

No. 623,340.

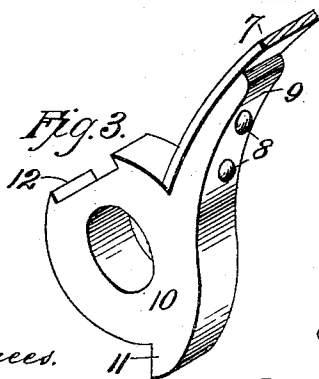
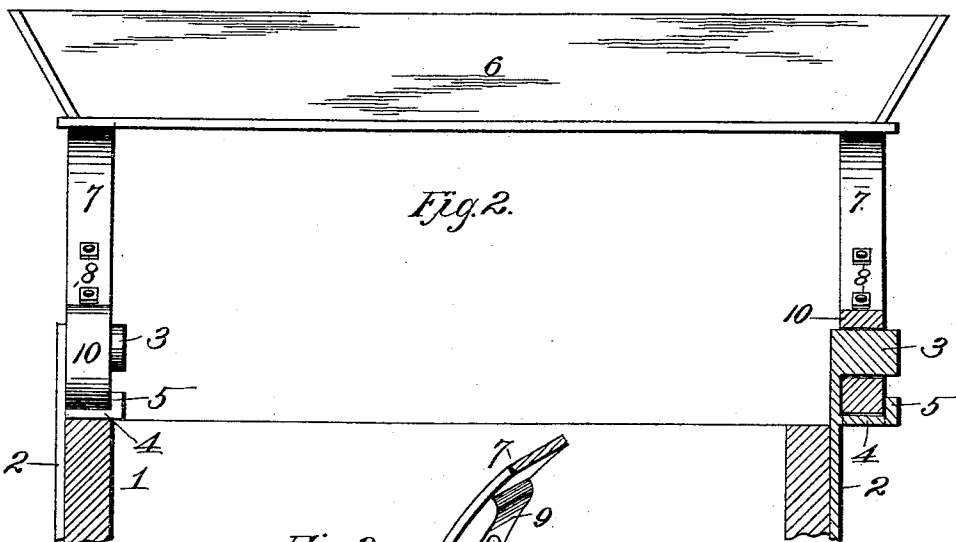
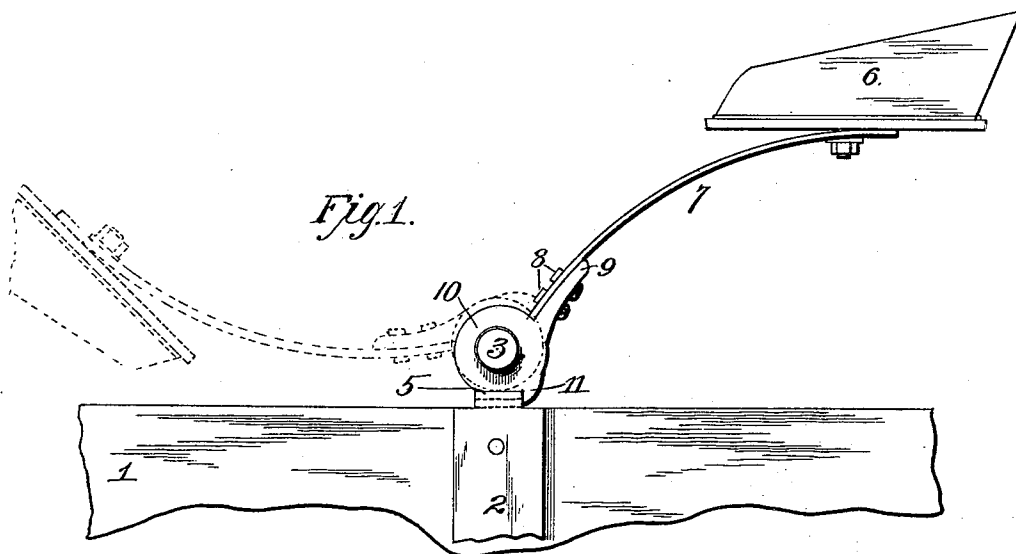
Patented Apr. 18, 1899.

J. SKIMIN & J. McDANIEL.

WAGON SEAT SUPPORT.

(Application filed Feb. 17, 1899.)

(No Model.)



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN SKIMIN AND JOHN McDANIELD, OF BONNER SPRINGS, KANSAS.

WAGON-SEAT SUPPORT.

SPECIFICATION forming part of Letters Patent No. 623,340, dated April 18, 1899.

Application filed February 17, 1899. Serial No. 705,933. (No model.)

To all whom it may concern:

Be it known that we, JOHN SKIMIN and JOHN McDANIELD, of Bonner Springs, Wyandotte county, Kansas, have invented certain new and useful Improvements in Wagon-Seat Supports, of which the following is a specification.

Our invention relates to wagon-seat supports; and our object is to produce wagon-seat-supporting devices which enable the seat to be reliably secured upon the wagon, to be quickly and easily placed upon or removed from the wagon, and to be swung forward and occupy such a position that it will not interfere in any respect with the loading of the wagon.

A further object is to provide a wagon-seat support which embodies, in addition to the advantageous features mentioned, simplicity, strength, durability, and cheapness of construction.

To these ends the invention consists in certain novel and peculiar features of construction and combinations of parts, as will be 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, in side elevation, a portion of a wagon provided with seat-supporting devices embodying our invention. Fig. 2 is a front view of the same. Fig. 3 is a detail perspective view of a slightly-modified form of the collar employed as a part of the improvement.

In said drawings, 1 designates a wagon-body of the usual or any preferred type of construction, and 2 a pair of oppositely-arranged brackets, which are secured externally to the side of the wagon and at their upper ends are formed with laterally-projecting cylindrical trunnions 3 and arms 4, the latter underlying the trunnions and formed at their free ends with the upwardly-projecting flanges 5, the trunnions and arms 4 extending parallel with each other and projecting in the same direction.

6 designates the wagon-seat, of any preferred type, and mounted as usual, if desired, upon the springs 7, the latter being bolted, as shown at 8, to arms 9, cast integral with and projecting from the eccentrically-pierced collars 10, said collars having stop-lugs 11 pro-

jecting from their peripheries at the points of the latter most remote from the axis of the collars. The eccentricity of said collars is so pronounced that when the seat occupies the position shown in dotted lines, Fig. 1, those portions of the peripheries of the collars nearest the axis of the latter are positioned to be moved freely in a horizontal direction above the flanges 5 and below the overhanging trunnions as the collars are slipped upon the latter. When this lateral movement is terminated by contact with the vertical portions of the brackets, the collars lie wholly within the flanges 15—that is, occupy positions between the vertical portions of the brackets and said flanges, (see Fig. 2,)—and as the seat is swung back from the position shown in dotted lines to the position shown in full lines, Fig. 1, the collars turn upon the trunnions until such movement is arrested by the stop-lugs 11 striking against the rear edges of arms 4. When and before this occurs, those portions of the collars of greater extent from their axes to their peripheries than the distance between their axes and the upper edges of flanges 5 overlap said flanges, and consequently prevent the dislocation of the seat by the collars slipping off the trunnions. The seat can only be removed after it has been thrown to approximately the position shown in dotted lines, Fig. 1.

In lieu of eccentrically piercing the collars, so as to provide narrow portions which will slip horizontally between the trunnions 3 and the flanges 5, the collars may be centrally pierced and then narrowed at the proper points by cutting notches 12 in their peripheries, (see Fig. 3,) said notches being arranged with such relation to the stop-lugs that the seat must occupy the position shown in dotted lines to cause the flanges 5 and the notches 12 to register, and thereby permit the collars to be slipped upon the trunnions. As the seat is now moved toward its operative position, the unnotched portions of the collars overlap the flanges 5, and thereby hold the collars reliably upon the trunnions. This construction is in principle the same as piercing the collars eccentrically.

From the above description it will be seen that a seat provided with these supporting devices can not only be quickly and easily

removed and replaced when necessary, but that it can be thrown forward without removing it, so as to be entirely out of the way in the loading or unloading of the wagon.

- 5 When thrown forward, it may rest upon the dashboard or front end of the wagon.

It is to be understood, of course, that changes may be resorted to which do not involve a departure from the spirit and scope of the invention.

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

- 15 1. A wagon-seat support, comprising brackets secured to the wagon and provided with trunnions and arms projecting in the same direction, and seat-supporting collars journaled upon said trunnions and provided with

stop-lugs for engagement with said arms, substantially as described.

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2. A wagon-seat support, comprising brackets secured to the wagon and provided with laterally-projecting trunnions and arms, the latter having flanges projecting toward the trunnions, and collars journaled upon said trunnions and formed with narrow portions which may be slipped laterally between said flanges and said trunnions, substantially as described.

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In testimony whereof we affix our signatures in the presence of two witnesses.

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JOHN SKIMIN.

JOHN McDANIELD.

Witnesses:

M. R. REMLEY,

G. Y. THORPE.