

A. J. WOOD.

WAGON SEAT.

APPLICATION FILED NOV. 30, 1909. RENEWED DEC. 6, 1910.

986,885.

Patented Mar. 14, 1911.

Fig. 1.

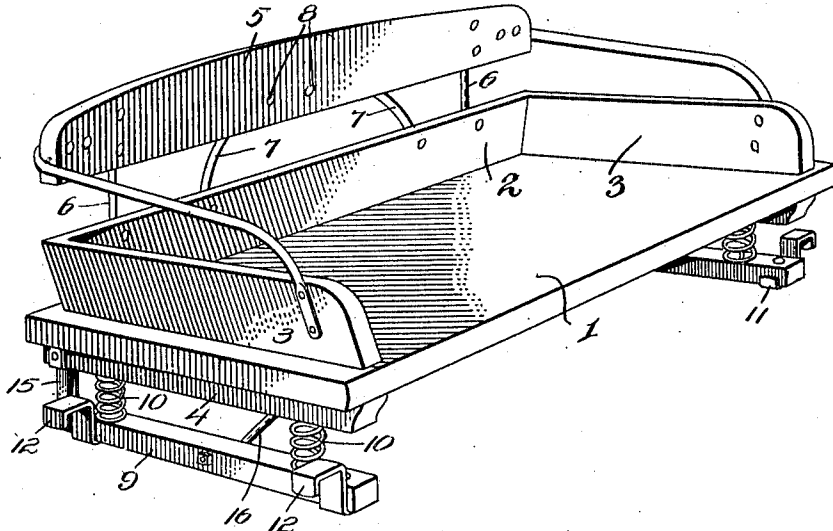


Fig. 2.

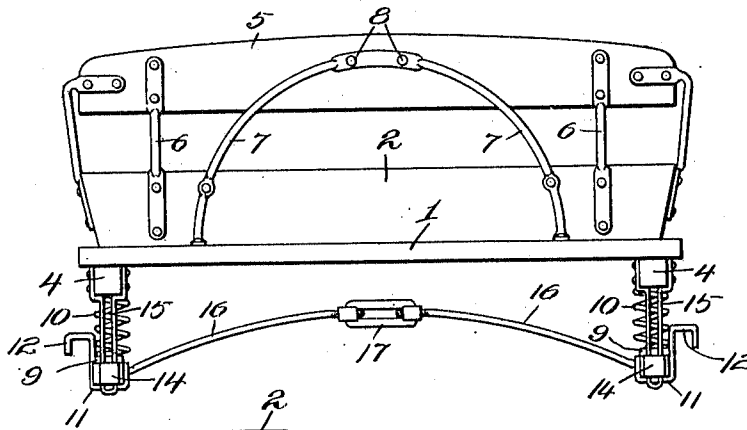


Fig. 3.

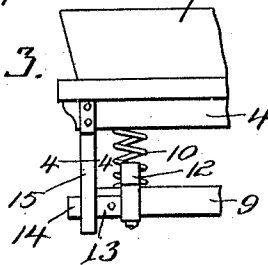
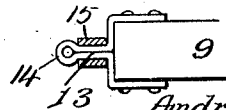


Fig. 4.



Inventor

Andrew J. Wood.

Witnesses

H. L. Gibson,
R. M. Smith

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

ANDREW J. WOOD, OF LINDALE, TEXAS.

WAGON-SEAT.

986,885.

Specification of Letters Patent. Patented Mar. 14, 1911.

Application filed November 30, 1909, Serial No. 530,592. Renewed December 6, 1910. Serial No. 595,943.

To all whom it may concern:

Be it known that I, ANDREW J. WOOD, a citizen of the United States, residing at Lindale, in the county of Smith and State of Texas, have invented new and useful Improvements in Wagon-Seats, of which the following is a specification.

This invention relates to wagon seats, the object in view being to provide a portable and detachable seat for vehicles and particularly wagons of various kinds, whereby a comfortable, yieldingly supported seat is obtained, especially designed for use on farm wagons or vehicles without springs.

To the above end, the invention consists in the novel construction, combination and arrangement of parts as herein fully described, illustrated and claimed.

In the accompanying drawings:—Figure 1 is a perspective of a seat embodying the present invention. Fig. 2 is a rear elevation of the same. Fig. 3 is a detail horizontal section, showing the connection between the upper and lower bars of the seat frame. Fig. 4 is a detail horizontal section through one of the guide loops showing the adjacent parts in plan.

The seat comprises essentially a bottom board 1, back 2, sides 3 and seat supporting bars 4 arranged at opposite ends or sides of the seat as indicated in Figs. 1 and 2. The seat also comprises a top back rail 5 connected to the main body of the seat by a suitable number of stanchions 6 and also by means of a semi-circular brace 7, the lower extremities of which are permanently fastened to the bottom board 1 while the upper central portion of said brace is fastened to the back rail 5 by means of bolts 8 or their equivalent.

Arranged in parallel relation to and beneath the seat supporting bars 4 are clamp bars 9 while between the bars 4 and 9 are arranged seat cushioning springs 10 preferably of the coiled type as shown in Figs. 1 and 2. Connected to each of the clamp bars 9 is a pair of clips 11 embracing the lower bars 9 and provided at their upper ends with downwardly pointing hooks 12 which are adapted to hook over the sides of the

wagon box or body in a manner well understood by those skilled in the art to which this invention appertains.

Extending backward from each of the clamp bars 11 is a stop 13 which may consist of a strip of iron having the two extremities thereof brought together intermediate their ends and then spread apart to embrace the rear end of the clamp bar to which they are fastened while the projecting end of the stop is formed into an eye 14. Connected to the upper seat supporting bar 4 is a guide loop 15 having the parallel sides thereof arranged at a suitable distance apart to embrace and slide upon the stop 13 in the manner indicated in the drawings. The loops 15 serve to guide the up and down movements of the seat supporting bars and limit the upward movement of said bars by reason of the engagement between the loop 15 and the adjacent stop 13.

Interposed between the clamp bars 9 is a spreader or clamping element consisting of a pair of rods 16 having their outer ends connected to the clamp bars 9 and the inner ends provided with right and left hand threads with which is associated a turn buckle 17. This turn buckle enables the rods 16 to be moved toward or away from each other for correspondingly varying the distance between the clamp bars 9. This enables the clamp bars to be forced into firm engagement with the inner surface of the sides of the wagon body to hold the seat frame securely in place, and also enables the clamp bars 9 to be moved toward each other for the purpose of releasing and removing the seat as a whole. The construction described also enables the seat to be fastened to the wagon body at any desired point in the length thereof.

I claim:—

A vehicle seat comprising a seat bottom board, seat supporting bars connected to said bottom board, clamp bars extending parallel to and beneath said seat supporting bars, cushion springs interposed between said bars, clips on the clamp bars having hooks to engage the side of the wagon body, loops carried by the seat supporting bars,

stops on the clamp bars with which said loops engage, and a spreading device interposed between the clamp bars and embodying rods connected at their outer ends to the clamp bars, and a turn buckle connecting the inner ends of said bars, substantially as described.

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

ANDREW J. ^{his} X WOOD.
_{mark}

Witnesses:

W. W. BATES,
J. P. WOODWARD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
