(No Model.)

C. C. GOULD.

ADJUSTABLE SEAT.

No. 356,403. Patented Jan. 18, 1887.

Fig. 1.

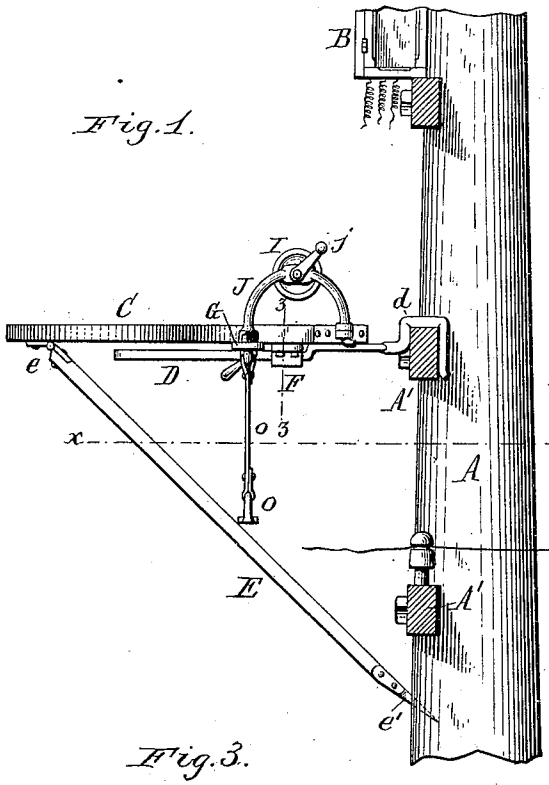


Fig. 2.

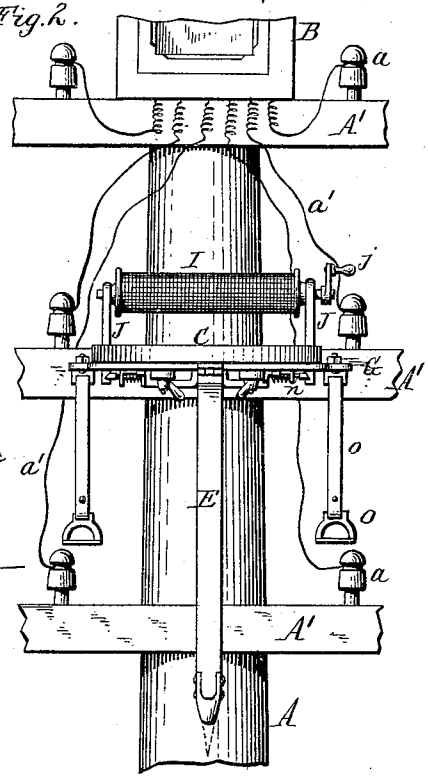


Fig. 3.

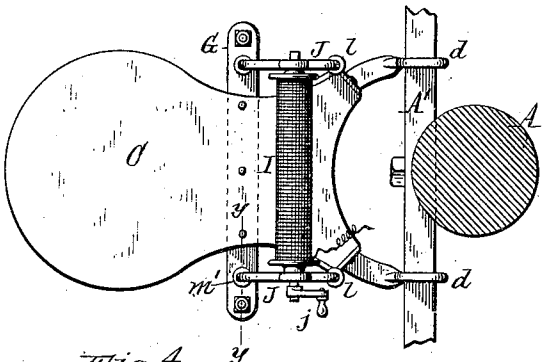


Fig. 4.

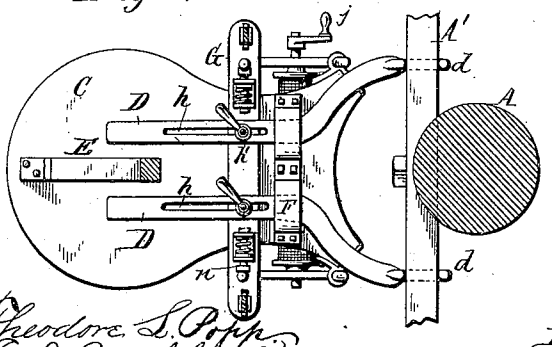


Fig. 5.

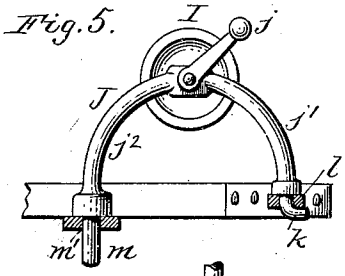


Fig. 6.

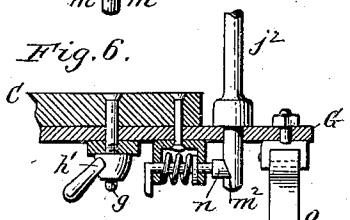
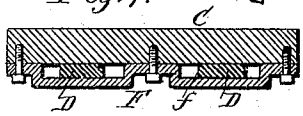


Fig. 7.



Claude C. Gould Inventor.
By Wilhelm Bonnet
Attorneys.

Theodore L. Popp
Geo. J. Buchhalter Jr. } Witnesses.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

CLAUDE C. GOULD, OF BATAVIA, NEW YORK, ASSIGNOR OF FIVE-EIGHTHS TO WALTON SMITH, OF SAME PLACE, AND PHILIP W. SCRIBNER, OF TONAWANDA, NEW YORK.

ADJUSTABLE SEAT.

SPECIFICATION forming part of Letters Patent No. 356,403, dated January 18, 1887.

Application filed October 21, 1886. Serial No. 216,901. (No model.)

To all whom it may concern:

Be it known that I, CLAUDE C. GOULD, of Batavia, in the county of Genesee and State of New York, have invented new and useful Improvements in Adjustable Seats, of which the following is a specification.

This invention relates to an improvement in adjustable seats for linemen working on telegraph and telephone poles, and has for its object to provide a safe and convenient seat or support for such persons while engaged in manipulating the wires.

The invention consists of the improvements which will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a side elevation of my improved adjustable seat applied to a telegraph or telephone pole. Fig. 2 is a front elevation thereof, taken at right angles to Fig. 1. Fig. 3 is a top plan view of the adjustable seat. Fig. 4 is a cross-section in line *x x*, Fig. 1, looking upward. Fig. 5 is a sectional elevation, on an enlarged scale, of the reel and supporting parts. Fig. 6 is a cross-section in line *y y*, Fig. 3, on an enlarged scale. Fig. 7 is a cross-section in line *z z*, Fig. 1, on an enlarged scale.

Like letters of reference refer to like parts in the several figures.

A represents the upper portion of a telegraph or telephone pole provided with the usual cross-bars, A′, which carry the insulators *a*, on which the wires *a′* are supported.

B represents a cable-box secured to the pole A, and in which are arranged the cables, which extend from the box to the telegraph or telephone office, and which are connected at the box B with the wires *a′*.

C represents the adjustable seat, which is attached to the pole A in such a manner that the lineman, when supported by the seat, will be in convenient reach of the cable-box or other part which he desires to operate.

D D represent two adjustable arms secured to the under side of the seat C, and projecting forwardly therefrom toward the pole. The arms D are provided at their front ends with hooks *d*, which engage over one of the cross-bars A′, on opposite sides of the pole and support the front of the seat. The seat is supported at its rear end by a brace, E, which is hinged to the under side of the seat, as shown at *e*, and is provided at its lower end with a spur, *e′*, which penetrates the pole A, thereby holding the seat in a horizontal position. The arms D are made adjustable on the seat C, to enable the seat to be adjusted toward or from the pole, and to permit the front ends of the arms to be spread apart or brought together to accommodate poles of different sizes. The arms D pass through a metallic strap or plate, F, secured to the under side of the seat and provided with two depressions or grooves, *f*, through which the arms project.

G represents a cross-piece secured to the under side of the seat in rear of the strap F, and *g g* represent vertical screw-bolts attached to the seat and projecting through longitudinal slots *h*, formed in the arms D. The bolts *g* are provided with thumb-nuts *h′*, whereby the arms D are firmly secured to the seat. Upon releasing the thumb-nuts *h′* the arms D can be moved lengthwise on the bolts to adjust the arms forwardly or backwardly on the seat, thereby regulating the distance of the seat from the pole, while upon turning the arms D on the bolts *h* the front ends of the arms can be spread apart or brought together, as may be necessary in order to enable the arms to straddle the pole. The grooves of the strap F are made wider than the arms, as represented in Fig. 7, to permit of this pivotal adjustment of the arms. By moving the arms lengthwise on the bolts *h* the range of this pivotal adjustment is increased or reduced.

I represents a reel for holding wire, and which is journaled in brackets J, secured to the seat C. The reel is provided with a hand-crank, *j*, whereby it can be turned. The brackets J are detachably secured to the seat to enable the reel to be removed when not required for use or when a fresh supply of wire is to be wound upon the reel. Each bracket J is composed of two bent arms, *j′ j²*, the arm *j′* being provided with a curved tongue, *k*, which engages in and under a loop or eye, *l*, secured to the adjacent side of the seat C. The arm *j²* is provided with a straight tongue,

m, which is inserted in an opening, m', formed in the adjacent portion of the cross-piece G.

The tongues m are provided with notches m^2, in which engage spring-bolts n, attached to the under side of the cross-piece G. Upon withdrawing the bolts n from the notches m^2 the brackets J and the reel I are readily disconnected from the seat.

O represent stirrups suspended by straps o from the ends of the cross-piece G on opposite sides of the seat, and adapted to support the feet of the lineman. By means of the stirrups O the person engaged in connecting the wires can raise himself above the seat when required, thus increasing his range, in which he is enabled to work without adjusting the seat.

My improved seat forms a very convenient and safe support and affords the person engaged in connecting the wires the free use of both hands in performing his work.

I claim as my invention—

1. The combination, with the seat C, of the arms D, adjustably secured to the seat and provided at their front ends with hooks d, and a brace, E, hinged at one end to the rear portion of the seat C, and provided at its opposite end with a spur, e', substantially as set forth.

2. The combination, with the seat C, of the arms D, provided at their front ends with hooks d, and near their rear ends with longitudinal slots h, and bolts g, attached to the seat and projecting through the slots h, and provided with screw-nuts h', substantially as set forth.

3. The combination, with the seat C, provided with arms D and a brace, E, of a reel, I, attached to the seat, substantially as set forth.

4. The combination, with the seat C, provided with the arms D and a brace, E, of the reel I, pivoted in brackets J, removably secured to the seat, substantially as set forth.

5. The combination, with the seat C, provided with the arms D and the brace E, of the stirrups O, suspended from opposite sides of the seat, substantially as set forth.

6. The combination, with the seat C, provided with arms D and a brace, E, of the brackets J, a reel, I, journaled in said brackets, and spring-bolts n, whereby the brackets are secured to the seat, substantially as set forth.

Witness my hand this 16th day of October, 1886.

CLAUDE C. GOULD.

Witnesses:
JNO. J. BONNER,
CARL F. GEYER.