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F. H. KELLER & F. E. SCHUELER.
ADJUSTABLE WAGON SEAT SUPPORT.
APPLICATION FILED DEC. 23, 1905.

Fig. 1.

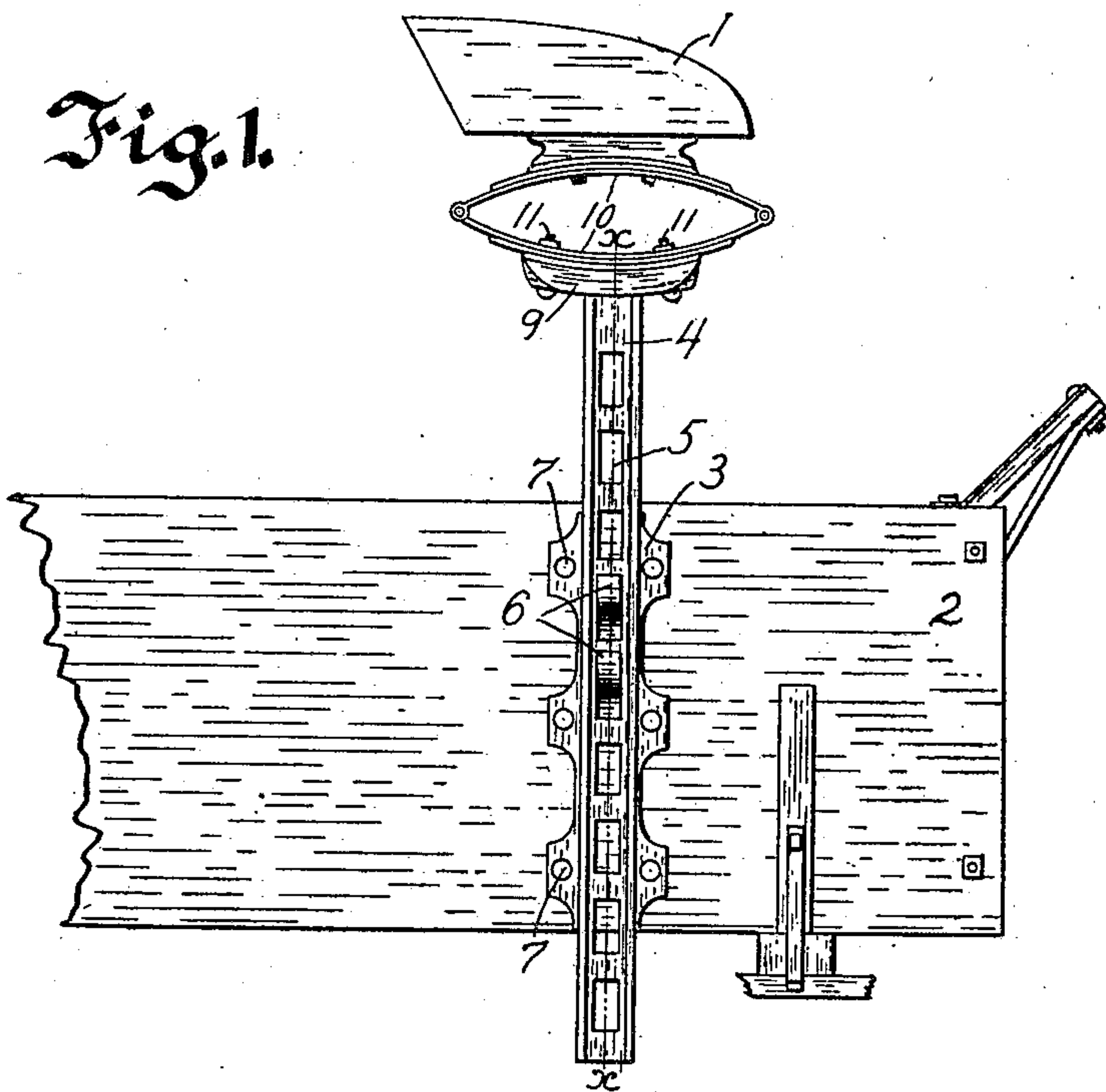


Fig. 2.

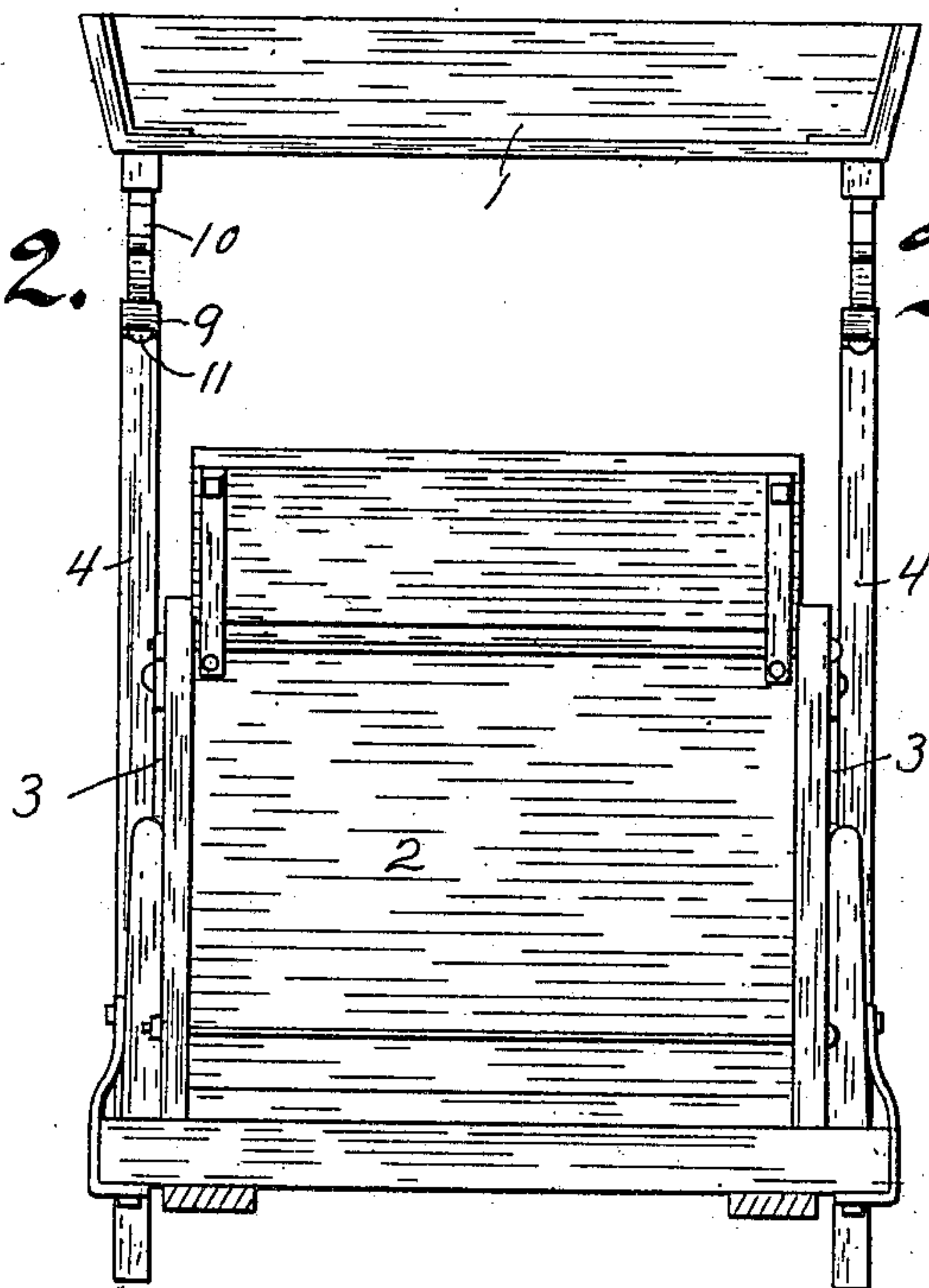
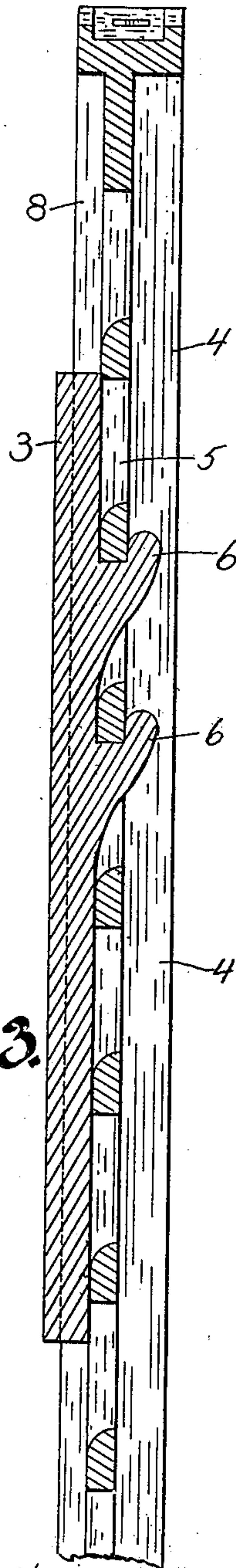


Fig. 3.



Fred H. Keller
Fred E. Schueler Inventors

Witnesses

Samuel M. Field.
W. O. Thomas

By Richard B. Ranier

Attorney

UNITED STATES PATENT OFFICE.

FREDERICK H. KELLER AND FREDERICK E. SCHUELER, OF MILWAUKEE,
WISCONSIN.

ADJUSTABLE WAGON-SEAT SUPPORT.

No. 831,005.

Specification of Letters Patent.

Patented Sept. 11, 1906.

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To all whom it may concern:

Be it known that we, FREDERICK H. KELLER and FREDERICK E. SCHUELER, of Milwaukee, Wisconsin, have invented an Adjustable Wagon-Seat Support, of which the following is a specification.

Our invention comprises means for securing a seat adjustably to an ordinary box wagon-body in a manner to permit of the seat being adjusted vertically; and our object is to produce a seat-standard which shall be cheap, simple, and effective, can be attached as readily as possible to any wagon, and will not interfere with the contents of the wagon or the load carried thereby.

Our invention is best understood from the accompanying drawings, wherein—

Figure 1 is a side elevation of a wagon-body, showing our seat attached thereto. Fig. 2 is a front elevation of the same; and Fig. 3 is a longitudinal section through the standard on the plane *x*, being here shown on a larger scale.

In the drawings every reference character refers always to the same part.

The drawings show an ordinary wagon-seat 1 and box wagon-body 2. The standard embodying our invention comprises two parts—namely, a fixed base member 3, which is secured to the side of the wagon-body by screws or bolts 7, and an adjustable post member 4, which has on its upper end a cross-bar 9, on which rests the seat 1, and there may be interposed between the seat and post an elliptic spring 10, which is secured to the seat and cross-bar 9 by means of bolts 11. The base member 3 has a longitudinal central rib, which is cast with a pair of overhanging lugs 6 of peculiar shape, as shown in Fig. 3, and the post 4 is of an H cross-section, being provided with flanges 8, which flank the longitudinal rib of the member 3 and are held thereby against any longitudinal vibration, and the central member or web of the post 4 is cut away in a series of openings 5, through which the lugs 6 pass, as shown, the said lugs engaging over the outer faces of the transverse bars formed between the openings 5, whereby the post is supported and also held against lateral vibration. The lower edges of the holes 5 are also rounded off to enable the post to be readily disengaged by simply lifting thereon. It will

be apparent that the said post can be adjusted into any one of a number of positions corresponding to the number of openings in the web of the member 4.

We wish it understood that we do not limit ourselves to the precise construction, the precise shape of the lugs, openings, &c., shown in the drawings. One lug 6 would, for example, accomplish the principle of our invention equally as well as two, except in the matter of strength, and other possible variations of our invention, without departing from the principle thereof, will be obvious to those skilled in the art.

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

1. A wagon-seat support comprising essentially a pair of members, one of which is adapted to be fixed to the wagon-body and the other attached to the seat, one of said members having a flat elongated face and an overhanging lug at an intermediate point thereof, and the other having a plurality of holes in any of which said lug may engage; said lug being formed to engage over the outer face of the material at the end of said hole and to be held in engagement by gravity.

2. A wagon-seat support comprising a pair of members, one of which is adapted to be attached to the side of a wagon-body and the other to a wagon-seat, one of said members having a pair of overhanging lugs, and the other having holes through which said lugs are adapted to pass and over the edges of which said lugs engage and are held in engagement by gravity.

3. A wagon-seat support comprising a base member having a flat elongated face and an overhanging lug at an intermediate point thereof, and an adjustable post member having a plurality of holes therein adapted to receive said lug and the latter engaging the upper edge of the hole and held in engagement by the weight of said post.

4. A wagon-seat support comprising a fixed base member having a pair of lugs with upwardly-projecting overhanging ends, and an adjustable post member having a plurality of openings therein adapted to fit over said lugs, the said lugs engaging over the upper edges of said openings to hold said post against lateral vibration.

5. A wagon-seat support comprising two members one of which is adapted to be attached to the wagon-body and the other to the seat, one of said members having a longitudinal rib and an overhanging lug on said
5 rib, and the other of said members having flanges flanking the sides of said rib to hold it against longitudinal movement, and a series of transverse openings therein adapted
10 to receive said lugs; the said lugs engaging

the upper edges of said holes to prevent lateral movement of said second member.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

FRED. H. KELLER.

FRED. E. SCHUELER.

Witnesses:

RICHARD B. RAMIEN,
W. O. THOMAS.