W. W. GAMMON.

SAFETY CLAMP.

APPLICATION FILED FEB. 5, 1910.

983,273. Patented Feb. 7, 1911.

Fig. 1.

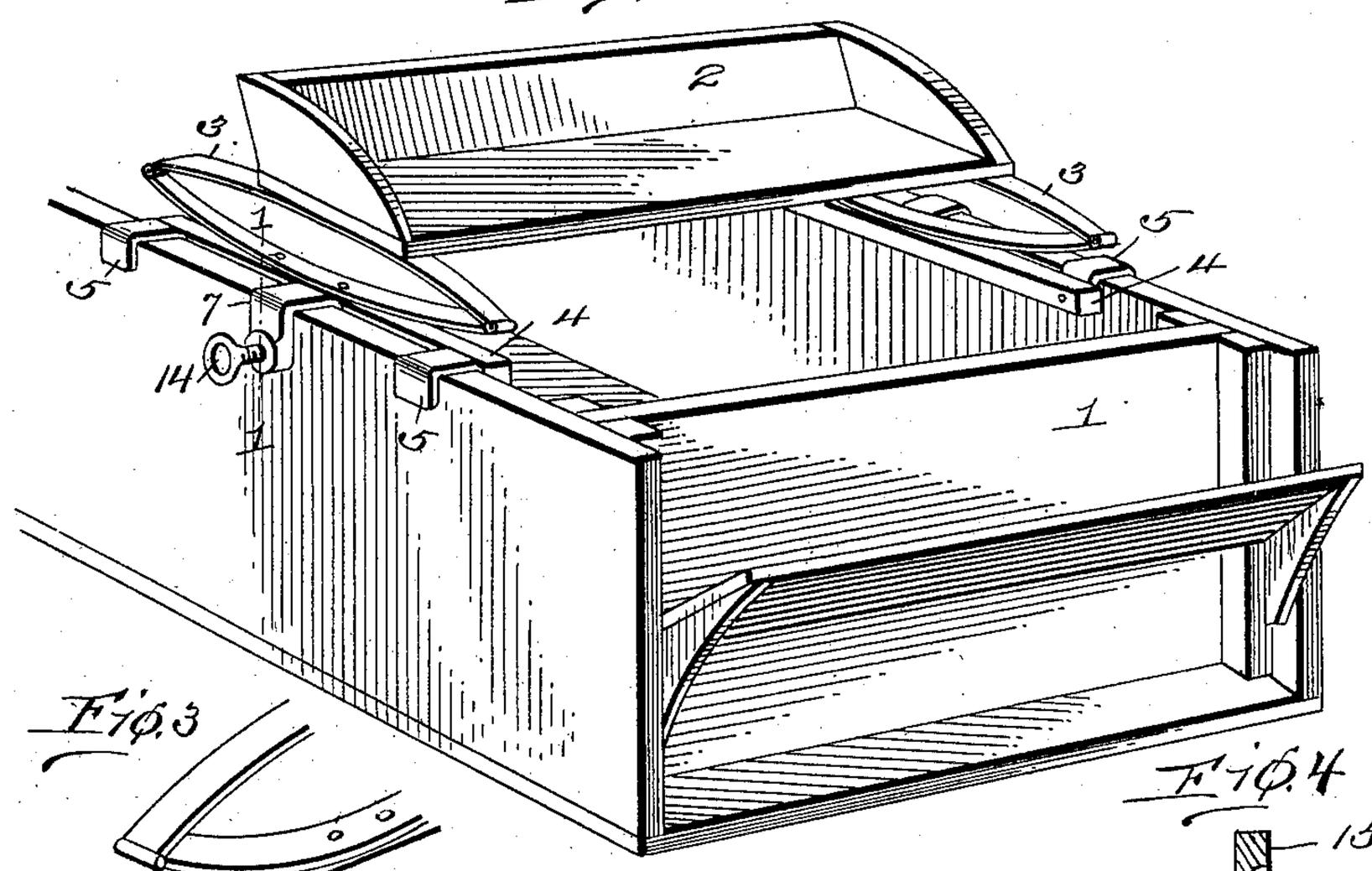


Fig. 3

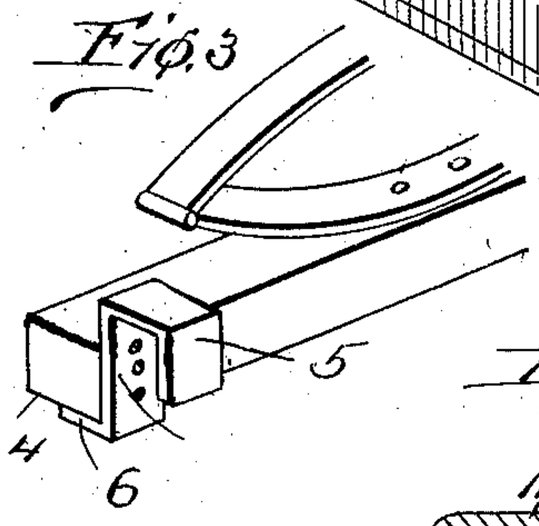


Fig. 4

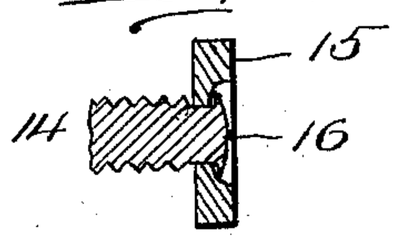
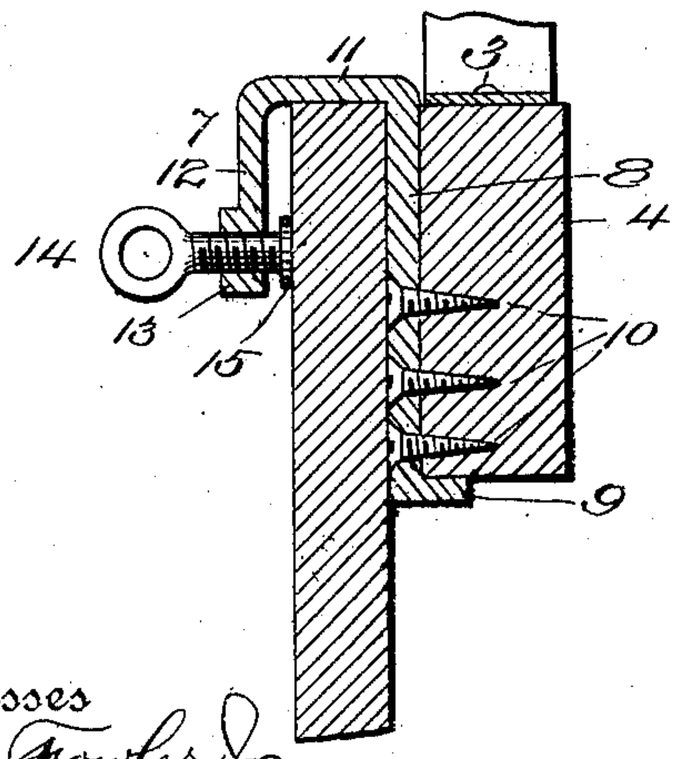


Fig. 2.



Witnesses

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SAFETY-CLAMP.

983,273. Specification of Letters Patent. **Patented Feb. 7, 1911.**

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To all whom it may concern:

Be it known that I, WILLIAM W. GAMMON, a citizen of the United States, residing at Clarendon, in the county of Donley and State of Texas, have invented certain new and useful Improvements in Safety-Clamps, of which the following is a specification.

My invention is a safety clamp and is designed to be used in connection with wagons, principally farm wagons and is to keep the seat in place and to prevent the seat from falling off or being thrown off by accident or otherwise; it being understood that in this connection "the seat" comprises the seat proper, the springs, the bars to which the springs are secured and the clips, one secured to each end of the bars.

In the accompanying drawings Figure 1 is a perspective view of the front end of a wagon body and seat with my safety clamp holding the same in place. Fig. 2 is a vertical, sectional view of Fig. 1 on the line 1—1, only running high enough up and deep enough in to cut the body and the bar in section at said line, however, showing a portion of the spring. Fig. 3 is a perspective view of one end of one of the bars, one of the clips and one end of one of the springs. Fig. 4 is a sectional view of the concave clamping disk swiveled on the end of the threaded bolt.

Referring more particularly to the drawings my invention is described as follows: The numeral 1 represents the wagon body, 2 the seat, 3 the springs one secured to the under side and each end of the seat, 4 the seat bars to the center and upper face of which is secured the lower strip of the springs, 5 represents clips which are secured at each end and to the outer faces of said bars, the lower ends 6 of said clips turning inwardly and fitting neatly against the lower face of said bars, the upper ends of said clips turn outwardly and then downwardly, representing to some extent an inverted U and they hook over and rest on the upper edges of the sides of the wagon body and thus hold said bars up and against the inner faces of said sides. This description is the description of the ordinary wagon seat. In this condition, it may be easily lifted off and put on again, but it may be so easily lifted off that in going around a curve suddenly it may be thrown out of place or off and precipitate the riders to the ground, particularly if the road should incline in the proper direction for this sort of accident or the seat may be thrown off or out of place by coming in contact with some object. In order to prevent this I have invented my safety clamp which is better shown in Fig. 2 than in any other of the figures and I will therefore more specifically refer to Fig. 2 in which the numeral 7 represents the clamp in which 8 represents the plate provided with perforations through which screws are passed and by which means it is rigidly secured to the outer face of said bar and midway between said clips, the lower end 9 of the plate is turned under and against the lower face of the bar which lessens the strain on the screws 10 and makes it more secure. The upper part of the plate is turned outwardly forming a horizontal part 11 which rests on the upper edge of the side wall of the wagon body. This part extends a little out beyond the outer face of the wall and then downwardly forming a vertical plate 12, the lower end of which is provided with a threaded head 13 of sufficient thickness to hold a threaded screw. A threaded screw 14, threaded to fit the threads of the head is then screwed to fit in the threaded opening and then on the inner end of the said screw is swiveled a concave clamping disk 15, the concave side adapted to fit against the outer face of the side wall of the wagon body. The purpose of having this disk slightly concave is that its inner periphery may fit snugly against the wagon body and thereby not be so liable to turn with the screws and deface the body and also to make room for the headed end 16 of the screw 14.

Having described my invention, what I claim as new and desire to secure by Letters Patent, is:

In combination with a wagon body, seat and seat bar, having on each end of said bar a clip, a clamp having its shank perforated and secured to said bar midway between said clips, a right angle piece extending inwardly and fitting against the lower face of said bar, the upper part of said shank turning outwardly at right angles forming a horizontal part extending a little beyond the outer wall of the wagon body, then down-

wardly forming a vertical part terminating in a threaded head, a threaded screw bolt screwing through said head, a concave disk swiveled on the inner end of said threaded bolt and adapted to be pressed tightly against the outer face of the wall of the wagon body, substantially as shown and described.

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

WILLIAM WILLEY GAMMON.

Witnesses:
A. L. JOURNEAY,
JOHN L. DAVIS.