

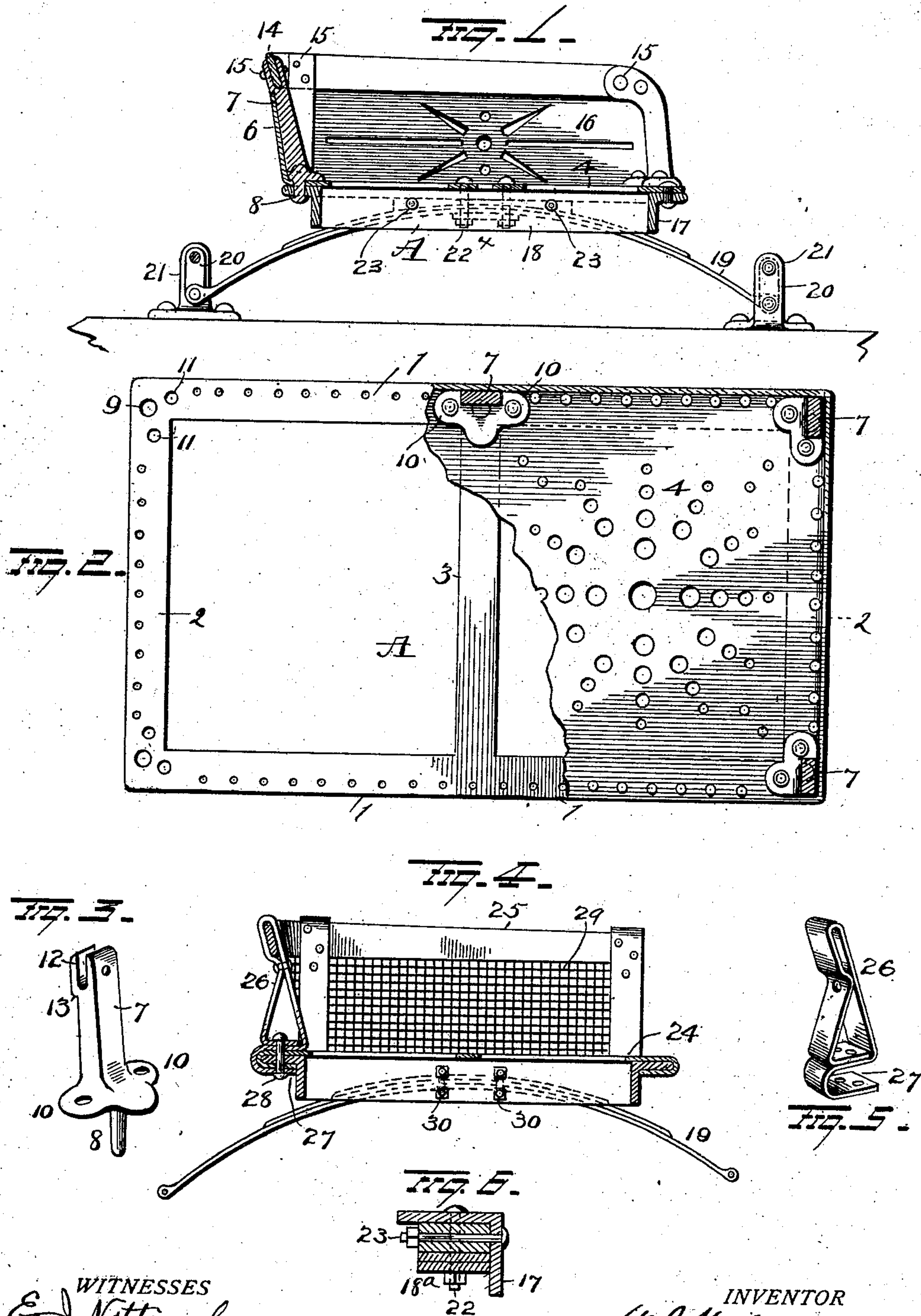
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W. J. HOLLAND.
WAGON SEAT.

(Application filed July 18, 1901.)

(No Model.)



WITNESSES
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UNITED STATES PATENT OFFICE.

WILLIAM J. HOLLAND, OF ERA, TEXAS.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 693,392, dated February 18, 1902.

Application filed July 18, 1901. Serial No. 68,832. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. HOLLAND, of Era, in the county of Cooke and State of Texas, have invented certain new and useful

5 Improvements in Wagon-Seats; and I do hereby 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.

10 My invention relates to an improvement in seats, and more particularly to such as are adapted for use on wagons; the object of the invention being to provide a spring-mounted seat for wagons which shall be strong and

15 durable, not liable to become deranged by rough usage, which shall be comfortable for the rider, and which can be manufactured at a comparatively small cost.

A further object is to produce a spring wagon-seat which shall be simple in construction and effectual in all respects in the performance of its functions.

With these objects in view my invention consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a transverse sectional view illustrating my improvements. Fig. 2 is a plan view, partly in section and partly broken away. Fig. 3 is a detail view of one of the posts. Figs. 4 and 5 are views illustrating modifications, and Fig. 6 is a sectional view on the line *xx* of

35 Fig. 1.

A represents a rectangular frame, made, preferably, of metal and comprising longitudinal or side bars 11, end bars 22, and an intermediate bar or brace 3. The side and end bars of the frame are provided with numerous perforations for the passage of bolts or rivets which serve to secure in place a metallic seat 4, having perforations 5. The seat 4 is preferably of sheet metal and is extended

45 beyond the rear edge of the frame A and bent upwardly to form a back plate 6. At each corner of the frame A posts 7 are located, and each post is provided with a depending lug 8, which projects downwardly through the seat-plate 4 and through a hole 9 in the frame A, the lower end of said lug being upset, as

shown in Fig. 1. Each post is also provided at its lower end with laterally-projecting ears 10, having holes for the reception of bolts or rivets, which pass downwardly through the seat-plate and through holes 11 in the corner of the frame A. The posts 7 are enlarged somewhat at their upper ends and provided with slots 12. The back plate 6 rests against the rear post 7 and terminates at its upper edge against shoulders 13 under the enlarged portions of said post, where it is brazed or otherwise secured thereto. The slotted upper ends of the posts 7 serve to receive the top rail 14 of the seat, which is secured thereto by bolts or rivets 15. At the ends of the seat the spaces between the seat-plate 4 and the top rail 14 are closed by the plates 16, which form extensions of the seat-plate 4. The rear and end plates 6 and 16 may be ornamented with any desired form of slots and perforations.

The side and end bars of the frame A are provided with depending flanges 17 and 18, and the bottom faces of end bars 22 serve to receive blocks 18^a, to which semi-elliptical springs 19 are secured, the ends of which springs are pivotally attached to the lower ends of links 20, the upper ends of said links being pivotally mounted in brackets 21, secured to the wagon. Bolts 22 are passed through the end bars 22 of the frame and through the blocks 18^a and the central portions of the semi-elliptical springs 19. Bolts 23 are passed horizontally through the blocks 18^a and the flanges 18 of the frame A. From this construction it will be seen that the seat is rigidly secured to the springs by the vertical bolts 22 and also by the horizontal bolts 23, thus avoiding all possibility of the displacement of the seat in any direction relatively to the springs.

In the form of the invention shown in Fig. 4 the edges of the seat-plate 24 are extended beyond the frame and bent over the edges of the same, and the top rail 25 is supported by sheet-metal posts 26, the lower end of each of which is bent to form a loop 27 to receive the projecting portions of the frame and seat-plate and secured thereto by means of bolts 28. Instead of forming the sides and ends by bending up portions of the seat-plate, as

shown in Fig. 1, said sides and ends may be made of wire-netting 29, as shown in Fig. 4, and instead of employing the blocks 18^a U-bolts 30 may be passed through the flanges depending from the end bars of the frame A and made to embrace the springs 19.

Other slight changes might be made in the details of construction of my invention without departing from the spirit thereof or limiting its scope, and hence I do not wish to limit myself to the exact details herein set forth.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a seat having depending flanges at its ends and a semi-elliptical spring, of bolts securing the seat and spring together and other bolts passing through the depending flanges of the seat and securing the seat thereto.

2. The combination with a seat-frame having depending end flanges and springs under said frame adjacent to said end flanges and bolts securing the springs to said end flanges.

3. In a wagon-seat, the combination of brackets spaced apart, depending links pivoted to said brackets, a semi-elliptical spring pivoted at its ends to the depending links, a seat-frame mounted on said spring and a flange depending from the seat-frame and disposed alongside the spring, and bolts passing

through said depending flange and securing the spring thereto.

4. In a seat, the combination with a frame and a seat-plate thereon, of a series of posts secured to the frame, each post having a transverse opening at its upper end and a top rail secured in the transverse openings of the posts.

5. In a seat, the combination with a frame and a seat-plate thereon, of a series of posts secured to the frame, each post having a lug at its bottom passing through the frame and upset at its free end, each post also having a slot or recess at its upper end, a top rail mounted in the slots or recesses of the posts and transverse fastening devices passing through said posts and top rail.

6. The combination with a seat-frame, flanges depending from said frame near the ends thereof, and springs, of blocks disposed in the angles formed by the frame and depending flanges, bolts passing through the frame, blocks and springs and other bolts passing through the depending flanges and said blocks.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM J. HOLLAND.

Witnesses:

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