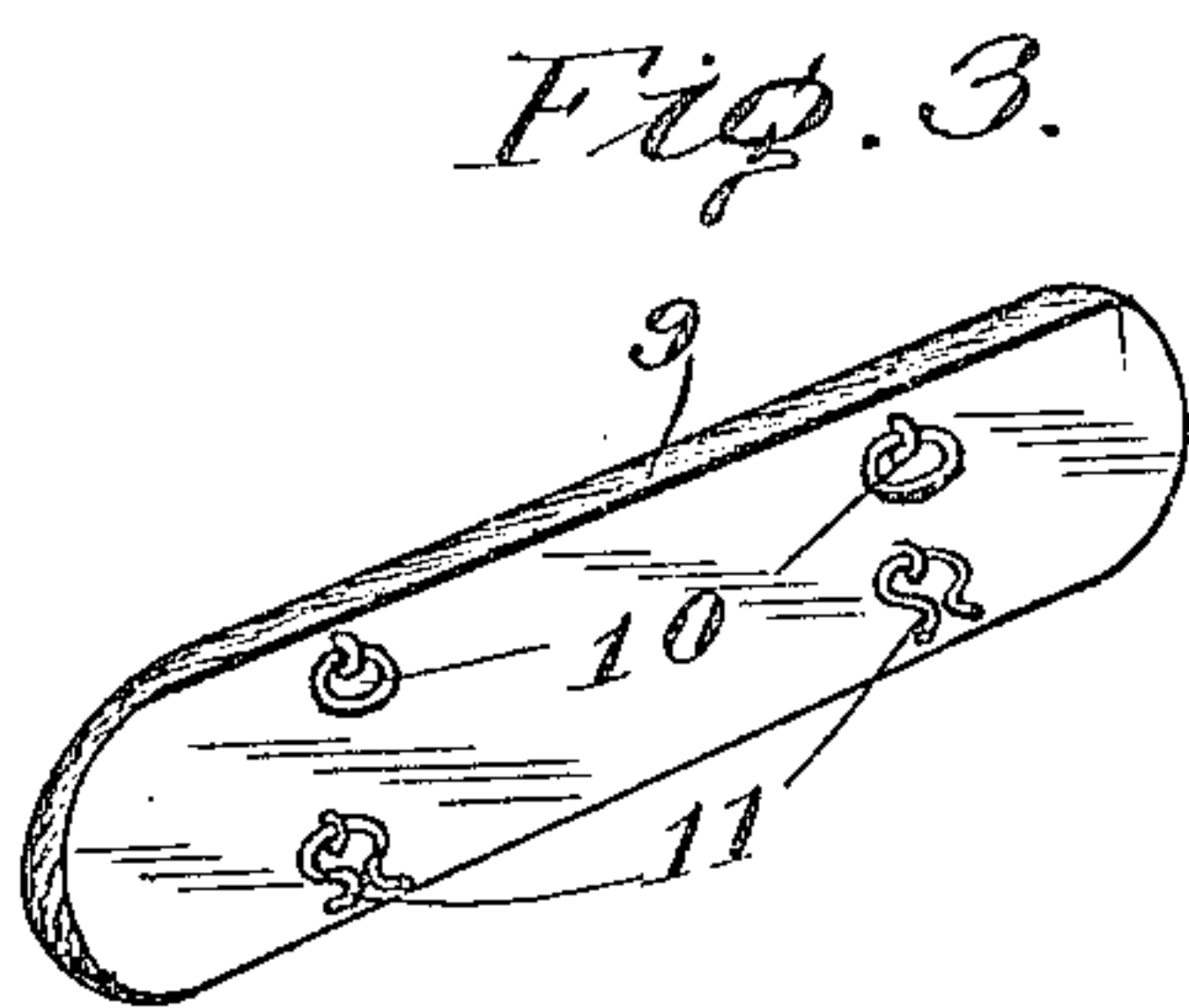
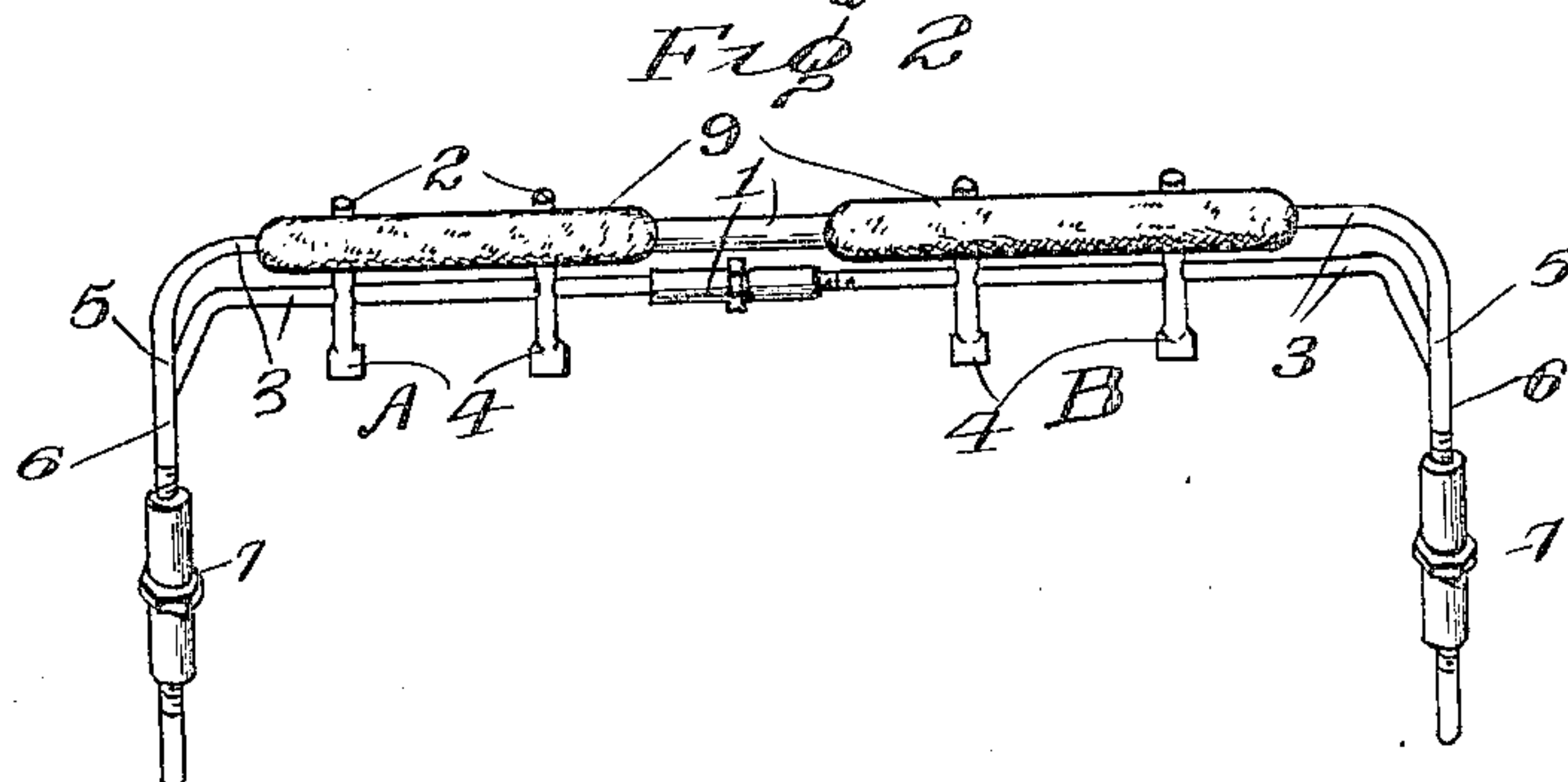
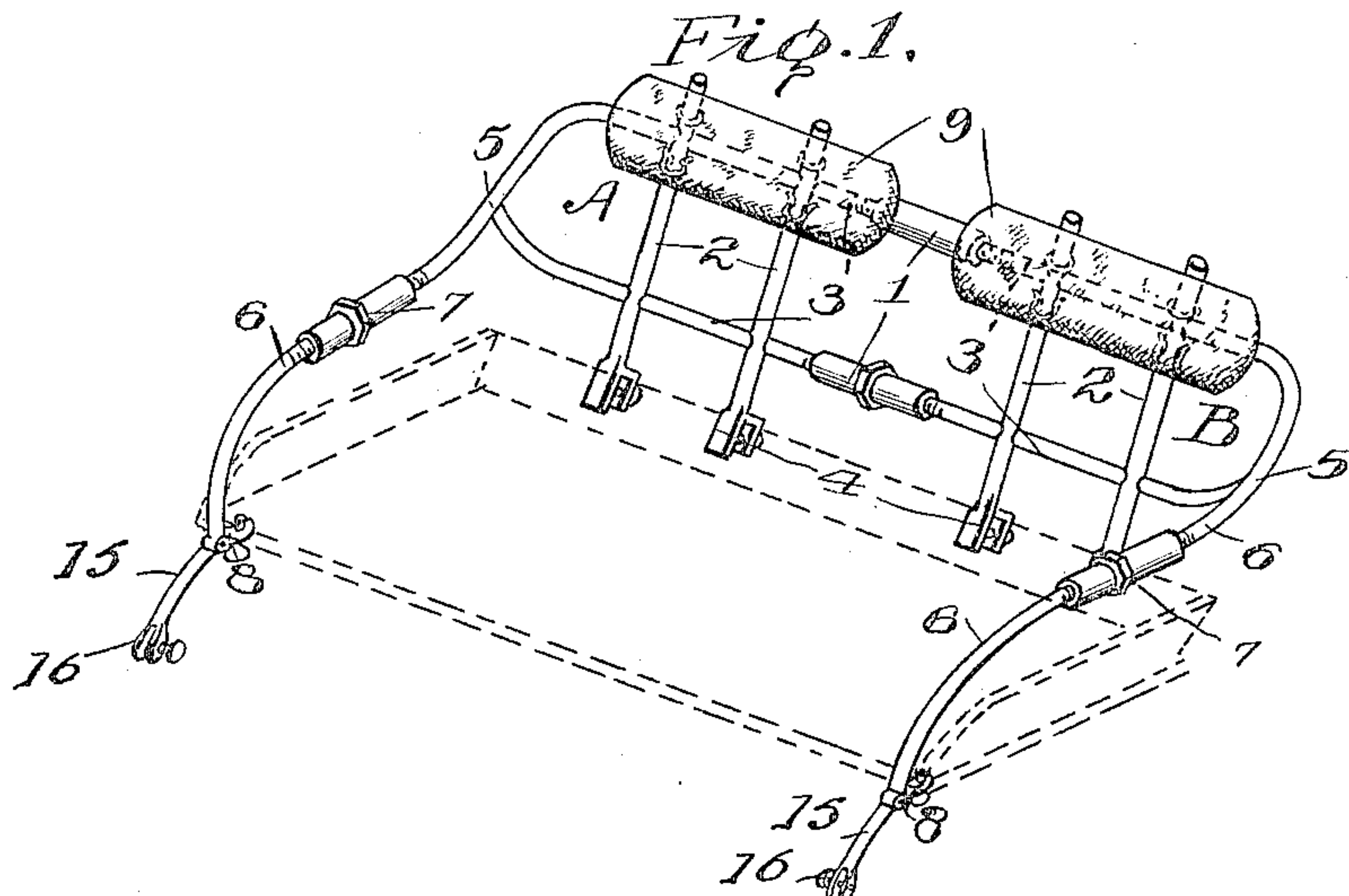


No. 822,506.

PATENTED JUNE 5, 1906.

A. C. CLARK.  
BACK SUPPORT FOR SEATS.  
APPLICATION FILED AUG. 23, 1905.



Inventor

Archibald C. Clark.

Witnesses

*James W. Woodson*

By

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# UNITED STATES PATENT OFFICE.

ARCHIBALD C. CLARK, OF LILLINGTON, NORTH CAROLINA.

## BACK-SUPPORT FOR SEATS.

No. 822,506.

Specification of Letters Patent

Patented June 5, 1906.

Application filed August 23, 1905. Serial No. 275,452.

*To all whom it may concern:*

Be it known that I, ARCHIBALD C. CLARK, a citizen of the United States, residing at Lillington, in the county of Harnett and State of North Carolina, have invented certain new and useful Improvements in Back-Supports for Seats, of which the following is a specification.

This invention embodies a novel form of back-support particularly designed to be applied to seats of wagons.

The disadvantages of riding in the common styles of farm-wagons and the like, in which the seats are without back-supports, are believed to be so obvious as to need no recitation herein, and the invention comprises a back-support which is adapted to be detachably secured to the seat of the wagon and which is adjustable so as to admit of application thereof to seats of different sizes and styles.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view showing the support embodying the invention applied. Fig. 2 is a top plan view. Fig. 3 is a perspective view of one of the removable back-rests carried by the support.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Specifically describing the support comprising the invention, A and B represent similarly-constructed frames which are connected together by means of adjustable members in the form of turnbuckles 1. Each of the frames A and B consists, preferably, of the vertical bars 2 and the horizontal bars 3 near the upper and lower extremities of the vertical bars. The horizontal and vertical bars may be integral with each other and each extend beyond the point of connection thereof. The inner ends of the upper horizontal bars 3 are threaded to receive opposite ends of the turnbuckle 1 at its point, so that this turnbuckle may be used to adjust the frames A and B with reference to one another, and thereby admit of the use of the support on seats of greater or less width. The adjacent inner ends of the lower horizontal bars 3 preferably

move in the ends of the turnbuckle 1, the latter forming a guide therefor. The lower extremities of the vertical bars 2 and the frames A and B are provided with clamps 4 to engage the back portion of the seat of the wagon and attach the frames thereto at the lower portion thereof. The upper and lower horizontal bars 3 of each frame A and B connect at the outermost portions of the frame, as shown at 5, and an integral brace 6 extends therefrom to enable the front ends of each brace to be secured to the front portion of the seat. Each brace 6 is adjustable, being made in sections connected by a turnbuckle 7, and the front extremity of each brace has a clamp 8 of hook shape to receive the front edge portion of the seat in a manner which will be apparent. Suitable clamp-screws are included in the clamps 4 and 8 before described. It is preferred that each frame A and B be provided with a back-rest 9, which back-rest is removably attached thereto. Each back-rest 9 is provided upon its rear side with a pair of upper rings 10, and at its lower portion just beneath the rings 10 with two pairs of spring engaging-fingers 11. The vertical bars 2 of each frame, which are two in number, project a short distance before the upper horizontal bars 3, and when the back-rests 9 are in position the rings 10 receive the portions of the bars 2 above the upper bars 3, while the spring-fingers 11, which flare outwardly at the outer ends thereof, are adapted to be sprung into engagement with the bars 2 just below the upper bars 3 aforementioned. The back-rests 9 are quickly removable and attachable by simply pulling or pushing the engaging fingers 11 thereof out of or into engagement with the bars 2 and lifting the rest to disengage the rings 10. A single back-rest may be substituted for the two back-rests 9 and will have the same engaging means for connection with the frames A and B.

The manner of operating the invention, in securing the same in position, in detaching the same, and in adjusting the parts is so obvious as to need no further description.

The turnbuckle 1, which connects the lower horizontal bars 3 of the frames A and B, is threaded at one end to receive the threaded end of one of said lower horizontal bars. Each of the braces 6 has an arm 15, pivoted near the front end thereof, and this arm is provided with a suitable clamp 16 at its outer



end adapted to be secured to the front portion of the wagon bed or body. The arms 15 will thus connect the seat to the wagon-bed in such a way as to obviate all likelihood of the  
5 seat tilting rearwardly when the riders lean thereagainst.

Having thus described the invention, what is claimed as new is—

10 1. A back-support comprising side frames, means adjustably securing said frames together, clamps at the lower portion of the frames for attaching the frames to the seat, and braces extending forwardly from each frame.

15 2. A back-support comprising side frames, means adjustably securing said frames together, clamps at the lower portion of the frames for attaching the frames to the seat, and adjustable braces extending forwardly  
20 from the outer end portion of each frame and

having attaching means for securing same to the seat.

3. A back-support for seats comprising side frames, each frame embodying horizontal and vertical bars, braces adjustably connecting the horizontal bars to each frame, 25 clamps at the lower ends of the vertical bars of each frame, adjustable braces extending forwardly from the upper end portion of each frame, clamps at the outer ends of said braces, 30 back-rests for the frames, and rings and spring engaging members carried by each back-rest to engage the vertical bars of the frames.

In testimony whereof I affix my signature 35 in presence of two witnesses.

ARCHIBALD C. CLARK. [L. s]

Witnesses:

S. W. WITHERS,  
H. C. STEWART.