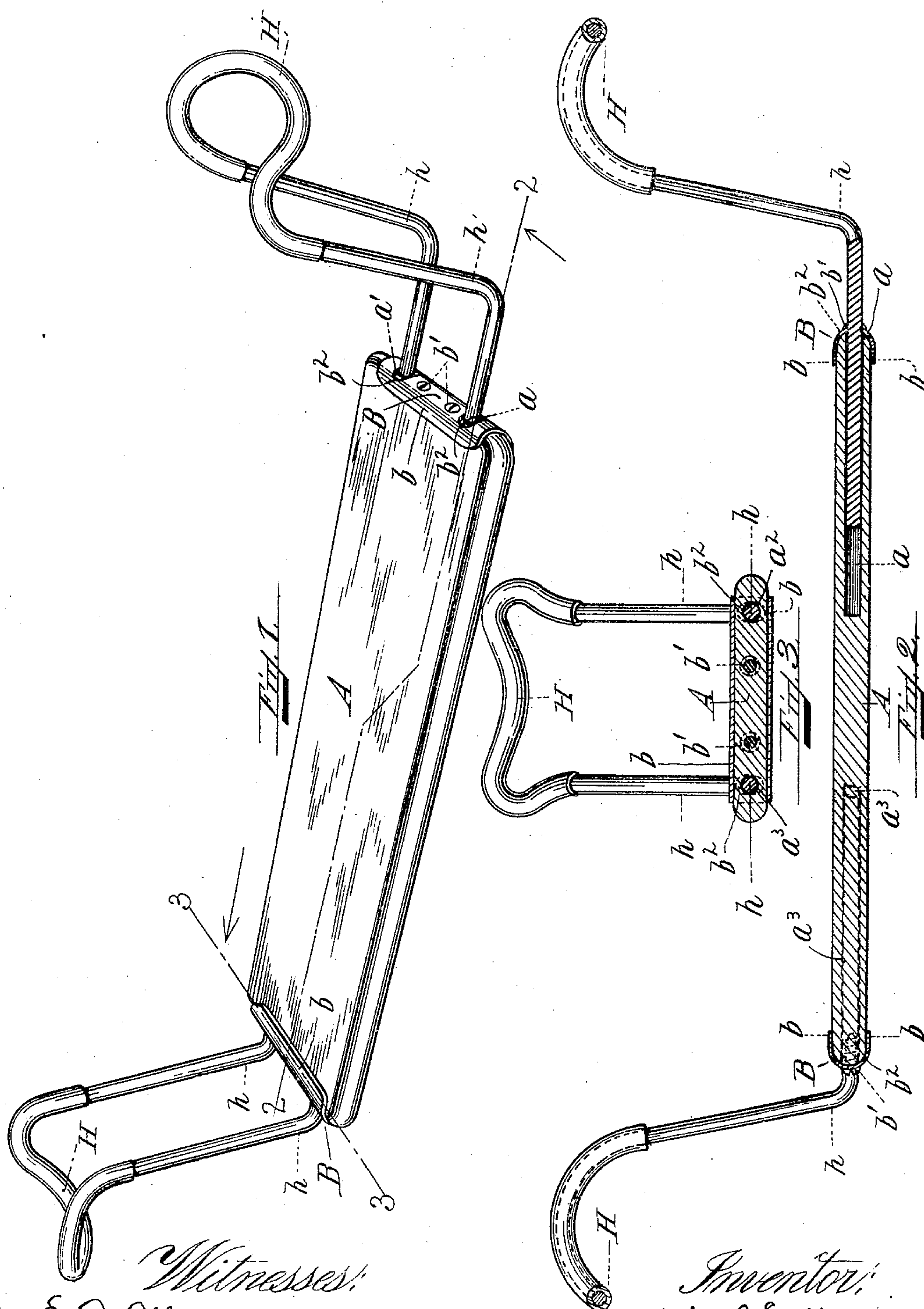


No. 799,371.

PATENTED SEPT. 12, 1905.

J. P. EUSTIS.
BATH TUB OR OTHER SEAT.
APPLICATION FILED FEB. 14, 1901.



Witnesses:
E. A. Allen.
A. L. Hodgdon.

Inventor:
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by his attorneys
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UNITED STATES PATENT OFFICE.

JOHN P. EUSTIS, OF NEWTON, MASSACHUSETTS.

BATH-TUB OR OTHER SEAT.

No. 799,371.

Specification of Letters Patent.

Patented Sept. 12, 1905.

Application filed February 14, 1901. Serial No. 47,200.

To all whom it may concern:

Be it known that I, JOHN P. EUSTIS, a citizen of the United States, residing at Newton, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Bath-Tub or other Seats, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a perspective view; Fig. 2, a sectional view on line 2 2 of Fig. 1 of my new seat. Fig. 3 is a cross-section on line 3 3 of Fig. 1.

The object of my invention is to produce a neat strong cleanly adjustable seat for use on bath-tubs especially, although I do not limit my invention to that particular use.

In the drawings, showing the best form of my invention now known to me, A is the seat-board. Its opposite ends are bored at a , a' , a^2 , and a^3 inwardly in the direction of the length of the seat for the purpose of receiving the shanks h of the hangers H, which are formed with tops adapted to rest on the upper edges of opposite sides of a tub. Each bored end of the seat-board is provided with a metal binder B, provided with horizontal flanges b , which lap tightly over the upper and under surfaces of the board, the binder being secured thereto, preferably by fasteners, as at b' . The web portion of each binder—that is, the part between its flanges—is made with two holes b^2 , that are coincident with the said holes in an end of the seat-board. The holes b^2 are preferably oval in shape, their greater diameter being in the direction of a line from the under to the upper surface of the seat, both diameters of the holes b^2 being preferably somewhat greater than the diameter of the holes a , a' , a^2 , and a^3 . This is done so that the shanks h , which are a sliding fit in the holes in the seat-board when adjusted, may not bind on the walls of the holes in the metal binders B, and also so that the upper portion of such metal walls may form a solid bearing for the upper sides of the shanks h when the holes in the seat-board are sufficiently enlarged under repeated weights of users of the seat and some slight deterioration of the wooden walls due to repeated wetting and drying.

The shanks h of each hanger are parallel one with another and to adjust the hangers in the seat-boards should be squeezed slightly toward one another to reduce their frictional contact with the walls of the receiving-holes

in the seat-board. Thereupon they may be moved inwardly or outwardly very readily.

My new seat is free from recesses or projections on both the upper and under sides of the seat-board, and this greatly facilitates keeping the seat-board free from soap and dirt, an advantage which is also increased by the incasing of the hanger-shanks within the holes of the seat-board.

When the seat is in use and a person of any considerable weight is on the seat, it will be seen that the horizontal flanges of the binders through which the hanger-shanks pass, extend parallel and inwardly upon and in firm contact with the opposite faces of the body portion of the seat-board and help resist the strain by reason of their lapping the upper and under surfaces of the seat-board, and this is a feature of importance, because it enables me to form the shank-receiving holes in the body of the board, which should be comparatively thin and light in weight, without so weakening the seat as to permit its breaking down under the frequently heavy weight of the users.

What I claim is—

1. A seat-board of wood, provided at each end with two longitudinal round holes between the top and bottom surfaces of said seat-board; a metal binder for each end portion of said seat-board, each binder having upper and lower horizontal flanges between which the respective end portion of said board is firmly gripped; each binder also having two oval holes opposed to said two corresponding round holes in the seat-board, the longer axes of said oval holes being greater than the diameter of said round holes; a pair of hangers; each hanger having a pair of shanks, and each of the shanks being telescopically mounted in its respective round hole in the board and passing through an oval hole in the binder; the upper wall of each oval hole in the metal binder serving to arrest the upward movement of the shanks in the round holes of the wooden seat-board when the holes in the latter yield upwardly under the strains of use and softening in consequence of the wetting to which they are subjected.

2. A seat-board of wood, provided at each end with two longitudinal round holes between the top and bottom surfaces of said seat-board, a metallic binder for each end portion of said seat-board, each binder hav-

ing a body portion with an upper and lower flange at right angles to the general plane of the body portion and extending parallel inwardly, upon and in firm contact with the
5 opposite faces of the seat-board, the body portion of each binder having two holes in line with the seat-holes, in combination with a pair of hangers having shanks telescoping into the seat-holes, substantially as set forth.

10 3. A seat-board of wood constructed with two longitudinal openings in each end, and binders having holes registering with the

openings and horizontal upper and lower flanges lapping the ends of the seat-board so as to prevent the spreading of the material 15 of the seat-board, in combination with a pair of hangers having shanks telescoping into the longitudinal openings.

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

JOHN P. EUSTIS.

Witnesses:

CHARLES F. RICHARDSON,
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