

No. 649,499.

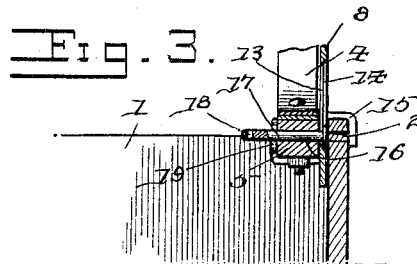
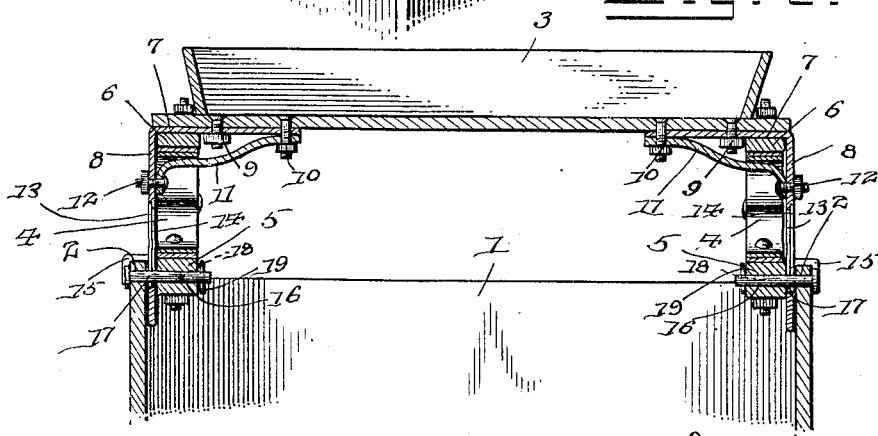
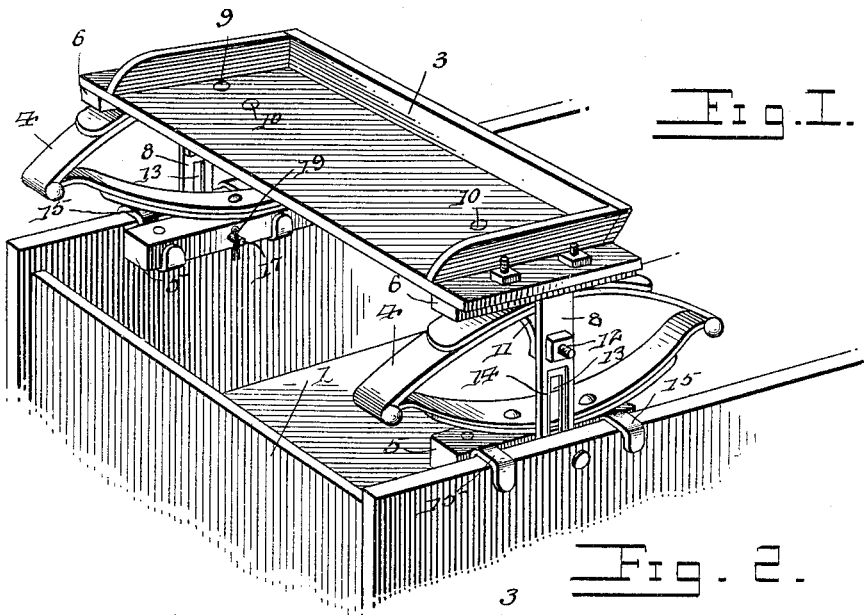
Patented May 15, 1900.

J. T. WEBBER.

WAGON SEAT.

(Application filed Mar. 21, 1900.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN THOMAS WEBBER, OF RED LODGE, MONTANA.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 649,499, dated May 15, 1900.

Application filed March 21, 1900. Serial No. 9,577. (No model.)

To all whom it may concern:

Be it known that I, JOHN THOMAS WEBBER, a citizen of the United States, residing at Red Lodge, in the county of Carbon and State of Montana, have invented a new and useful Wagon-Seat, of which the following is a specification.

This invention relates to a wagon-seat; and the aim and purpose of the same is to provide simple and effective means for retaining a seat of the character set forth in place on a wagon-body and prevent it from falling from its normally-applied position by the jars and jolts of said body and without interfering with the desirable resilient function of the seat-springs and, furthermore, to overcome the inconvenience and unpleasant sensation of the sudden and forcible close contraction of the seat-springs and bumping of the seat by limiting the contraction of said springs.

The invention primarily consists in a wagon-seat having depending slotted arms which are centrally located and receive limiting pins or bolts seated either in lower supports or in the wagon-body and the supports and interchangeable from one position to the other to accommodate different structure conditions.

The invention further consists in the details of construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a part of a wagon-body and a seat embodying the features of the invention. Fig. 2 is a transverse vertical section through a part of the wagon-body and the seat. Fig. 3 is a similar section through part of the wagon-body and a portion of one seat-spring and support, showing a different position of the limiting pin or bolt.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates a wagon-body, which, as shown by Figs. 1 and 2, is provided with transverse openings 2 in the upper part thereof, near the front end; but, as illustrated by Fig. 3, the improved construction can be equally well used in connection with a wagon-body without providing the openings in the

sides and which will be more fully hereinafter described.

The seat comprises a seat proper, 3, to which springs 4 are secured and located, as usual, at opposite extremities of the seat and have supports 5 attached to the lower portions, one to each spring and both in longitudinal parallelism with relation to each other. The upper portions of the springs 4 bear against space-strips 6, and between the latter and the end portions of the seat-bottom and at opposite ends the inwardly-extending angular members 7 of depending arms 8 are secured and firmly held by suitable fastenings 9 and 10, the strip 6 closely holding the said angular member 7 against the under side of the end portions of the bottom of the seat and the fastenings 9 and 10, which are in this instance in the form of bolts, securely holding the inner extremities of said angular members. To strengthen and reinforce the arms 8, braces 11 are employed, one for each arm, and extending from the latter to the fastening 10, which is employed for securing the inner end, and at its outer end each brace is bolted or otherwise fastened to the arm, as at 12. By means of the said brace construction the arms are maintained in straight condition and held against bending or fracture, and below the point of application of the outer end of the brace 11 to the arm 8 the latter is formed with a vertical slot 13, having an outer countersink 14 coacting therewith in a manner which will be presently set forth.

The support 5 on each side is supplied with a pair of hanger-hooks 15, which project outwardly and are adapted to take over the upper edges of the sides of the wagon-body, as clearly shown by Fig. 1, and the outer faces of the supports 5 are held away from the adjacent inner surfaces of the sides of the wagon-body a distance equal to the thickness of the material of which the hanger-hooks are constructed, and thereby form a clear space for the vertical movement of the arms 8 and without scoring or rubbing the adjacent part of the wagon-body.

Each of the supports 5 is formed with a transverse opening 16 at a point intermediate of the hanger-hooks 15 to receive a limiting

pin or bolt 17, provided with a pair of transverse key-apertures 18 to receive a key 19, which, as shown in Figs. 1 and 2, is located in the innermost aperture of each pin or bolt. When the openings 2 are formed in the wagon-body, the pins or bolts 17 are inserted through said openings from the outside and through the slots 15 of the arms 8 and the openings 16 in the supports 5 and held against disengagement by the keys 19, arranged in the inner apertures 18. It will be seen from this arrangement that the seat cannot jump or fall from a normal position on the wagon-body, and at the same time the springs 4 are permitted to operate, and in their contraction the arms 8 move downwardly, and unpleasant bumping or jarring sensations will not be experienced by those occupying the seat by reason of the fact that the springs will not be permitted to contract beyond a predetermined distance in view of the upper terminal wall of the slot of each arm coming in contact with the pin or bolt engaging the same.

In Fig. 3 is shown means for limiting the spring action of the seat without relying upon the pin or bolt 17 to serve in the capacity of a securing means and contemplating such applications when it is not necessary to secure the seat to the wagon-body or where other means may be used for obtaining such securement and still preserve the advantage of limiting the spring action of the seat. In this instance the inner bolt 17 is inserted through the vertical slot 13 of the arm 8 and the opening 16 in the support 5, the head of the pin or bolt being located in the countersink 14 and the key 19 inserted in the outermost aperture 18. It is intended that the head of the pin or bolt be fully located within the plane of the arm 8, and for this purpose the countersink 14 will be made of sufficient depth. Thus it will be seen that the spring action of the seat will be controlled to such an extent as to overcome sudden jolting or jarring of the seat. The depending arms 8 also prevent the seat from having lateral movement when the wagon on which it is dis-

posed runs over or into uneven surfaces of the road, and strain on the springs and other connections is thereby avoided.

Though the preferred construction has been shown and descriptively disclosed, it will be understood that changes in the form, proportions, size, and minor details may be resorted to without departing from the principle of the invention.

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

1. The combination with a seat having opposite end springs, of longitudinally-extending supports connected to the lower portions of the springs and having a transverse opening through each, vertically-depending arms connected to the seat and located outside of the plane of the springs and freely movable between the supports and the adjacent part of the wagon-body when the seat is applied, the said arms being longitudinally slotted, and a bolt removably passed through each slotted arm and the transverse opening of each support.

2. The combination of a seat having opposite end springs, longitudinally-extending supports connected to the lower portions of the springs and having a transverse opening through each, a wagon-body having a transverse opening through the upper front portion of each side-board thereof, vertically-depending arms connected to the seat and located outside of the plane of the springs and freely movable between the outer sides of the supports and the adjacent inner portions of the side-boards of the body of the wagon, the said arms being longitudinally slotted, and bolts transversely and removably passed through the openings in the side-boards of the body, the transverse openings of the supports and the slots of the arms.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN THOMAS WEBBER.

Witnesses:

GEO. H. BAILEY,
W. DEAN HAYS.