

No. 684,671.

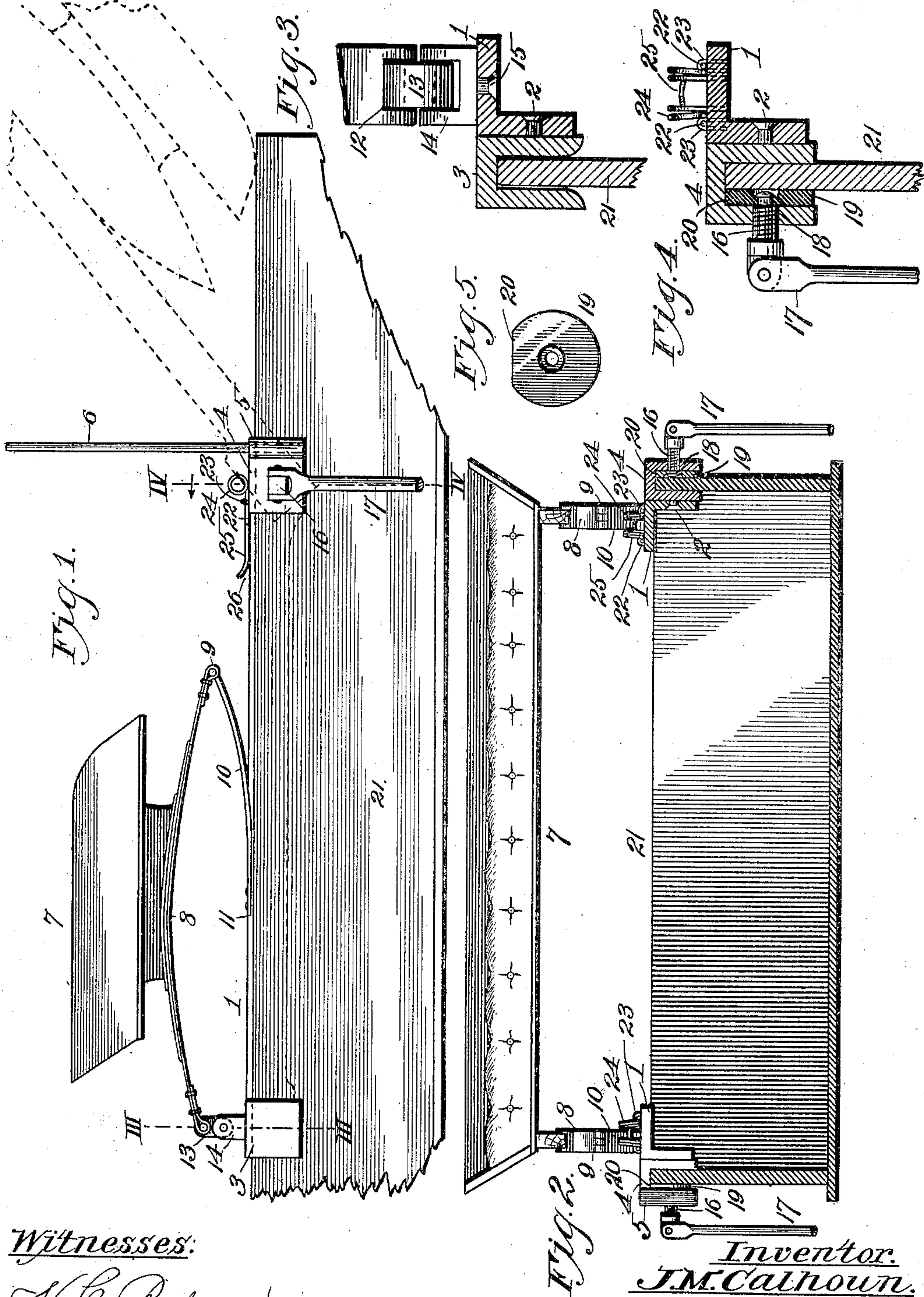
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J. M. CALHOUN.

SEAT SUPPORTING ATTACHMENT FOR WAGONS.

(Application filed Jan. 19, 1901.)

(No Model.)



Witnesses:

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UNITED STATES PATENT OFFICE.

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SEAT-SUPPORTING ATTACHMENT FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 684,671, dated October 15, 1901.

Application filed January 19, 1901. Serial No. 43,909. (No model.)

To all whom it may concern:

Be it known that I, JAMES MARION CALHOUN, a citizen of the United States, residing at Lincoln, Lancaster county, Nebraska, have
5 invented a new and useful Seat-Supporting Attachment for Wagons, of which the following is a specification.

My invention relates to seat-supporting attachments for wagons, and more particularly
10 to that class in which the seat may be swung forward to an inverted position over the extreme front end of the wagon to facilitate loading or unloading of the latter and for other reasons which hereinafter appear, my object
15 being to produce a structure of this character which holds the seat reliably in operative or inoperative position, by which the seat may be easily and quickly swung from one of said positions to the other, which enables
20 the seat to be removed from the wagon entirely, if desired, with ease and despatch, and which is of simple, strong, durable, and cheap construction.

With these general objects in view and
25 others of a minor character the invention consists in certain novel and peculiar features of construction and combinations of parts, as hereinafter described and claimed, and in order that it may be fully understood reference is to be had to the accompanying drawings, in which—

Figure 1 represents a side elevation of a part of a wagon provided with a seat-supporting attachment embodying my invention.
35 Fig. 2 is a vertical section taken on the line IV IV of Fig. 1 and showing one part of the attachment in full lines. Fig. 3 is a section taken on the line III III of Fig. 1. Fig. 4 is a section taken on the line IV IV of Fig. 1
40 through one part only of the attachment. Fig. 5 is a face view of one of the swiveled washers shown in Fig. 2.

In detail, 1 designates a pair of parallel angle-irons, preferably malleable and having
45 the opposite ends of their vertical or pendent arms swiveled, as at 2, to the rear brackets 3 and the front brackets 4, both sets of brackets being of inverted-U shape, with the latter somewhat wider than the former by preference and one of them having its outer arm
50 formed with a whip-socket 5 to receive a whip, as at 6.

7 designates the seat, which may be of the type shown or of any other suitable or preferred style. 55

8 designates semi-elliptic springs of the usual type and supporting and secured to the seat in the usual or any preferred manner, the forward ends of said springs being pivoted, as at 9, to the upper front ends of the
60 segmental springs 10, fitting and riveted or otherwise rigidly secured in recesses 11 of the horizontal arms of the angle-irons.

The rear ends of springs 8 are bifurcated, as at 12, (see Fig. 3,) and pivoted to the upper ends of the oscillatory link-blocks 13, pivoted in and projecting upward from the U-shaped brackets 14, riveted, as at 15, to the rear ends of the horizontal arms of the angle-irons 1. 70

In practice the attachment is fitted down upon the wagon-body with the brackets 3 and 4 loosely embracing the upper edge of the wagon-body sides, as shown clearly, and in order to prevent longitudinal creepage upon
75 the wagon-body, due to the movement or jolting of the latter, and at the same time to provide for swinging the seat quickly and easily out of the way screws 16 are mounted in the outer arms of brackets 4 and are
80 provided with pivoted levers or cranks 17 at their outer ends. Their inner ends are swiveled, as at 18, to swivel-washers 19, having their upper edges flattened, as at 20, to bear against the bridging or horizontal
85 portions of brackets 4 and therefore guard against rotation as they move inward by the rotation of the screws in a corresponding direction, this rotation of the swivel-washers being objectionable because in such action
90 they would deface a newly-painted wagon wherever contact was made. The levers are used as cranks to turn the screws and clamp the washers 19 tightly against the outer sides of the wagon. (See Fig. 4.) This relation of
95 the parts prevents creepage of the seat and at the same time renders the attachment, minus brackets 4 and their clamping devices, capable of being thrown forward upon their swivel-points 2 to the position shown by dotted
100 lines, Fig. 1, where it will be noted the seat is entirely out of the way and permits the wagon to be loaded or unloaded with greater facility than when occupying the position

shown in full lines, being especially valuable when husking corn, scooping out the same at bin, and dumping at elevators; also, because when inverted the seat is shielded from the
 5 rain and snow and from the accumulation of filth from fowls and otherwise.

The attachment can be secured in position without the use of a wrench or other tools, and if the clamp by engagement with the
 10 wagon-body should prevent the further inward movement of the screw at a time when the handle was projecting upward its pivoted relation with the screw permits it to be swung
 15 down to a pendent position at the side of the wagon-body, where it is out of the way, and while I do not show any device for holding it stationary while the vehicle is in motion it may be so secured by any suitable means.

The combination of springs 8, springs 10, 20 irons 1, brackets 14, and link-blocks 13 form a strong and at the same time more resilient support for the seat than an ordinary elliptic spring, the link-blocks operating more or less according to the irregularity in the surface
 25 of the road-bed over which the wagon travels.

As a convenient means for securing the lines in place, either at one side or the other, I provide duplicate line-holders, a description of one of which will suffice for both. A stiff
 30 spring-rod of suitable gage is bent to form the short parallel arms 22, stapled or otherwise secured, as at 23, to the horizontal arms of the angle-irons near their front ends. Said arms are then formed with spring-coils
 35 24 forward of the staples and then extend backward parallel with and between the first-named arms, as at 25, where the bend in the middle of the wire rod unites them, said bent portion curving slightly upward and rear-
 40 ward, so as to provide the wedge-shaped space 26 between them and the angle-irons.

When the driver wishes a support for the lines, he simply draws them outward in the space 26 of the duplicate line-holder and then
 45 pulls them forward, so as to spring the united arms 25 and clamp the lines reliably in a position from which they cannot be accidentally dislodged, but from which they can be removed in an instant when desired.

From the above description it will be apparent that I have produced a seat-supporting attachment for wagons which embodies the features of advantage enumerated as desirable in the statement of invention, and
 55 while I have described and illustrated the preferred embodiment of the same it is to be understood that I reserve the right to make such changes in the form, proportion, detail construction, and arrangement of the parts
 60 as shall not involve a departure from the spirit and scope of the invention.

Having thus described the invention, what I claim as new, and desire to secure by Letters Patent, is—

65 1. A seat-supporting attachment for wag-

ons, comprising bars or irons, brackets secured to the opposite ends of the same, and resting upon and embracing the sides of the wagon-body, clamping devices carried by the front brackets and engaging the wagon-
 70 body to prevent creepage thereon, springs secured to the bars or irons, a second set of brackets secured upon the rear ends of the bars or irons, and seat-supporting springs pivoted to the first-named springs and linked
 75 at their rear ends to the last-named brackets, substantially as described.

2. A seat-supporting attachment for wagons, comprising bars or irons, brackets secured to the opposite ends of the same, and
 80 resting upon and embracing the sides of the wagon-body, clamping devices carried by the front brackets and engaging the wagon-body to prevent creepage thereon, springs secured to the bars or irons, a second set of brackets
 85 secured upon the rear ends of the bars or irons, seat-supporting springs pivoted to the first-named springs, and oscillatory link-blocks mounted in the last-named brackets, and pivoted to the rear ends of said seat-sup-
 90 porting springs, substantially as described.

3. A seat-supporting attachment for wagons, comprising bars or irons, brackets secured to the opposite ends of the same, and resting upon and embracing the sides of the
 95 wagon-body, clamping devices carried by the front brackets and engaging the wagon-body to prevent creepage thereon, springs secured to the bars or irons, seat-supporting springs pivoted to the first-named springs, and hav-
 100 ing their rear ends bifurcated, U-shaped brackets 14, secured to the rear ends of the bars or irons, and oscillatory link-blocks pivotally mounted in the last-named brackets and pivoted in the bifurcated rear ends of
 105 said seat-supporting springs, substantially as described.

4. A seat-supporting attachment for wagons, comprising bars or irons, brackets secured to the opposite ends of the same, and
 110 resting upon and embracing the sides of the wagon-body, springs secured to the bars or irons, brackets 14, secured upon the rear ends of the bars or irons, seat-supporting springs linked to said brackets 14 and pivoted to the
 115 first-named springs, clamping-screws mounted in the front brackets, washers swiveled on the inner ends of the same and having flattened upper edges engaging the contiguous brackets and prevented thereby from
 120 turning with the screws, and levers pivoted to the outer ends of said clamping-screws, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

JAMES MARION CALHOUN.

Witnesses:
 W. F. FULTON,
 M. D. HIGLEY.