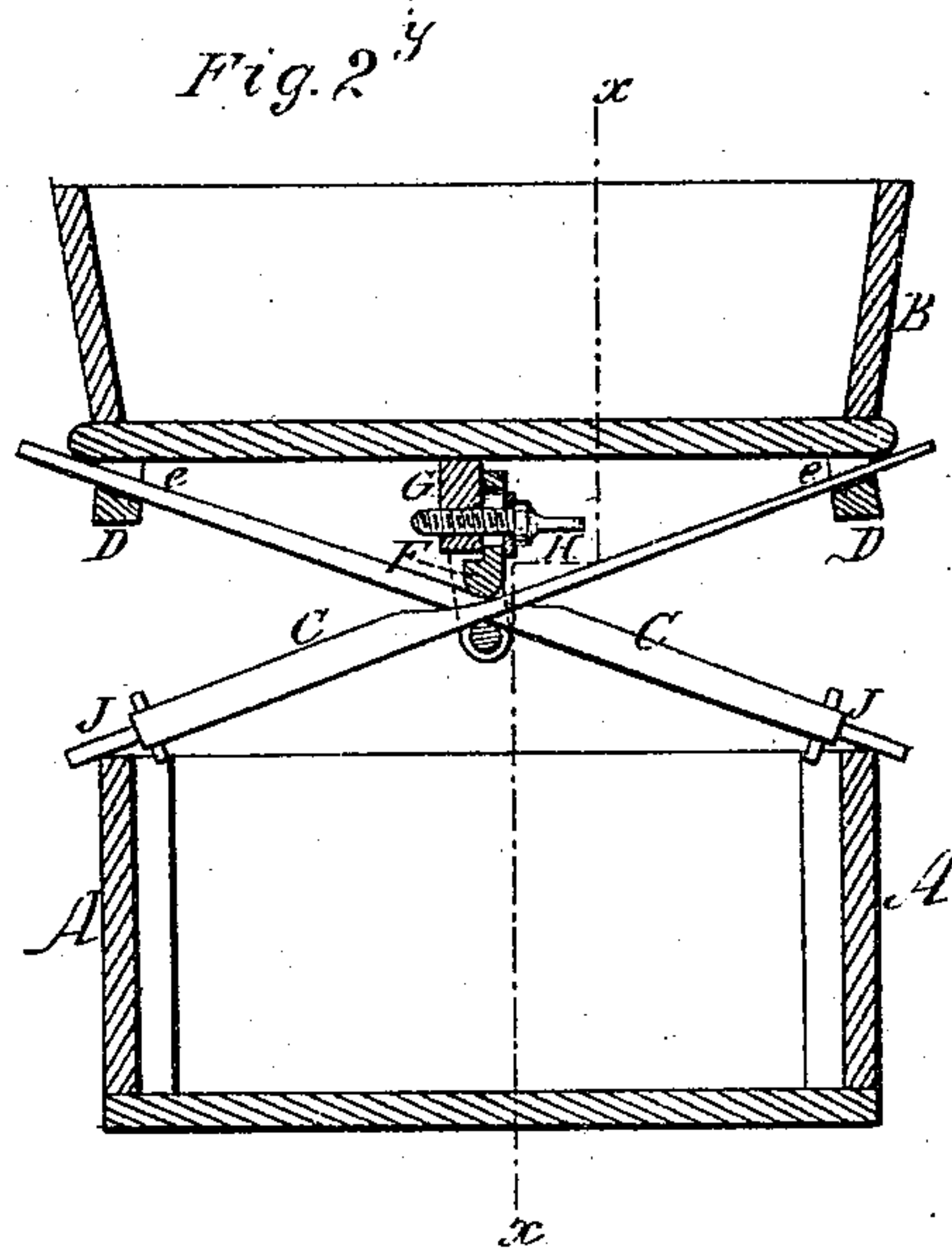
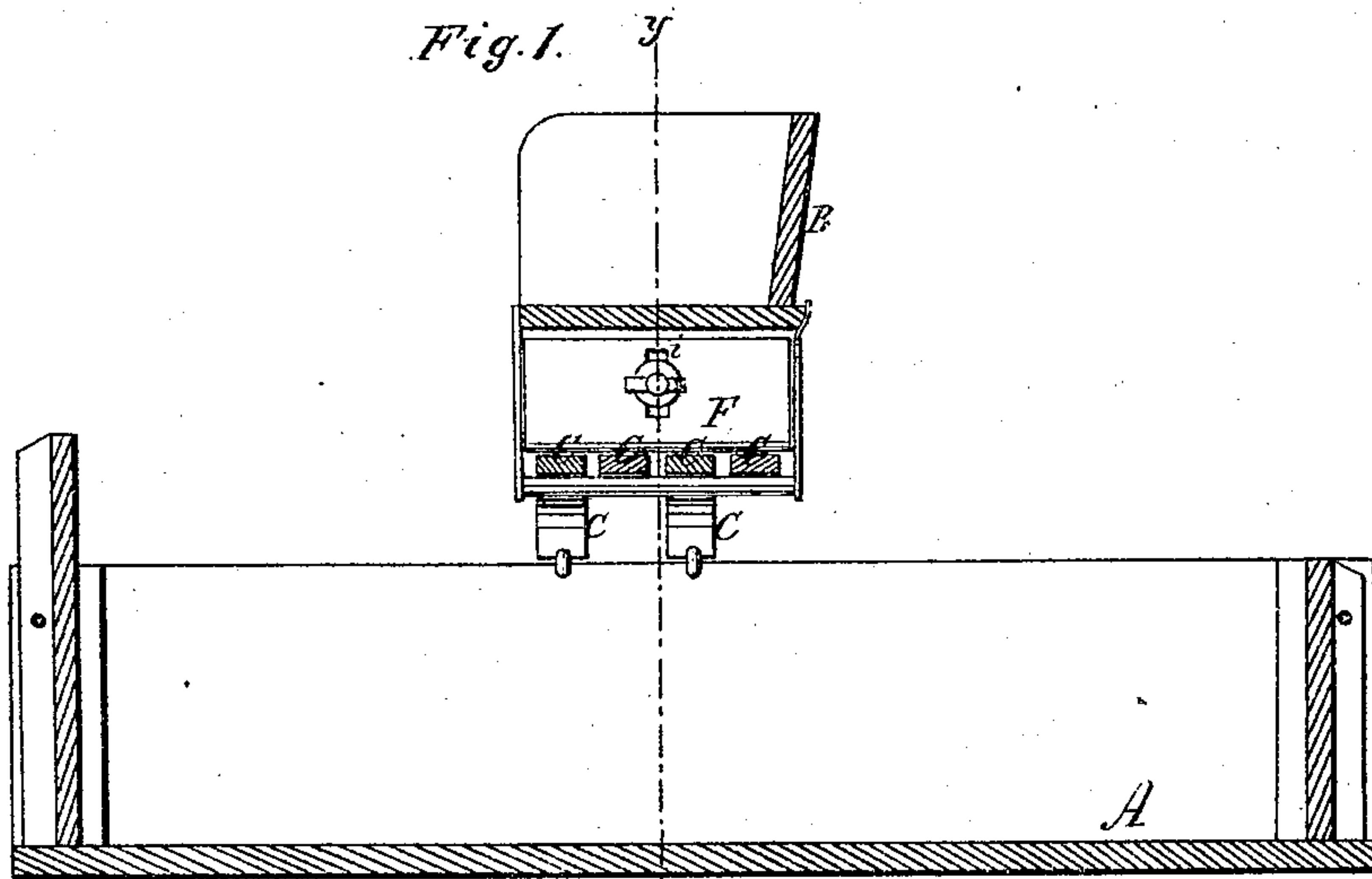


C. C. CARTER.  
Wagon-Seat Spring.

No. 97,043.

Patented Nov. 23, 1869.



Witnesses  
*Wm Dean Overell*  
*Geo E. Brooks*

Inventor:  
*C. C. Carter*  
*per M. M. [unclear]*  
*attys*

# United States Patent Office.

CYRUS C. CARTER, OF EXETER, ILLINOIS.

Letters Patent No. 97,043, dated November 23, 1869.

## IMPROVED WAGON-SEAT SPRING.

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, CYRUS C. CARTER, of Exeter, in the county of Scott, and State of Illinois, have invented a new and useful Improvement in Wagon-Seat Springs; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new and useful improvement in seats for lumber and other wagons, and consists in the combination of an adjustable lever with springs, as will be hereinafter more fully described.

In the accompanying drawing—

Figure 1 represents a vertical longitudinal section of a wagon-body, with a seat thereon constructed and arranged according to my invention, the section being through the line *x x* of fig. 2.

Figure 2 is a vertical cross-section of fig. 1, through the line *y y*.

Similar letters of reference indicate corresponding parts.

A is the body of the wagon

B is the seat.

Beneath the seat the springs C are arranged, as seen in fig. 2.

The springs are loosely connected with the seat, so that either one of them may be withdrawn at any time should it fail, and any one of them may be turned over should they become bent or misshapen.

By turning them, or any one of them, as occasion may require, the seat is kept in a level position.

D D represent pieces on the under side of the seat

at each end, which are recessed for the springs to pass through, as seen at *e e*.

Beneath the middle of the seat there is an adjustable bar, F, against which the springs bear when the seat is in use or weighted.

This bar is adjustable on the stationary piece G, which is fast to the seat, and when the bar F is raised or lowered, it is fastened in any desired position by the thumb-screw H, which works in the piece G, while there is a slot, as seen at *i*, in the bar F, which allows of the adjustment.

J is a reversed bail beneath the centre of the springs, the ends of which are attached to the seat, front and rear, for preventing lateral motion, and keeping the springs in place.

The springs are provided with shoulders or pins, (or with both,) for keeping them in place on the sides of the wagon-box, as seen at J J.

In this example of my invention, I use four springs, but I do not confine myself to any particular number; more may be used if desired.

By a proper adjustment of the bar F, the seat may be raised or lowered, thus rendering the seat exceedingly convenient for teamsters with bulky loads.

Having thus described my invention,

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

The adjustable sliding bar F, in combination with the springs C, arranged substantially as and for the purposes set forth.

Witnesses:

JOSEPH HULETT,  
JOHN BRIDGER.

CYRUS C. CARTER.