Oct. 7, 1941. R. M. WOOD 2,257,831

SKI SEAT

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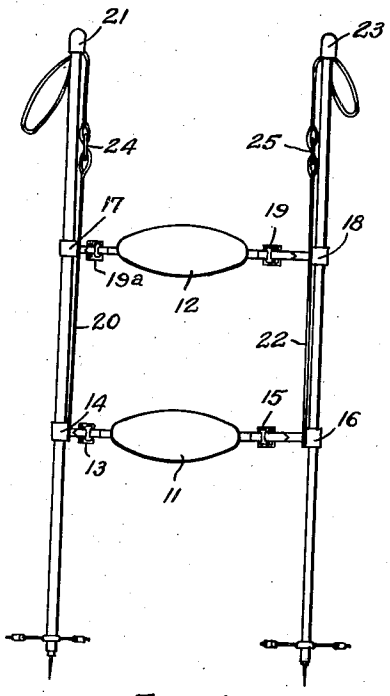


FIG. 1.

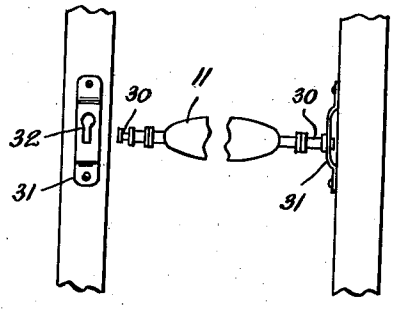


FIG. 2.

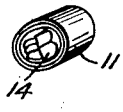


FIG. 3.

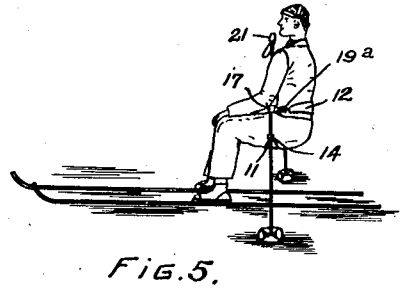


FIG. 5.

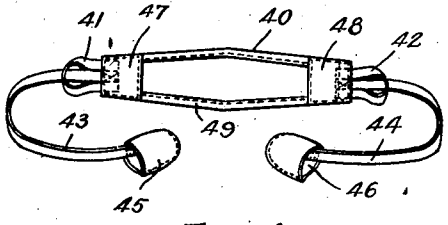


FIG. 4.

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SKI SEAT

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In Canada May 22, 1939

6 Claims. (Cl. 155—178)

This invention relates to a ski seat.

When a skier is moving over snow-covered country and wishes to rest, it is not always possible to find a comfortable place to sit. At the same time, considerations of convenience and safety prevent carrying cumbersome equipment of any nature so that most conventional seats, especially those including any rigid parts, are out of the question. Additionally, to the applicant's knowledge, most ski seats include a large number of parts, some of which are rigid and difficult to carry. They are, therefore, impractical and fail to overcome the reluctance of the skier to carry cumbersome equipment. In consequence, skiers will usually be found employing some "makeshift" seating accommodation, both uncomfortable and inconvenient.

With the foregoing in mind, it is a principal object of the present invention to provide a ski seat which is easily set up on a pair of poles and which, at the same time, is easily dismantled and conveniently rolled up to fit in a very small space.

According to the invention this is featured by flexible bands provided at their ends with means for attachment to poles, and in a position to support a person at the seat and back. In a preferred form height and width adjusting elements are also provided.

Having thus generally dealt with the nature of the invention, it will now be more fully exemplified by descriptive reference to the accompanying drawing illustrating a preferred form, and in which:

Figure 1 is a front elevation of a seat constructed according to this form set up on a pair of poles.

Figure 2 is a fragmentary view illustrating an alternative method of attaching the elements of the seat to the poles.

Figure 3 is a view of the seat rolled up for packing.

Figure 4 is a view of a simplified form of the seat.

Figure 5 is a perspective view showing a skier using the seat indicated in the previous figures.

Referring more particularly to the drawing, the seat is made up of a broad flexible seat band 11 and a similar back band 12. The seat band is connected at one end through a buckle connection 13 to a loop 14 and at the other end through a buckle connection 15 to a loop 16. The band 12 is similarly connected to respective loops 17 and 18 through buckles 19 and 19a.

A strap 20 connects the loops 14 and 17, a continuation of the strap being connected to a cap 21, the latter adapted to fit the top of the ski pole to hold the seat in place. A similar strap 22 connects the loops 16 and 18 and has an extension meeting a cap 23. Buckles 24 and 25 respectively are provided in the straps 20 and 23 for adjusting purposes.

Use

The seat is put into use by slipping the loops 14 and 17, 16 and 18 respectively over the ends of a pair of ski poles, sliding them down, and then placing the caps 21 and 23 on the ends of the ski poles to limit the downward movement of the loops, bringing the seat into the position indicated in Figure 1. The height of the bands 11 and 12 may be adjusted by adjusting the straps 20 and 22 through the buckles 24 and 25, while the width is adjusted by means of the buckles 13, 15, 19 and 19a.

The manner of use of the seat is illustrated in Figure 4. The snow rings of the poles rest on the snow, the poles extend upwards and forwards between the skier's arms and body, with the skier sitting on the seat band and resting his back on the back band. The tops of the poles rest against the front of the skier's shoulders. His legs form the balancing elements for supporting the structure. The advantage of this arrangement is that the skis need not be removed.

Alternatively, where trees or buildings are available, the poles may be laid backwards with their ends against them. In this event the skier's legs are not required to complete the supporting structure.

An alternative seat structure is illustrated in Figure 2 wherein the bands 11 and 12 are provided at each end with buttons 30. To cooperate with these buttons, the poles are provided with brackets 31 which are key-hole-slotted as at 32 to receive the buttons 30. In this case the vertical straps 20 and 22 are not necessary.

A more simplified form of seat structure, according to the invention is indicated in Figure 4. In this structure the seat includes a fabric seat band 40, to each end of which is sewn loops of heavy tape 41 and 42 or other suitable material for encircling the poles. Straps 43 and 44 are also sewn to the ends of the seat band, these straps being provided at their other ends with caps 45 and 46 adapted to engage the tops of the poles. This structure is reinforced by the bands of fabric 47 and 48 sewn to the ends of the seat band and connecting elements. The

seat is further strengthened by the marginal edges 49. The manner and use of this seat is similar to that already described in accordance with the other preferred types.

Advantages

There are a number of advantages to the ski seat described. In the first place, it is very convenient to roll up and stow in a small space for carrying purposes. It includes no parts presenting a hazard or an encumbrance. In fact, it is sufficiently compact to overcome the reluctance of the average skier to carrying extra equipment of this kind.

Furthermore, the structure is very simple to manufacture, and most convenient to set up. It combines with the poles normally carried in any case.

It will be understood that various modifications may be made in this invention without departing from the spirit thereof, or the scope of the claims, and therefore the exact forms shown are to be taken as illustrative only and not in a limiting sense, it being desired that only such limitations shall be placed thereon as may be imposed by the state of the prior art or are set forth in the accompanying claims.

I claim:

1. A ski seat adapted to be mounted on poles, comprising, a flexible seat band and a flexible back band, loops at either end of the bands for slidably engaging the poles, caps for engaging the tops of the poles, and spacing straps depending from the caps and connected to the loops to support the back and seat bands in operative position on the poles.

2. A ski seat adapted to be mounted on poles, comprising, a flexible seat band and a flexible back band, loops connected to the bands for slidably engaging the poles, adjusting means for varying the length of the bands, caps for engaging the tops of the poles and spacing straps depending from the caps and connected to the loops to support the back and seat bands in operative position on the poles, said straps including length adjusting means for varying the height of the loops on the poles.

3. A collapsible seat, mountable on a pair of ski poles, comprising a flexible seat band, loops connected to each end of the seat band for encircling the poles, a strap engaging each end of the band, and a cap secured to the end of each strap to retain the ends of the seat band at a predetermined height on the poles.

4. A ski seat adapted to be mounted on poles, comprising, a flexible seat band and a flexible back band, members at either ends of the bands for slidably engaging the poles, means for engaging the tops of the poles, and spacing straps depending from said means and connected to said members to support the back and seat bands in operative position on the poles.

5. A collapsible seat, mountable on a pair of ski poles, comprising, a flexible seat band, a member connected to each end of said band for engaging a pole, a strap engaging each end of the band, and caps secured to the end of each strap to retain the end of the seat band at a predetermined height on the poles.

6. A ski seat adapted to be mounted on poles, a flexible seat band, members connected to the seat band for slidably engaging the poles, adjusting means for varying the length of said band, means for engaging the tops of the poles, and spacing straps depending from said means and connected to said members to support the said bands in operative position on the poles, said straps including length-adjusting means for varying the height of said members on the poles.

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