



# UNITED STATES PATENT OFFICE.

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## WAGON-SEAT.

No. 870,583.

Specification of Letters Patent.

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*To all whom it may concern:*

Be it known that I, OSMOND E. PASKO, a citizen of the United States, residing at Fond du Lac, in the county of Fond du Lac and State of Wisconsin, have  
5 invented certain new and useful Improvements in Wagon-Seats, of which the following is a specification.

This invention relates to improvements in supports for wagon seats, and is designed to provide means whereby a seat of ordinary construction may be swing-  
1 ingly and removably supported and connected with the side boards of a wagon-body. The especial object of the improvements which form the subject matter of this application, is to provide supporting means that can be easily and cheaply manufactured, and that,  
15 while allowing a free swinging movement forward and backward, will also permit a limited sidewise swing.

In the accompanying drawing, I have shown a preferred adaptation of my invention in the following views:—

20 Figure 1 shows in front elevation a seat supported by my swinging support, and Fig. 2 is a view on the line 2—2 of Fig. 1.

Referring to the details of the drawing, 3 represents a board having cleats 4 on its under side which em-  
25 brace the upper part of the side-boards of a wagon box, on the edges of which the board 3 rests.

6 represent standards each formed preferably of strap iron of suitable dimensions, bent near its lower ends to form a foot 7 and near its upper end to form an  
30 overhanging portion 12. There are two pairs of these standards and the members of each pair are connected together by cross-straps 10, which are riveted to the standards by rivets 11. The feet of the standards of each pair are connected by a strap 8 secured by rivets  
35 9. Pivotally connected with the upper ends of each of the standards by bolt 14 is a strap 13. Each strap is bent inwardly just below its pivot point so that it may swing free of interference with the cross-members 10.

In the lower ends of the straps 13 are secured the bent ends of a rod 15, the central portion of which extends 40 under and supports the seat board 17. A strap 16 has its ends bent over the bent end portions of the rod, and forms a flat and wide bearing for the seat-board 17. The seat 18 may be of any desired style and construction.  
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It will be apparent that the straps 13 will swing freely back and forth on the pivots 14, and that a certain amount of side or lateral swing will result from the flexibility of the metal of which said straps are made and the bends at the upper ends of said straps.  
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The seat board 17 may merely rest upon the strap 16 in which case the seat could be easily removed and replaced, and when removed the board 3 could serve as a non-swinging seat if desired. As the weight comes on the pivots in a vertical line, comparatively light or  
55 thin iron can be used for the straps 6 and 13.

Having thus described my invention what I claim, is:—

1. A seat-support consisting of two pairs of standards the members of each pair consisting of flat metal bars 60 suitably connected and braced, means for rigidly connecting said standards with a wagon-box, arms pivotally hung from the upper ends of said standards, and means connected with said arms for removably supporting a wagon seat.  
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2. A seat-support consisting of two pairs of standards, the members of each pair suitably connected and braced, each standard consisting of a metal strap having its lower end bent to form a foot and its upper end bent upon itself to form a housing, parallel arms pivotally hung from the 70 upper ends of said standards, and a rod secured to the lower ends of said arms, said rod adapted to form a support for a wagon seat.

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

OSMOND E. PASKO.

Witnesses:

E. T. MARKLE,  
CLARIBEL TRIER.