagon-body and arranged in an eye 5 of a clamp 6. The pivot 4 permits the seat to

be swung forward out of the way, as illustrated in dotted lines in Fig. 1 of the accompanying drawings. 50

The clamp 6 is provided with depending vertical sides and is adapted to straddle the upper edge of the side of the wagon-body, and it is secured at any desired point along the 55 same by means of an adjusting-screw 7, arranged in a threaded opening of the outer side of the clamp and provided at its inner end with a swiveled head or plate 8, which has its corners upset slightly to provide spurs for 60 engaging the outer face of the wagon-body. The swiveling of the plate or head to the screw permits the latter to turn independently of the former in order to clamp a wagon-body firmly and to be screwed up tightly 65 against the same without causing the plate or head to scratch the said body.

By extending the pivot 4 across the top of the clamp the strain is brought directly above the side of the wagon-body, and there is no liability of the clamp to twist, as is the case when 70 the hanger is pivoted to one side of the clamp.

In order to lock the screw in engagement with the wagon-body and prevent it from becoming accidentally loose, it is provided with 75 a ratchet and is engaged by a pivoted pawl 9, mounted on the outer face of the outer side of the clamp and held in engagement with the screw by a spring 10; but the pivoted pawl may be sufficiently weighted to operate 80 by gravity, if desired. The pawl is pivoted between its ends, and its upper portion is laterally enlarged to form a handle or thumb-piece.

The screw, which is provided at its outer 85 end with a thumb-piece, has longitudinal grooves or flutes 11, shouldered and arranged to be engaged by the pawl, whereby the screw is locked against retrograde rotation. Instead of forming a ratchet by fluting or grooving 90 the body portion of the screw it may be constructed as illustrated in Fig. 5 of the accompanying drawings, wherein is shown a screw provided at its head with a ratchet. The ratchet 12 consists of a disk provided at 95 its periphery with teeth perforated to receive

the screw and provided with lugs 13, engaging the head of the screw at opposite sides thereof.

It will be seen that the attachment is simple and comparatively inexpensive in construction, that it possesses strength and durability, and that it is impossible for it to become accidentally unfastened.

What we claim is—

10 1. In a device of the class described, the combination of a hanger provided at its top with a horizontal pivot arranged to extend over the upper edge of a wagon-body, a clamp
15 provided at its top with an eye to receive the pivot and having depending sides for straddling the upper edge of a wagon-body, the outer side being provided with a threaded opening, a screw arranged in the threaded opening, provided with a ratchet and having a
20 swiveled head or plate at its inner end to en-

ed on the clamp and engaging the ratchet, substantially as described.

2. In a device of the class described, the combination of a hanger provided at its top 25 with a horizontal pivot, a clamp having depending sides and provided at its top with an eye receiving the said pivot, a screw mounted in a threaded opening of the outer side of the clamp and provided with longitudinal flutes 30 or grooves forming a ratchet, and a pawl mounted on the clamp and engaging the ratchet of the screw, substantially as described.

In testimony that we claim the foregoing as 35 our own we have hereto affixed our signatures in the presence of two witnesses.

CHARLES F. DEPLANTY.
ELMER E. WILSON.

Witnesses:

W. E. COBBE,
FRANK H. DAY.