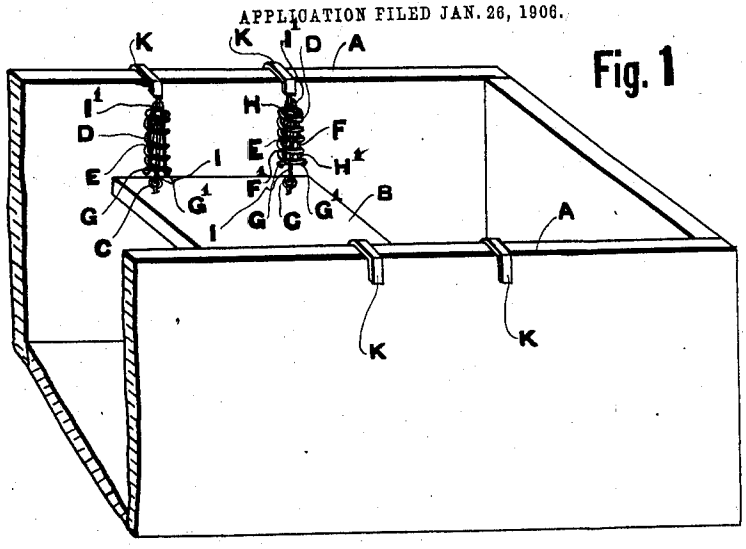
No. 833,068. PATENTED OCT. 9, 1906.

B. F. LLOYD.

WAGON SEAT.

APPLICATION FILED JAN. 26, 1906.

Fig. 1



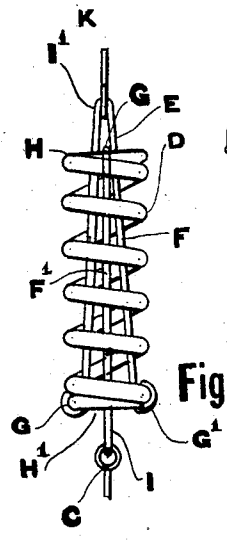


Fig. 3

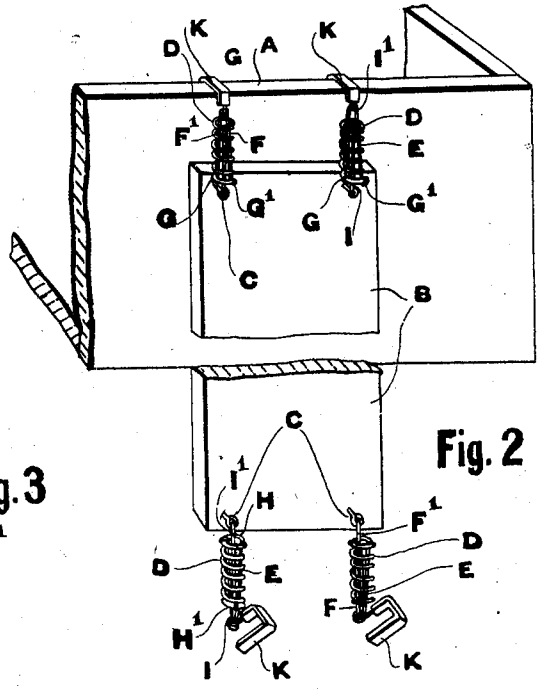


Fig. 2

Witnesses.

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BENJAMIN FRANKLIN LLOYD, OF WAWANESA, MANITOBA, CANADA.

WAGON-SEAT.

No. 833,068. Specification of Letters Patent. Patented Oct. 9, 1906.

Application filed January 26, 1906. Serial No. 298,030.

To all whom it may concern:

Be it known that I, BENJAMIN FRANKLIN LLOYD, farmer, of the village of Wawanesa, Province of Manitoba, Canada, have invented certain new and useful Improvements in Wagon-Seats, of which the following is a specification.

My invention relates to improvements in wagon-seats or to seats applied to any vehicle having substantially a body of a box shape; and the object of the invention is to provide a simple, cheap, comfortable, durable, and easily-adjustable seat; and it consists, essentially, of a rectangular board or seat-body, spiral tension-springs, V-shaped members extending inwardly and attached to the ends of the individual springs, and means for attaching said V-shaped members to the wagon-box and also to the seat, the parts being arranged and constructed in the manner hereinafter more particularly described.

Figure 1 is a perspective view of my complete invention as applied to the wagon-box. Fig. 2 is a perspective view of my device as applied to the wagon-box, showing the easy disposal of the seat when not in use. Fig. 3 is an enlarged detailed side view of the spring employed and the method of attaching the V-shaped members to said spring.

In the drawings like letters of reference indicate corresponding parts in each figure.

A is the wagon-box, to which I attach my seat.

B is the board or seat-body, consisting of a rectangular board of such a length as to extend across the box of the wagon and of suitable width and thickness.

C represents eyebolts or the like extending into the seat and secured thereto, and D represents spiral tension-springs.

E E are V-shaped or looped members grouped in supplemental pairs F F′, the two outstanding end portions G G′ of said V-shaped members, respectively, being fastened to the opposing ends H H′, respectively, of each individual spring, and the apices I I′ of the said V-shaped members extending through and beyond the spring. The loops formed at the lower apices of the V-shaped members F′ are fastened directly or indirectly through a loop to the eyebolts C.

K represents substantial hooks or clamps designed to fit over and grasp the upper edge of the wagon-box A. The loops formed at the upper apices I′ of the V-shaped members F are fastened to the clamps or hooks K directly or indirectly by means of a loop.

It will be seen that when the seat is thrown into position, as in Fig. 1, and weight is placed on the seat-body the springs will be compressed to some extent and breakage or undue strain of the springs is impossible. When the seat is not in use, it can be thrown over the side of the wagon and supported in the manner as shown in Fig. 2, being in this position entirely out of the way and yet most easily accessible when required again for use.

Although I have described one method of securing my spring to the wagon-seat and to the box, yet various other methods may be employed without in the least departing from the spirit of my invention. For instance, chains might be employed to suspend the seat-body from a pair of opposing springs at either side of the seat, or rigid methods instead of clamping may be employed in the securing of the seat to the wagon-box. I also wish it to be understood that protective means, such as a rubber or leather casing, may be used to inclose the springs.

What I claim as my invention is—

1. In a device of the class described the combination with the seat-body or board, of a plurality of spiral springs, loops fastened at their extremities to the upper ends of the springs, and extending inwardly and downwardly through said springs, means for securing the apices of said downwardly-extending loops to the seat-body, loops fastened at their extremities to the lower ends of the springs, and extending inwardly and upwardly through said springs, hooks secured to the apices of said upwardly-extending loops, and adapted to suspend the seat removably from the sides of the box, either from the inside or outside, as specified.

2. In a device of the class described, the combination with the board or seat-body, of four spiral tension-springs, V-shaped downwardly-extending loops, fastened at their extremities at the upper end of each respective spring, V-shaped upwardly-extending loops fastened at their extremities to the lower end

of each respective spring, means for securing said downwardly-extending loops to the four corners of the seat-body, hooks secured to the upwardly-extending loops, said hooks being adapted to engage the edges of the sides of the box, to suspend the seat therefrom, the hooks of either end being designed to suspend the seat from the outside of the box as specified.

BENJAMIN FRANKLIN LLOYD.

Witnesses:
E. L. STADY,
D. H. STEINSON.