

No. 645,837.

Patented Mar. 20, 1900.

D. W. SMITH.
VEHICLE SEAT.

(Application filed Feb. 8, 1900.)

(No Model.)

Fig. 1

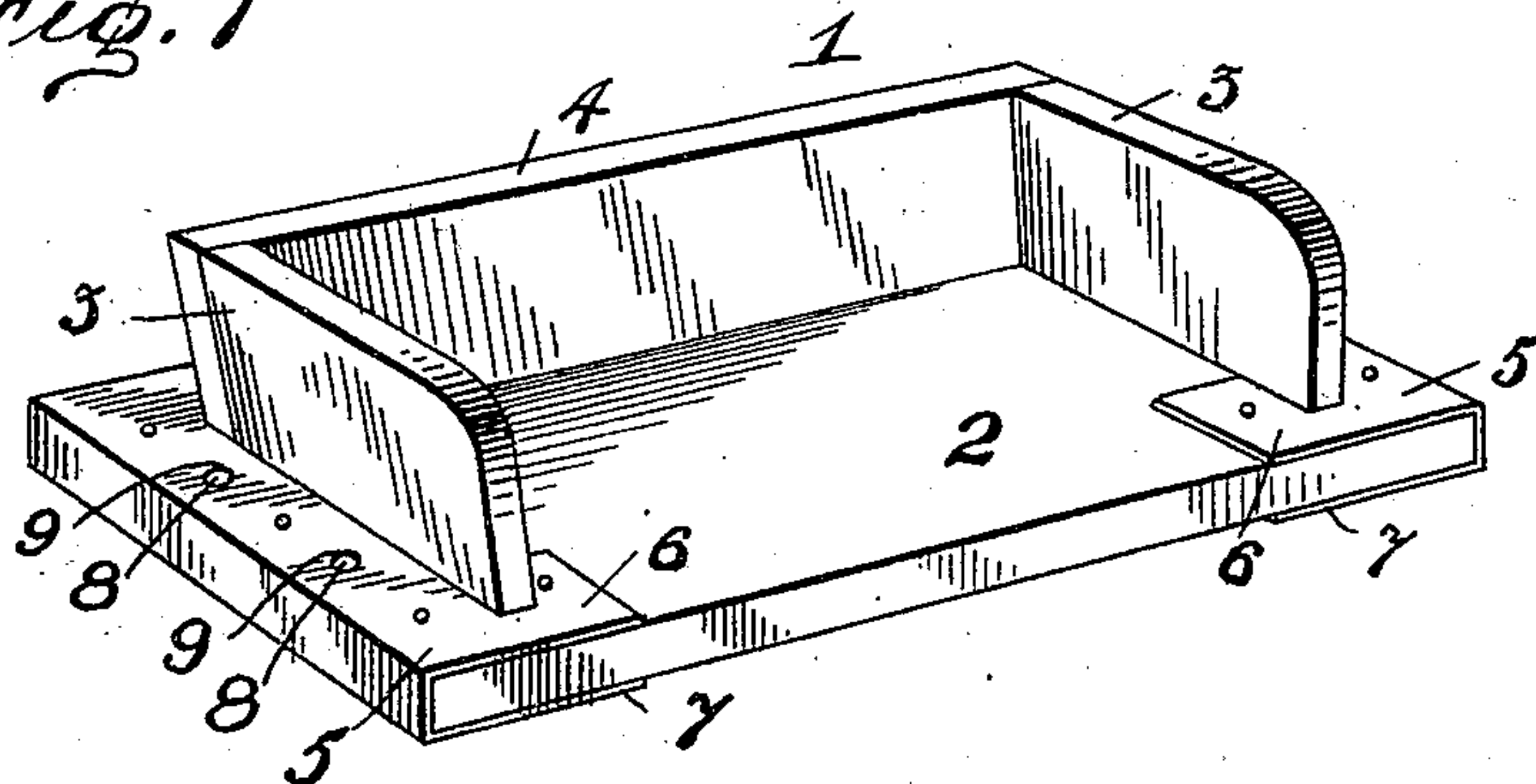


Fig. 2

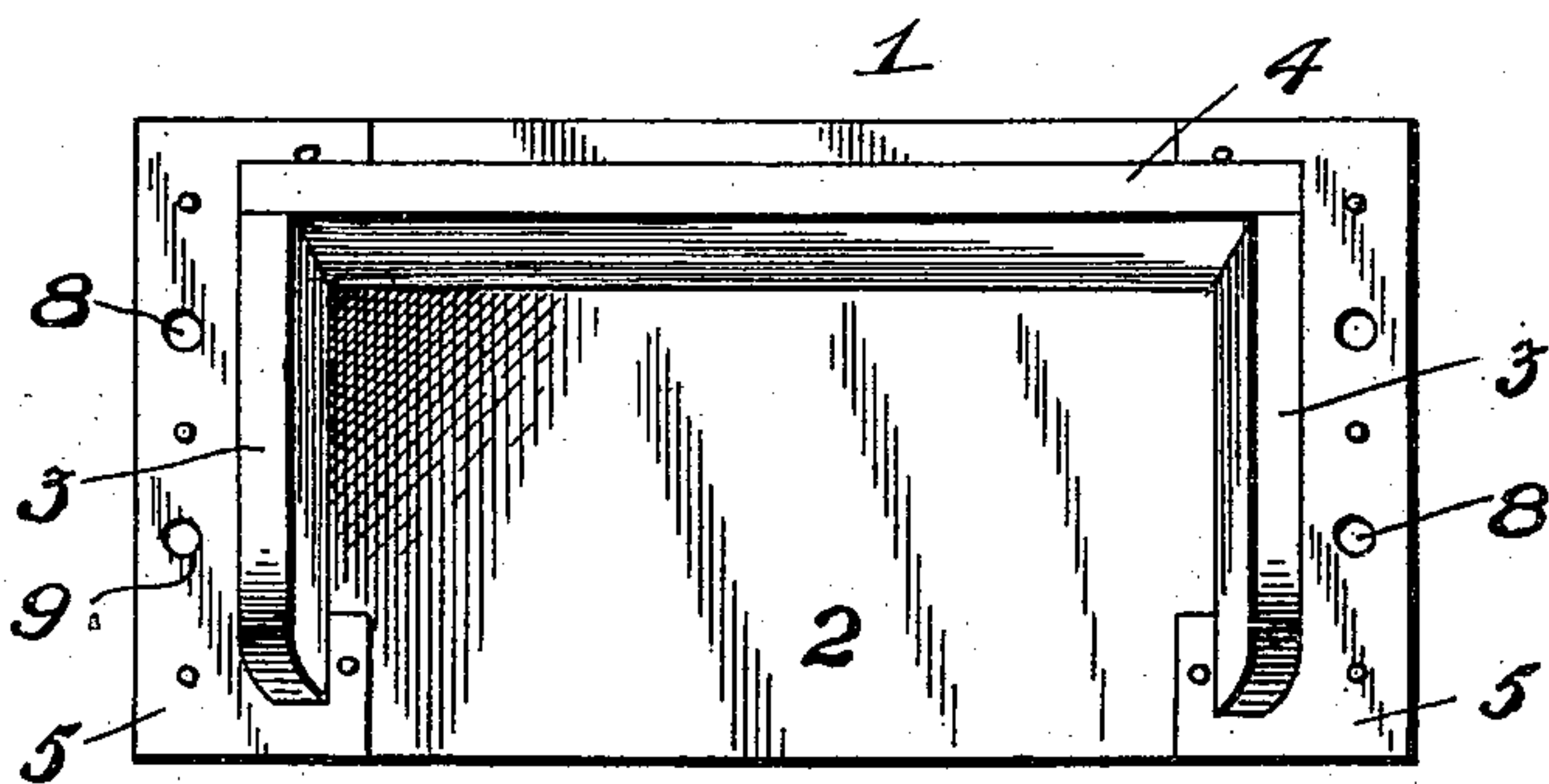


Fig. 3

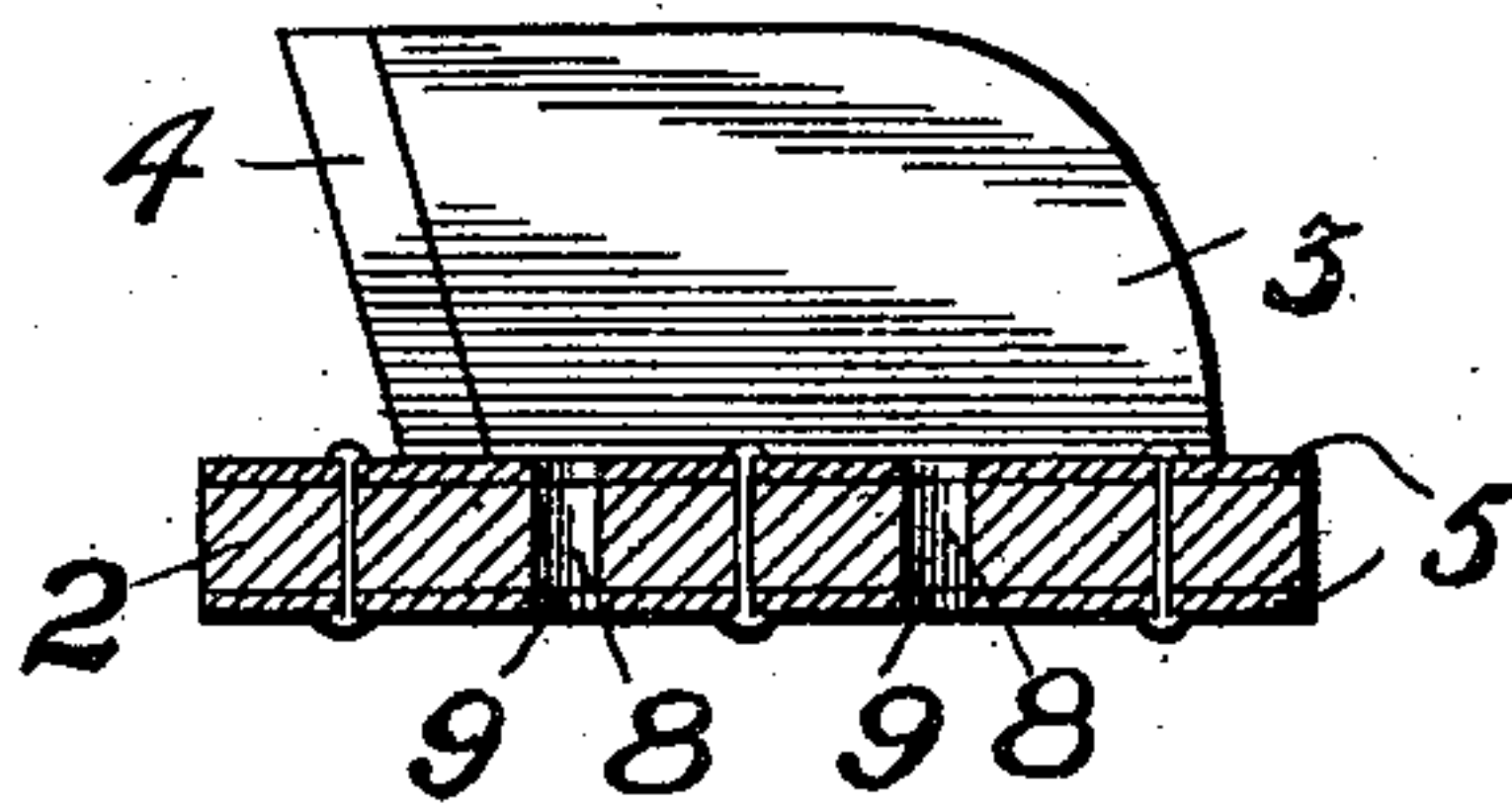
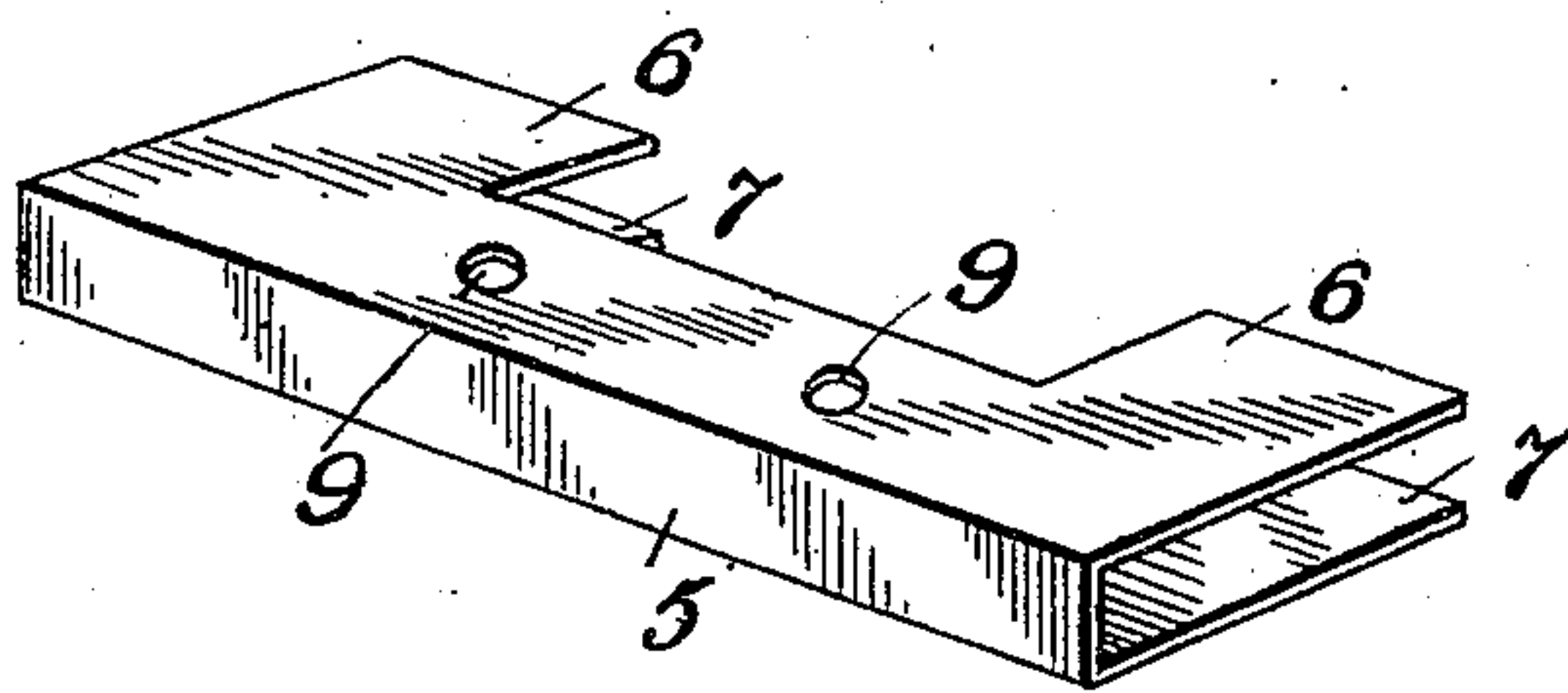


Fig. 4



Witnesses

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UNITED STATES PATENT OFFICE.

DALLAS W. SMITH, OF GRAHAM, INDIAN TERRITORY.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 645,837, dated March 20, 1900.

Application filed February 8, 1900. Serial No. 4,502. (No model.)

To all whom it may concern:

Be it known that I, DALLAS W. SMITH, a citizen of the United States, residing at Graham, in the Chickasaw Nation, Indian Territory, 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.

The invention relates to vehicle-seats, and more particularly to spring-seats for wagons.

The object of the invention is to construct a seat which shall be simple and strong of construction, durable in use, and comparatively inexpensive of production and to provide means which will reduce to a minimum the liability of the bottom of the seat splitting or becoming otherwise damaged or injured.

With these objects in view the invention consists in certain features of construction and combination of parts, which will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a perspective view of my improved seat. Fig. 2 is a top plan view. Fig. 3 is a transverse sectional view through the end of the seat and its reinforcing-plate, and Fig. 4 is a detail perspective view of the reinforcing-plate.

In the drawings, 1 denotes the seat, which consists of the bottom 2, side pieces 3, and back 4.

5 denotes the reinforcing-plate, which is bent around the ends of the bottom 2 and is riveted or otherwise secured thereto. This plate has parallel extensions 6 7, respectively, on the upper and lower sides of the bottom, and these extensions project under the forward ends of the side pieces and under the corners formed by the rear ends of the side pieces and the back piece and are riveted or otherwise secured to the bottom.

The seat is particularly designed to be used in connection with and supported by a stiff spring. To permit of this attachment, I provide the ends of the bottom piece with holes

8 and also form the plates with corresponding holes 9 to permit of clips being inserted through said holes for the purpose of securing the seat to the spring.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my improved vehicle-seat will be apparent without requiring an extended explanation. By securing the plate around its edges or corners to the bottom piece the seat when subjected to sudden jars or strains will resist and reduce to a minimum the liability of splitting or breaking, thus producing a strong durable seat.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described my invention, what is claimed, and desired to be secured by Letters Patent of the United States, is—

A seat consisting of the bottom, the side pieces, and the back secured to the bottom within its marginal edges, and metal plates bent around the ends of the bottom and riveted or otherwise secured thereto and provided with lateral extensions which project under the forward ends of the side pieces and under the corners formed by the rear ends of the side pieces and the back and secured in place; said bottom at its ends being formed with holes and said plates being formed with registering holes, whereby the seat may be secured in position by clips, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

DALLAS W. ^{his} X SMITH.
mark

Witnesses:

J. S. WELCHER,
J. H. TALBURT.