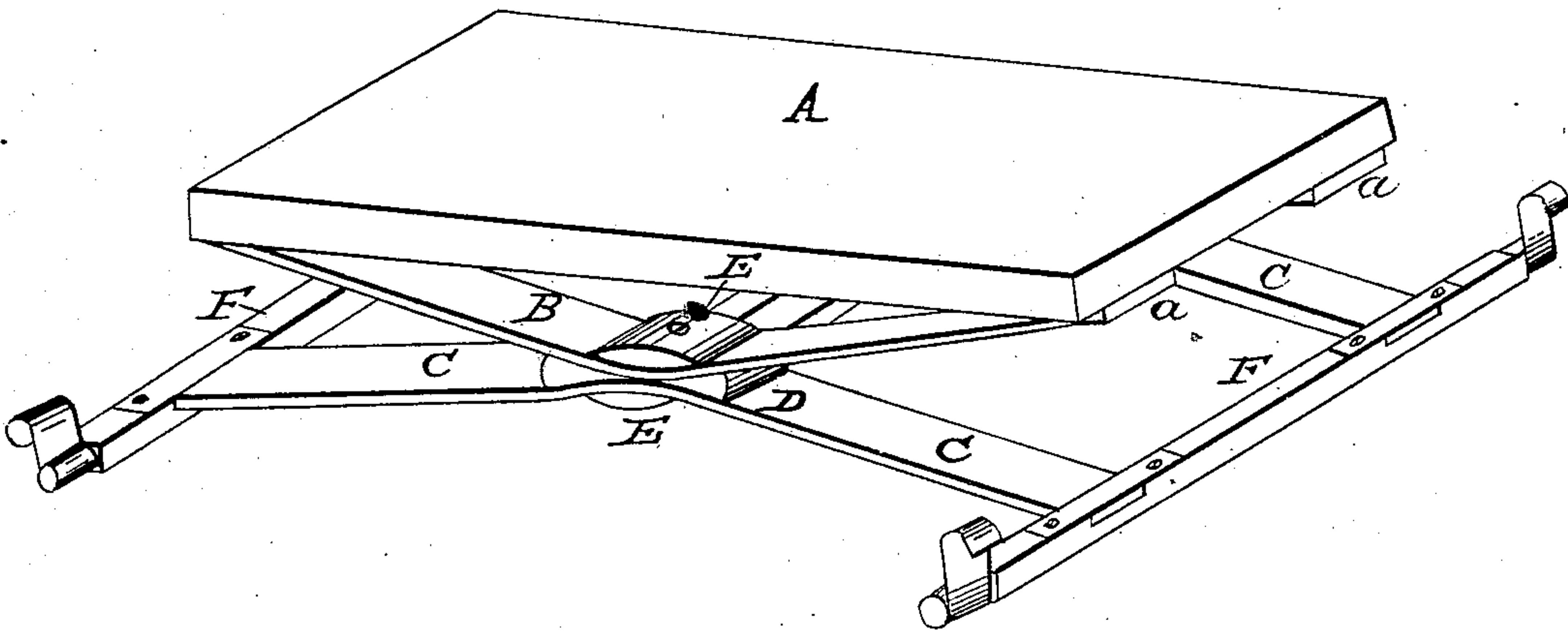


J. WERNTZ.  
Spring Seat for Carriages.

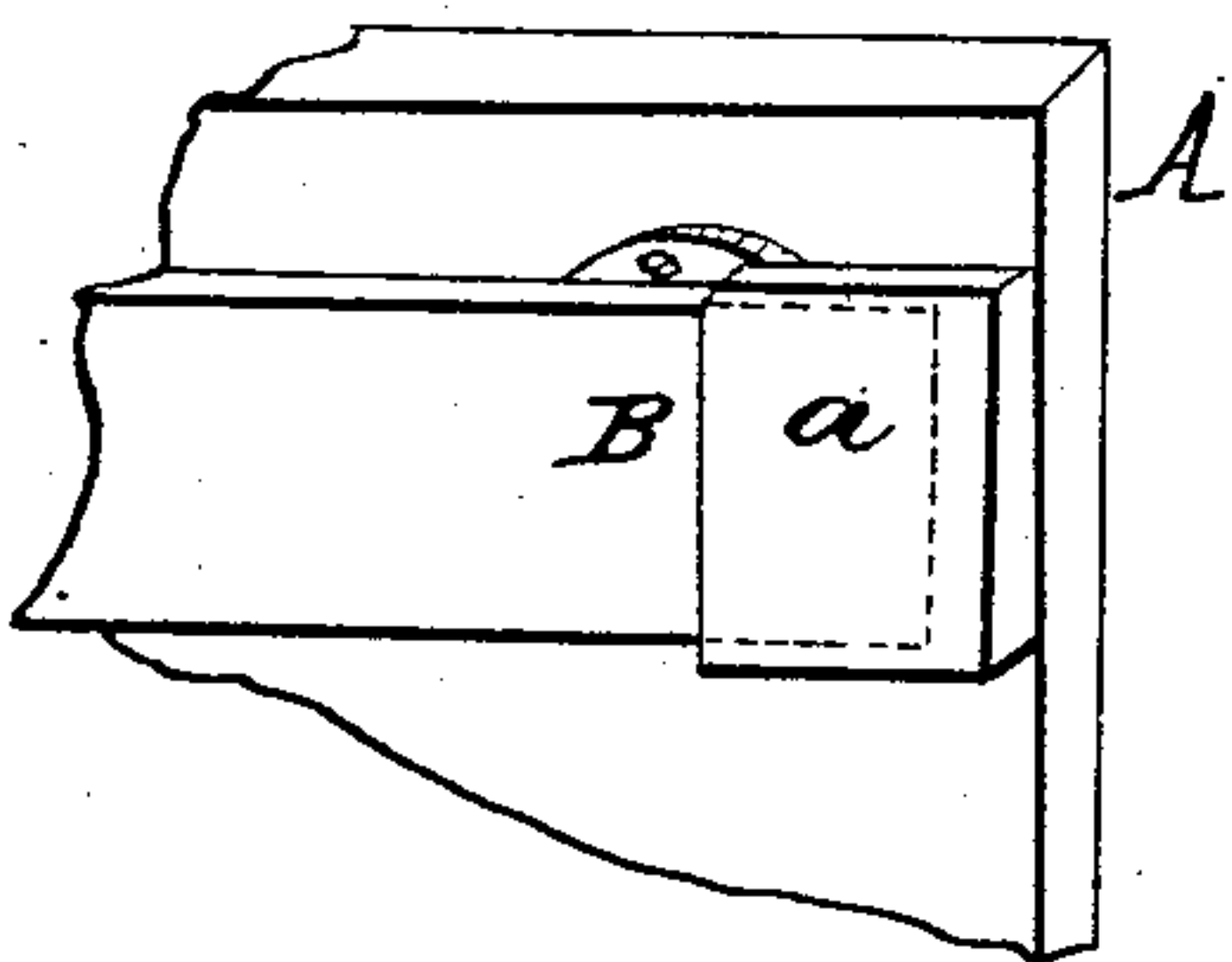
No. 71,563.

Patented Nov. 26, 1867.

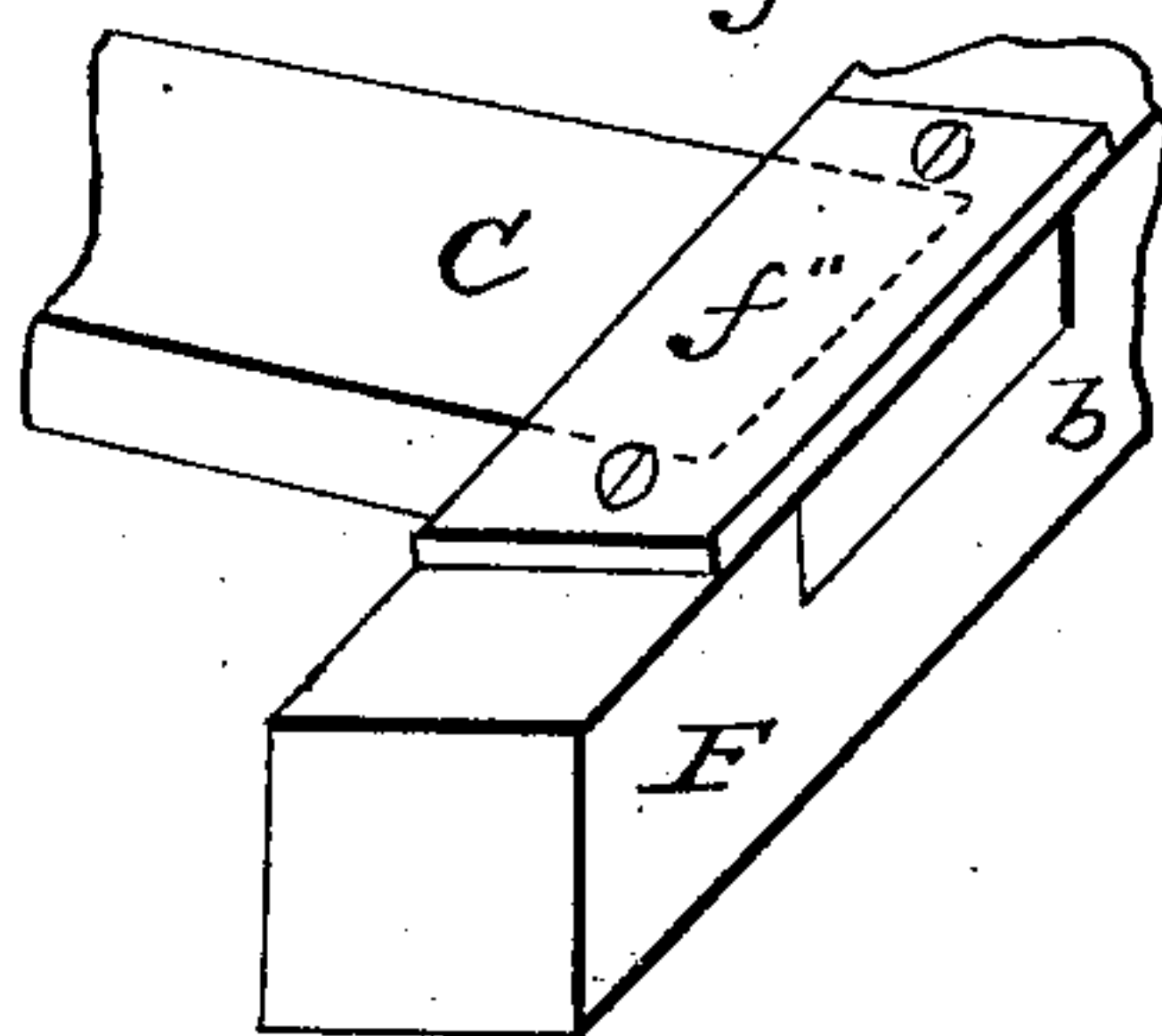
*Fig. 1.*



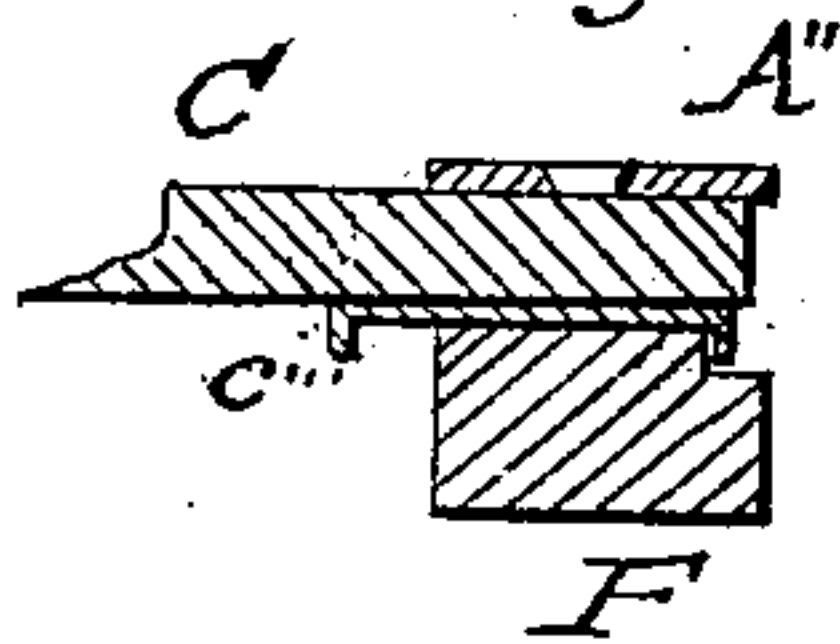
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



Witnesses  
R. S. Turner  
Chas. H. Wilson

Inventor  
John Werntz by  
Brown & Beadle attys.

# United States Patent Office.

JOHN WERNTZ, OF BOURBON, INDIANA.

*Letters Patent No. 71,563, dated November 26, 1867.*

## IMPROVEMENT IN SPRING-SEAT FOR CARRIAGES.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN WERNTZ, of Bourbon, in the county of Marshall, and State of Indiana, have invented a new and improved Spring-Seat; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention consists of a spring-seat, of simple construction and arrangement, adapted to any width of wagon, as will be hereinafter described.

In the drawings, A represents the seat proper, constructed of any suitable size, upon the lower side of which, attached to each corner, are the sockets *a*, into which the ends of the springs B are inserted. These springs, as well as the springs C, are constructed of any suitable wood or other material, bent in the proper form, and made thickest in the centre, the point of greatest strain. D represents a block of suitable shape, being thinnest in the centre, and widening toward the ends, placed between the springs B and C, for the purpose of uniting and sustaining them. E E represent the cross-bars, connecting the springs together, which consist of rods or bars of iron, or other material, the ends of which are widened and provided with a curved face upon their inner side, in order that they may fit accurately the surfaces of the springs B C. *e* represents a bolt, which passes through the ends of bars E, springs B C, and block D, and secures them firmly together. F F represent cross-pieces, connecting the ends of the springs C, to which they are attached in a peculiar manner. Upon each end of the latter, on the under side, are fastened the metallic pieces *c*, the inner and outer ends of which are turned down, as shown in Figure 4. Portions of the cross-pieces F are cut away at the proper point for the reception of the ends of the springs, as shown at *f*, Figure 3. In the openings thus made, at the outer side, is formed the step *f'*, fig. 4, the depth of which corresponds to the length of the part turned down at the outer end of the piece *c*. This manner of connecting the springs C with the cross-pieces F allows the springs to play under pressure, and also permits the adjustment to different widths of wagon-bodies. The piece *f'* prevents the displacement of the spring. It will also be observed that the springs B do not extend the entire distance of the socket *a*, Figure 2, and are thus also permitted to play under pressure. G G represent hooks, attached to the ends of the cross-pieces F, in such manner as to revolve freely; this arrangement enabling them to adjust themselves readily to any width or condition of wagon-body.

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

1. The springs B C, in combination with the blocks D, cross-bars E E, and bolt *e*, as and for the purpose explained.
2. The springs B C, blocks D, cross-bars E E, and bolt *e*, in combination with seat A and sockets *a*, in the manner and for the purpose described.
3. The springs C, with piece *c*, in combination with cross-piece F, with socket *f*, step *f'*, and bar *f''*, substantially as described.
4. The springs B C, blocks D, cross-bars E E, bolt *e*, seat A, sockets *a*, cross-pieces F F, and hooks G, when combined and arranged substantially as set forth.

JOHN WERNTZ.

Witnesses:

H. BAYLOR,

G. H. SOUTHALL.