

W. BEERS.
Wagon Seat.

No. 96,662.

Patented Nov. 9, 1869.

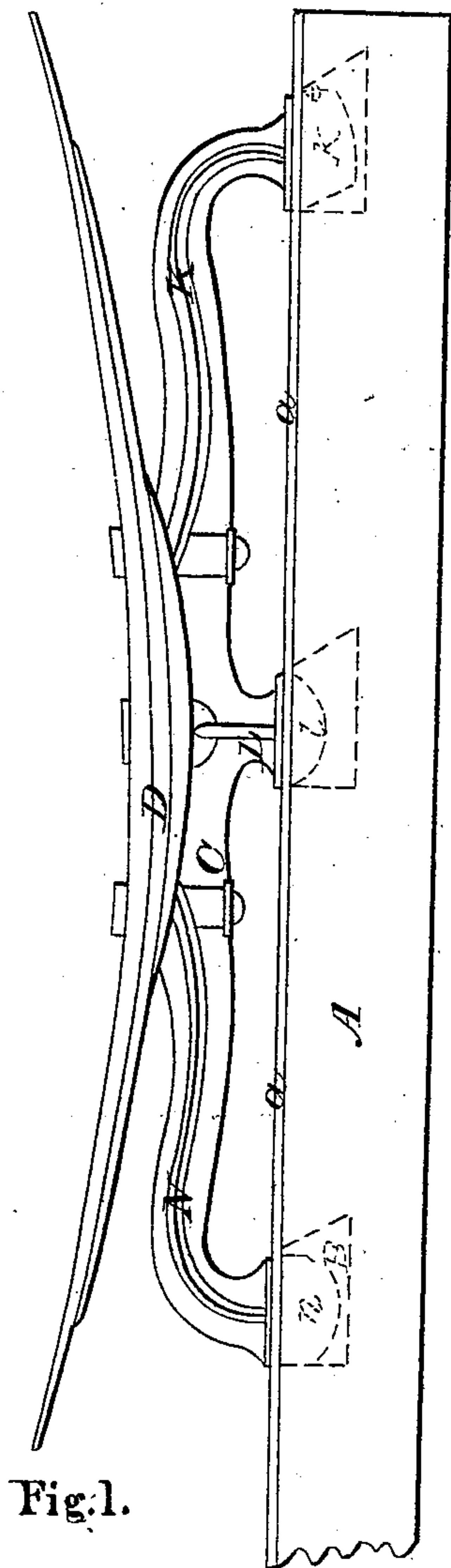


Fig. 1.

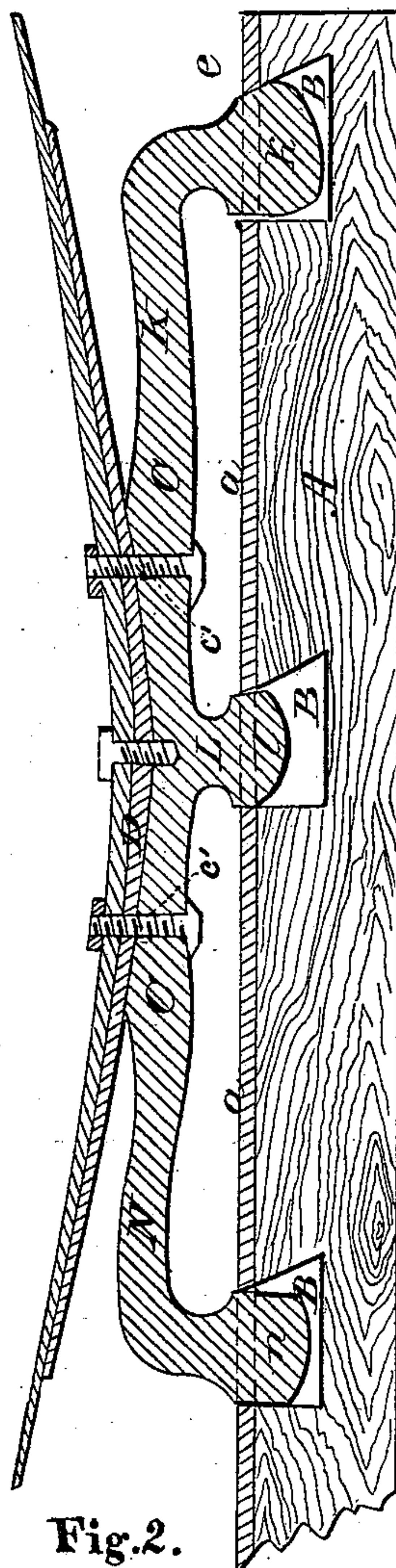


Fig. 2.

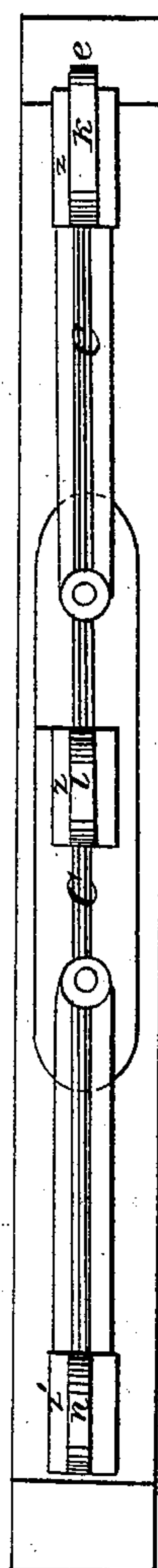


Fig. 3.

Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM BEERS, OF MILAN, OHIO.

IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. 96,662, dated November 9, 1869.

To all whom it may concern:

Be it known that I, WILLIAM BEERS, of Milan, in the county of Erie and State of Ohio, have invented a new and valuable Improvement in Wagon and Carriage Seat Spring-Holder and Attachment; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side view of my invention. Fig. 2 is a central vertical longitudinal section of the same. Fig. 3 is a bottom view of the same.

My invention relates to wagon-seat springs; and it consists, mainly, in the construction and novel arrangement of devices whereby the elliptical springs of a wagon-seat can be readily and securely fastened to the box of the same, in such a manner that the seat will be adjustable horizontally.

The letter A of the drawings designates the top of a wagon-box or the upper edge of its side, to which is fastened a piece of band-iron, *a*, slotted to fit the mouths of the mortises B B, placed at equal distances apart along each side or rail of the wagon box. These mortises B B are all alike in every respect, having rectangular openings or mouths of the same dimensions, rear walls perpendicular, or nearly so, and fronting walls slanting downward or forward. Thus each mortise is designed to receive either the front, middle, or rear tenon of the bed-piece C, according to the shifting of the seat.

C designates the bed-piece, to which the lower section of the elliptical spring D is bolted by means of the screw bolts and nuts *c' c'*. Each bed-piece has three bearing-points, respectively arranged at the ends of the forward curved brace, K, middle standard, L, and rear curved brace, N. The ends of these supports terminate in the tenons *k*, *l*, and *n*, respectively, each projecting from a square bearing plate or shoulder, *z*. The tenons *k*, *l*, and *n* are differently shaped. The rear tenon, *n*, and front tenon, *k*, are deeper than the middle tenon, *l*. The front tenon, *k*, has its rear face slanting downward and forward. Its front face also slants downward and forward in such a manner that it will fit under the slanting

front wall of the mortise, and thus key the bed-piece down. The middle tenon is shallow and curved. The rear tenon, *n*, is deeper than the middle one, it being farther from the front or fastening tenon. The front and rear faces of the rear tenon slant downward and inward and terminate in a curved end, so that it will readily enter the mortise.

The springs, with their bed-pieces, are attached to the wagon-seats by bolts and nuts secured to the upper section of the elliptical springs.

When it is desired to place the seat in position, it is tilted forward and upward until the slanting front face, *e*, of the front tenon of each bed-piece becomes perpendicular. This tenon being then introduced into a mortise, the seat is allowed to fall back, when the rear and middle tenons drop at once into their mortises, and the seat becomes secure and steady. As the mortises are all similar, the seat may be adjusted backward or forward at will. The bed-piece C is strengthened with ribs on each side in such a manner that very little metal is necessary in its construction, and yet it is sufficiently strong. The upper flange or bearing is curved to receive the elliptical spring. The front or slanting tenon of the bed-piece is so constructed that it will not enter the mortise unless the heel is tilted upward and forward. When once entered, it readily settles into place, yet always filling the rectangular slot in the band-iron, the heel or rear slanting face being curved for this purpose. Thus it is impossible for it to become detached by any movement or jolting unless the rear of the bed-piece is first raised to the same angle as when the tenon was inserted.

What I claim as my invention, and desire to secure by Letters Patent, is—

The adjustable seat-spring holder C herein described, having middle tenon, *l*, rear tenon, *n*, and front or key tenon, *k*, each projecting from a bearing plate or shoulder, *z*, in combination with a row of slanting mortises, B B, arranged in the top of a wagon-box, as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM BEERS.

Witnesses:

DARWIN FAY,
G. R. GASTON.