(No Model.)

R. PEDERSON.

WAGON SEAT.

No. 522,387. Patented July 3, 1894.

Fig. 1.

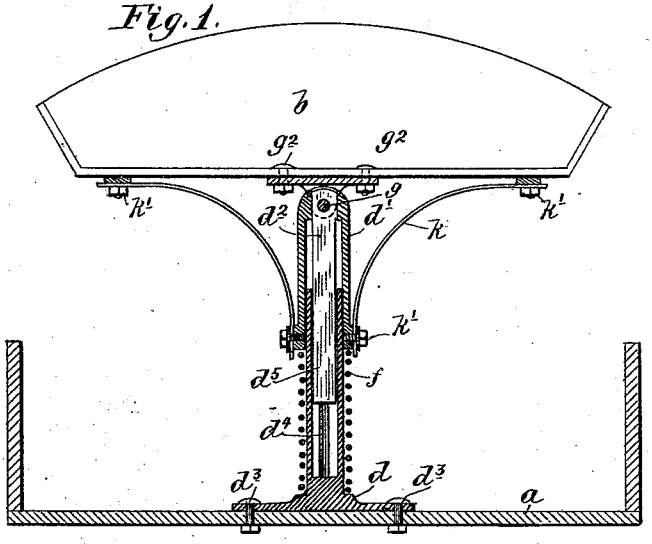


Fig. 2.

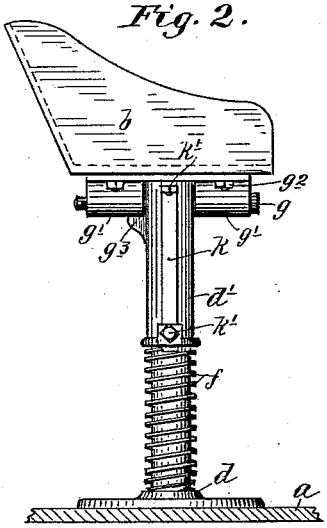


Fig. 3.

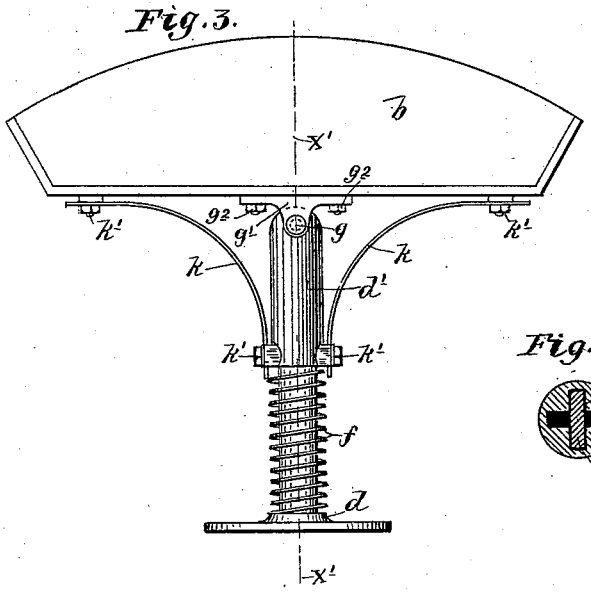


Fig. 5.

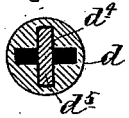
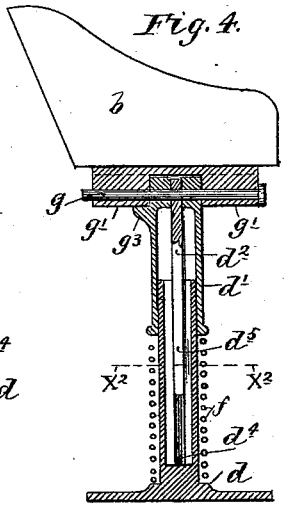


Fig. 4.



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WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 522,387, dated July 3, 1894.

Application filed March 13, 1894. Serial No. 503,430. (No model.)

To all whom it may concern:

Be it known that I, RASMUS PEDERSON, a citizen of the United States, residing at Dramman, in the county of Lincoln and State of Minnesota, have invented certain new and useful 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.

My invention relates to seats and is of a construction especially adapting the same for use on wagons, farm implements and various other kinds of vehicles.

To this end, the invention consists of several novel features hereinafter fully described and defined in the claims.

The invention is illustrated in the accompanying drawings, wherein, like letters referring to like parts throughout the several views—

Figure 1 is a front view, partly in elevation, but chiefly in vertical section, showing my improved seat as applied for use on a wagon-box or body. Fig. 2 is an end view of the same, some parts being broken away. Fig. 3 is a front elevation of the seat detached. Fig. 4 is a view chiefly in vertical section, on the line X′ X′ of Fig. 3, the seat being shown in elevation; and Fig. 5 is a detail in cross section, on the line X^2 X^2 of Figs. 3 and 4, with the spring removed.

a represents a wagon-bed or body, or any other base of support, to which the seat might be attached.

b represents the body of the seat.

d *d′* d^2 represent a sectional supporting standard for the seat body *b;* of which parts, *d* is the pedestal section, shown as provided with an expanded base, securable by bolts d^3 or otherwise, to the wagon-box *a*, and *d′* d^2 are upper sections secured to the seat-body, arranged concentric with each other and telescoping with the pedestal *d*, one on the exterior and the other on the interior thereof. The pedestal section *d* is recessed to form therein angular guiding surfaces d^4; and one of the upper sections, the internal member d^2, as shown, is provided with a rectangular guiding surface d^5, which works in the recesses and engages with certain of the angular surfaces d^4 of the pedestal section *d*. In virtue of this construction, the seat-body *b* together with the upper standard sections *d′* d^2 may be lifted above the pedestal section *d*, and the angular surface d^5, on the section d^2 may be made to engage with any of the angular surfaces d^4 on the pedestal section *d*, so as to secure the seat-body on the pedestal section, in any one of several different positions or angular adjustments in the horizontal plane. In other words, the seat-body *b* may be set at any one of several different angles to the transverse line of the wagon-body *a*, and be there held with freedom for vertical sliding motion on the pedestal section and against any rotary motion on said pedestal section. To secure this result, all that is necessary is, that the supporting standard for the seat-body should be composed of at least two telescoping sections having engaging surfaces, which are adapted for engagement in different horizontal angular positions, with a wrench like action. These engaging surfaces might be triangular, or of any other polygonal form in cross section. As shown, the pedestal section *d* is cylindrical on its exterior surface, and the recess therein is cruciform in cross section and radial from a hollow center, and is therefore adapted to receive the engaging surface d^5, on the standard section d^2, in any one of four angular positions. It must be obvious, however, that these engaging surfaces d^4 and d^5 might take any of the other forms already noted, and that the engaging surfaces for cooperation in this guiding and holding action between the telescoping sections of the standard, might be on the interior or exterior of either of two sections, as long as they were adapted to engage with each other and hold the parts in different angular positions in the horizontal plane. The section d^2, for example, might be dispensed with, and the guiding surfaces d^5 or the equivalents thereof be formed on the section *d′*. When the parts are in working position, one of the standard sections carried by the seat, rests upon and is supported by a spring *f*, supported by the pedestal section *d*.

The seat-body *b* is centrally pivoted to the standard sections *d′* d^2, by pivot or hinge-bolt *g*, working through a bracket-casting *g′*, and the upper ends of the said standard section. The bracket casting *g′* is secured to the bot-

tom of the seat by bolts g^2 or in any other suitable way, and is properly recessed to receive the upper ends of the said standard sections. The outer ends of the seat-body are connected with the standard section d', by yielding or spring-braces k of curvilinear form, which are preferably made of comparatively stiff spring steel. These braces k are connected at their ends to the said seat-body b and the said standard section d', by screw-bolts k', or in any other suitable way. In virtue of this construction, the spring f takes the direct strain from the load on the seat and gives the necessary yielding action in the vertical plane, parallel with the axis of the supporting standard; while the spring-braces k, and the pivotal connection of the seat with the standard, afford a sidewise yielding action to the seat, under any unequally distributed strains or jars. The combined effect of the springs f and k, on the seat-body b, is to render the same spring-cushioned in every direction, except longitudinally of the wagon-body. The seat is therefore, a very easy riding one.

The fact that the seat-body is securable to its support in any one of several different angular positions in the horizontal plane, with freedom for vertical sliding motion with its springs, while held against any rotary motion on its support, is a great advantage in the class of uses, for which the seat was especially designed.

On the open prairie, in certain seasons of the year, the winds are violent and bitter cold, and are very hard to endure by a driver who has to face them. With my improved seat, it will not be necessary for the driver to face the blast. He can adjust the seat into such an angle, that he can sit with his back or his side to the wind, and thus be to a large extent protected. A swiveled seat for this purpose would not be so desirable; for the reason that such a seat would not afford a good base of resistance in handling a fractious team. Such a seat (swiveled) would be liable to turn on its support, at the very time when the driver needed a firm position, to hold or check his animals.

The standard section d' is shown as provided with a rearwardly extended lug g^3, which forms a rest or back-stop for the hinge bracket g' of the seat body and thereby prevents, in co-operation with the hinge bolt g, the seat from turning backward.

What I claim, and desire to secure by Letters Patent of the United States, is as follows:

1. In a seat, the combination with a suitable support of a seat-body securable thereon with freedom for vertical motion and against rotary motion in any one of several different angular positions in the horizontal plane, and springs between said support and seat-body, substantially as described.

2. In a seat, the combination with a seat-body, of a supporting standard for the same constructed with telescoping sections having engaging surfaces which in cross section are adapted for engagement, in different horizontal angular positions, with a wrench-like action, one of which sections is attached to the seat and slides on another of said sections as a guide, substantially as and for the purpose set forth.

3. In a seat, the combination with a seat-body, of a supporting standard constructed with a fixed pedestal section and a pair of upper sections attached to the seat and telescoping one inside and the other outside of said pedestal section, the said pedestal section and one of said upper sections having angular engaging surfaces which are adapted for engagement, in different horizontal angular positions, with a wrench like action, substantially as and for the purposes set forth.

4. In a seat, the combination with the seat-body b, of the sectional standard composed of the pedestal section d, having the angular guiding surfaces d^4, the upper sections d' d^2 telescoping with said pedestal section, the internal member d^2 of which has the angular guiding surface d^5 and the spring f, arranged and operating as described.

5. In a seat, the combination with a central support, of a seat-body centrally pivoted to said support, and spring braces connecting the outer or end portions of said seat with said support, for affording a sidewise yielding action to said seat-body, substantially as described.

6. In a seat, the combination with a sectional supporting standard, composed of a lower or pedestal section and one or more upper sections telescoping with said pedestal section, of a spring between said pedestal and upper section or sections, a seat-body centrally pivoted to said upper standard section or sections and spring braces connecting the outer or end portions of said seat with said upper standard sections, substantially as described.

7. The combination with the sectional standard d d' d^2, two telescoping members of which have angular engaging surfaces d^4 d^5 of the spring f between the fixed and the movable standard sections, the seat-body b centrally pivoted to said standard section d' d^2, and the curvilinear spring-braces k connecting the outer or end portions of said seat-body, with said standard section d', all arranged and operating substantially as and for the purposes set forth.

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

RASMUS PEDERSON.

Witnesses:
A. C. MATTHEWS,
PETER PETERSON.