June 8, 1926.

1,587,706

J. F. DOZIER

PORTABLE SEAT

Filed Feb. 10, 1925

Fig. 1.

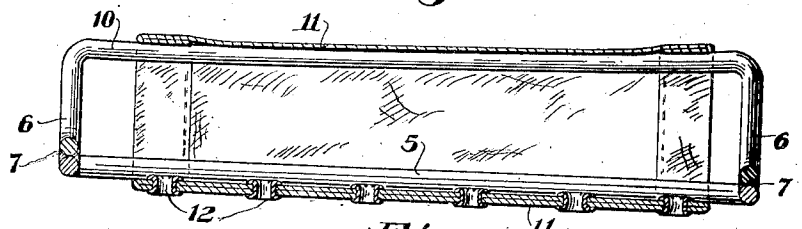


Fig. 2

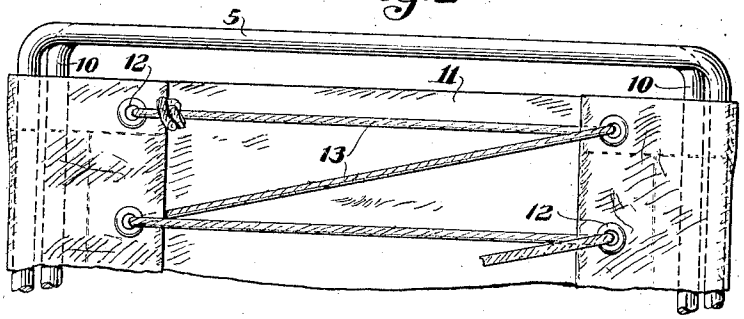
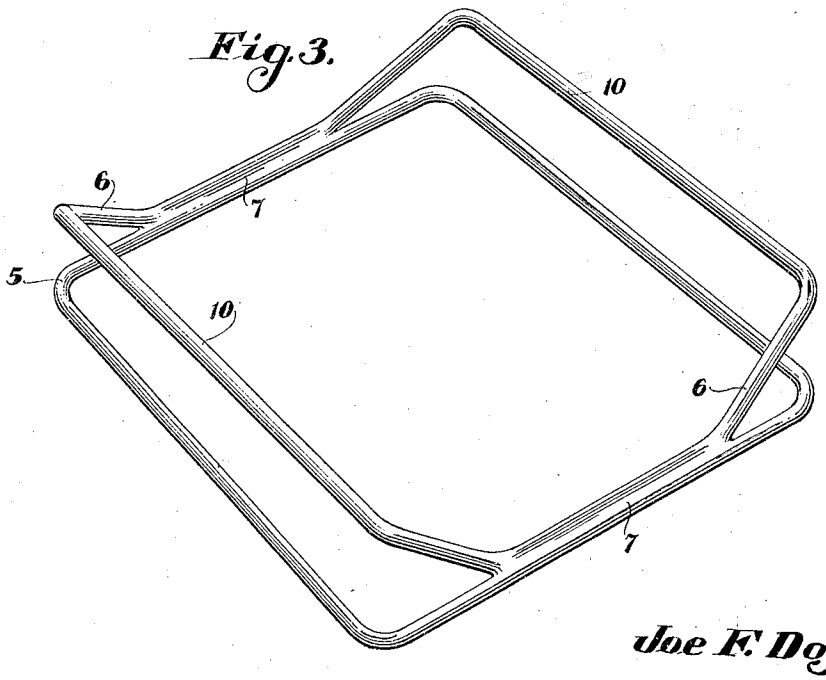


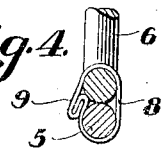
Fig. 3.



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Fig. 4.



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Patented June 8, 1926. 1,587,706

UNITED STATES PATENT OFFICE.

JOE F. DOZIER, OF NASHVILLE, TENNESSEE.

PORTABLE SEAT.

Application filed February 10, 1925. Serial No. 8,237.

This invention relates to a portable seat adapted to rest on a flat surface, and having superior shock absorbing or cushioning qualities, so that when used upon a automobile, or other vehicle, the occupant is protected against severe jolts or shocks incident to travel over rough roads.

One object of the present invention is to provide an improved frame structure of simple construction, which is strong and durable, yet sufficiently resilient to secure the most satisfactory results. This is accomplished in a most practical manner by the provision of two superposed frames secured together by any suitable means, and yieldable in a vertical direction, with a flexible covering of canvas, or similar material, stretched across the same, and held in such a manner as to cause a frictional resistance against restoration of the frame to normal position after being compressed, thereby giving a snubbing effect to the recoil.

The specific construction of the invention and the advantages thereof will be more fully explained in connection with the accompanying drawing, in which:—

Figure 1 is a vertical longitudinal section on a plane at one side of the center line of the seat.

Figure 2 is a bottom plan view of a portion of the seat.

Figure 3 is a perspective view of the frame structure.

Figure 4 is a detail view of a modified means for securing the two frames together.

The invention includes a frame structure consisting of a lower rectangular frame 5, with a superposed upper frame 6 secured thereto, midway of the front and rear rails of the frame, by welding, as shown at 7 in Figure 3, or by any other suitable means, as, for example, by means of a split sleeve, shown at 8 in Figure 4, which may be clamped, as at 9, and secured by welding or soldering.

The front and rear rails of the two frames are secured rigidly together for nearly one-half their length, and the end portions of the front and rear rails of the upper frame are bent upwardly and connected by side rails 10, which are substantially parallel to the bottom frame 5, but may be somewhat closer together. A seat covering of flexible canvas, or other suitable material, 11 is stretched across the upper frame over the side rails 10, and about the side rails of the lower frame 5. A row of eyelets 12 is secured across each end of the seat covering 11, which may be suitably reinforced by hemming. The two rows of eyelets are connected together by lacing 13, which is placed under considerable tension, so that the seat covering will offer the proper resistance to the weight of the person seated thereon.

The rails of the frame 6 are quite stiff, yet are sufficiently resilient to yield in case of a sudden shock, such as is occasioned by traveling over rough roads. As the frame yields in response to these shocks, the side rails 10 are lowered and the seat covering 11 is drawn inwardly over the same, and upon the recoil, the frictional resistance of the covering against the rails 10 produces a snubbing effect, which eliminates the possibility of a throw when the seat is restored to normal position.

The specific shape of the frames 5 and 6 may be varied somewhat, but it is preferred to make the space between the frame members slightly greater at the front than at the rear, producing a tendency toward a reclining position. Various other modifications may be made in the size, shape, material and specific relation of the various features of construction wtihout departing from the salient features of the invention. It is my intention, therefore, to include all such modifications within the scope of what is claimed.

What is claimed is:—

In a seat, the combination of a lower rectangular frame, an upper frame having resilent front and rear rails rigidly secured midway of their ends to corresponding rails of the lower frame and having their end portions extending upwardly and outwardly and connected by side rails formed integrally therewith, the said end rails of the

upper frame resiliently supporting the upper side rails in spaced relation to the side rails of the lower frame, the space between the frame members being greater at the front than at the rear, a covering stretched across the side rails of the upper frame with its ends passed beneath the side rails of the lower frame, each end of the covering being provided with a row of eyelets, and a lacing connecting said eyelets.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

JOE F. DOZIER.