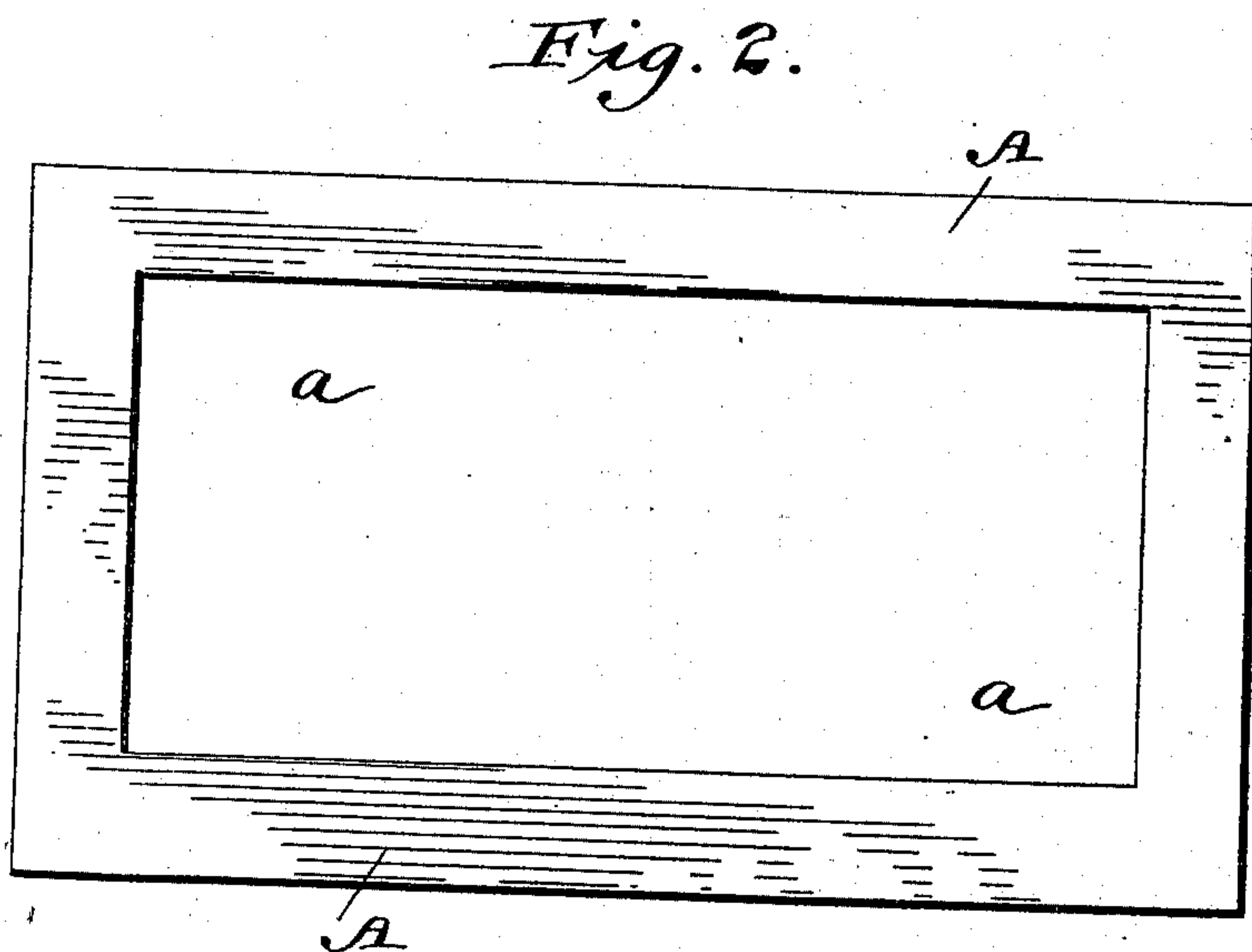
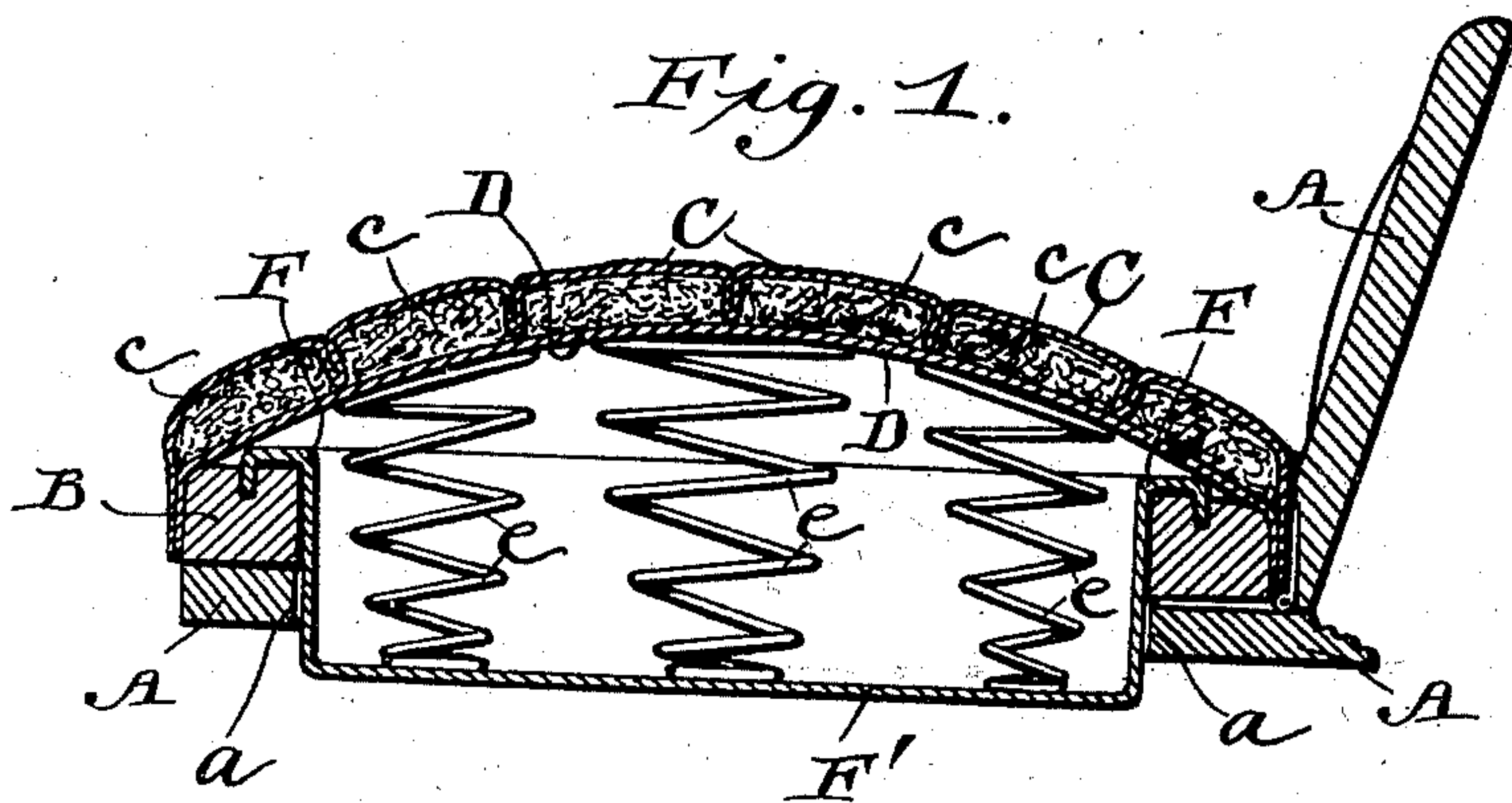


(No Model.)

H. M. CLARK.
VEHICLE SEAT.

No. 598,695.

Patented Feb. 8, 1898.



WITNESSES

Everance
L. P. Clift

INVENTOR

Herbert M. Clark
by Mason Peunick & Lawrence
Attorneys

UNITED STATES PATENT OFFICE.

HERBERT M. CLARK, OF OSHKOSH, WISCONSIN.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 598,695, dated February 8, 1898.

Application filed August 20, 1897. Serial No. 648,900. (No model.)

To all whom it may concern:

Be it known that I, HERBERT M. CLARK, a citizen of the United States, residing at Oshkosh, in the county of Winnebago and State of Wisconsin, have invented certain new and useful Improvements in Vehicle-Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in vehicle-seats; and the objects of my invention are, first, to provide a removable spring-cushion which shall extend below the line of the seat-frame, so that long springs may be used, and, second, to provide an opening in the seat-support to receive the extension of the cushion and not change the old construction of the vehicle-body or raise the relative height of the cushion-top.

In the accompanying drawings, Figure 1 is a vertical section across the side of the cushion, and Fig. 2 is a plan view of the seat-frame.

Similar letters refer to similar parts in both views.

A is the seat-frame, provided with a central opening *a*, and A' is the back panel of the seat, attached to the seat-frame A.

B is the cushion-frame of approximately the same shape as the seat-frame, and to this I attach the hangers F F, which support the bottom F', to which the springs *e e e* are attached and supported thereby. The bottom F' may be of any suitable material, and any method of attachment may be provided to secure the springs to the bottom.

D is the cloth spring-covering, and C the top covering of the cushion, *c c c* being the cushion-stuffing.

Heretofore in vehicles the seat-frame has inclosed a floor on the same plane with the frame and the cushion-bottom has been upon the same plane with the cushion-frame. Springs were attached to the bottom, extending upwardly to support the cover and stuffing, but the cushion has necessarily been so thin that only short springs could be used,

and it has been usual to slide the cushion in upon the seat-floor.

In my invention it will be observed that the same carriage-bottom may be used with the same height of seat and the same construction of seat-frame, except that the floor is removed and an opening provided to admit the extended cushion-bottom, the cushion-frame resting upon the seat-frame. When the cushion is properly adjusted, the hangers F F support the cushion-bottom and springs, as shown in Fig. 1. The construction shown also serves to retain the cushion in position without tendency to slide forward.

In Fig. 1 the hangers F F are shown as extending downward through both the opening in the cushion-frame and through the opening in the seat-frame. By this construction the cushion-frame will be prevented from accidentally sliding forward off the seat-frame.

Having thus described my invention, what I claim to have invented, and desire to secure by Letters Patent, is—

1. In combination with a vehicle seat-frame having a central opening, of a cushion-frame which rests removably on the top of the seat-frame, said cushion-frame being also provided with a central opening, hangers attached to the cushion-frame and extending downwardly through the central opening in the cushion-frame, and vertically-arranged coil-springs attached at their lower ends to the hangers and supported thereby, the construction and arrangement being such that the cushion-frame carrying the springs can be removed without affecting the said frame, substantially as described.

2. In combination with a vehicle seat-frame having a central opening, of a cushion-frame which rests removably on top of the seat-frame, said cushion-frame being also provided with a central opening, hangers attached to the cushion-frame and extending downwardly through the central opening in the cushion-frame and through the central opening in the seat-frame, and vertically-arranged coil-springs attached at their lower ends to the hangers and supported thereby, the construction and arrangement being such that the cushion-frame carrying the springs can be removed without affecting the seat-frame, and when in place will be prevented from sliding

off of the seat-frame, substantially as described.

3. A seat for a vehicle comprising in its construction a seat-frame having a central opening, a cushion-frame which rests removably
5 on the top of the seat-frame, said cushion-frame being also provided with a central opening, hangers attached to the cushion-frame and extending downwardly through the central opening in the cushion-frame and through
10 the central opening in the seat-frame, verti-

cally-arranged coil-springs attached at their lower ends to the hangers and supported thereby, a covering for the springs, and a cushion proper resting on top of said springs, 15 substantially as described.

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

HERBERT M. CLARK.

Witnesses:

F. J. MCKENNEY,
CHAS. J. MUTHART.