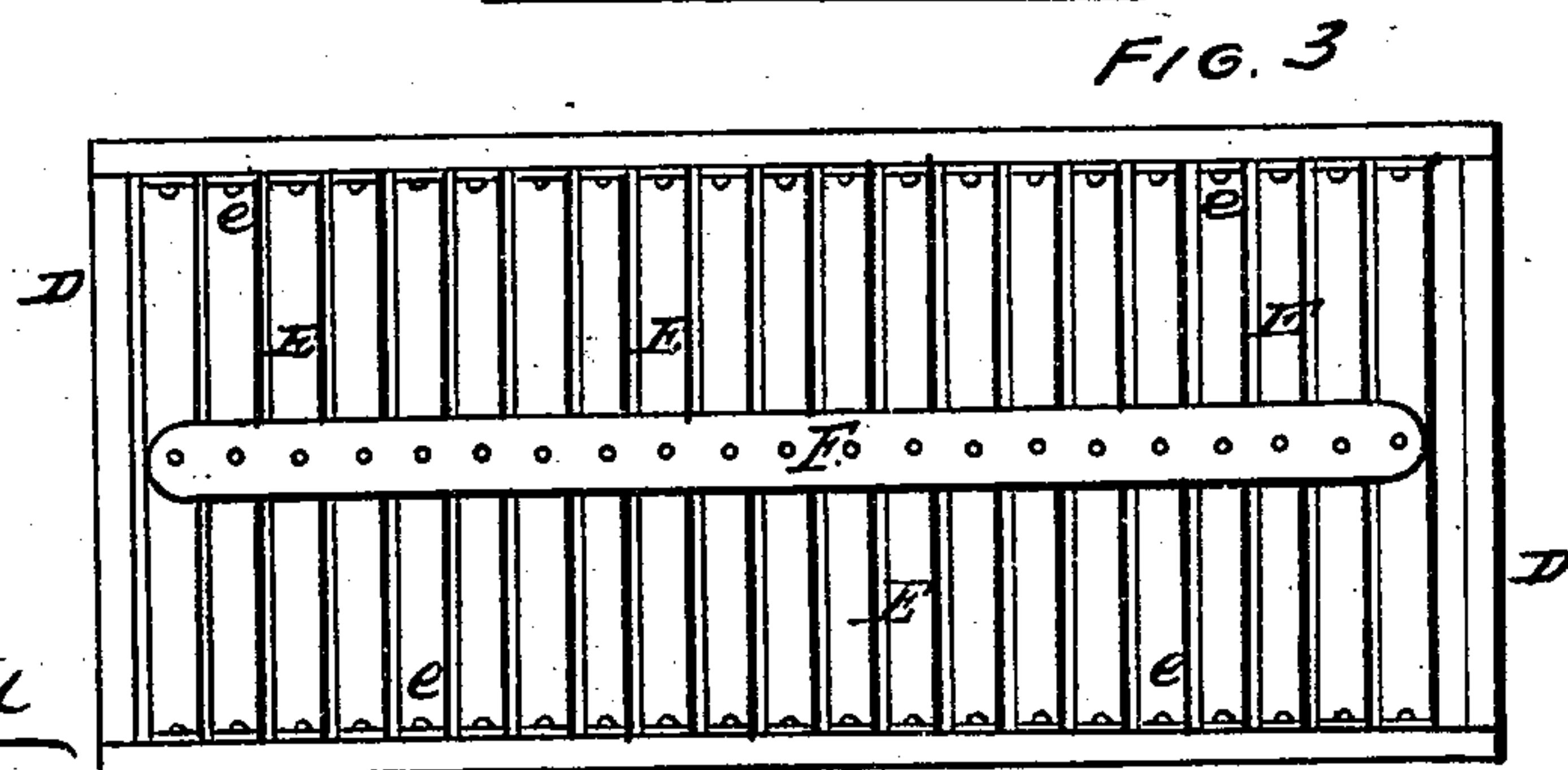
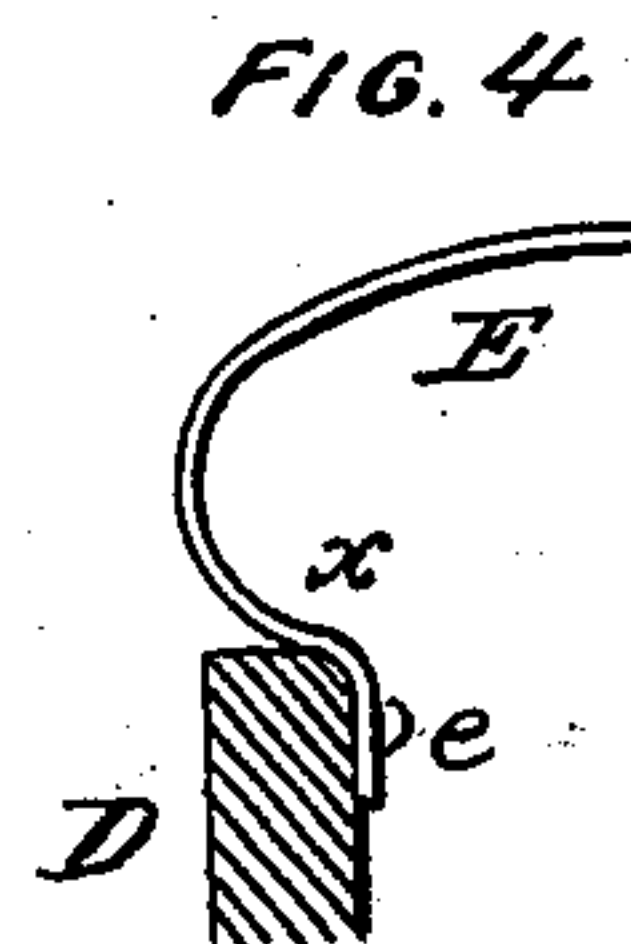
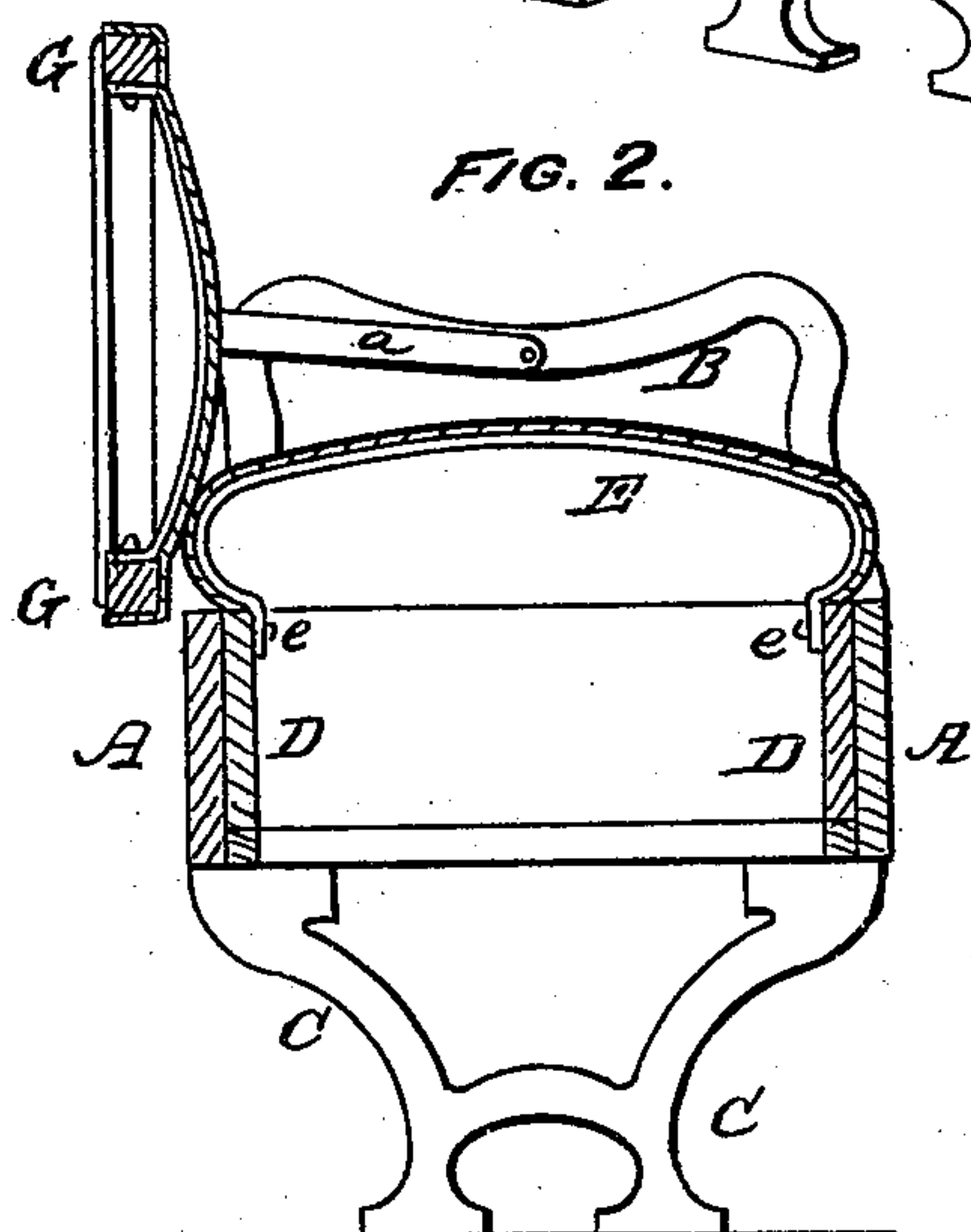
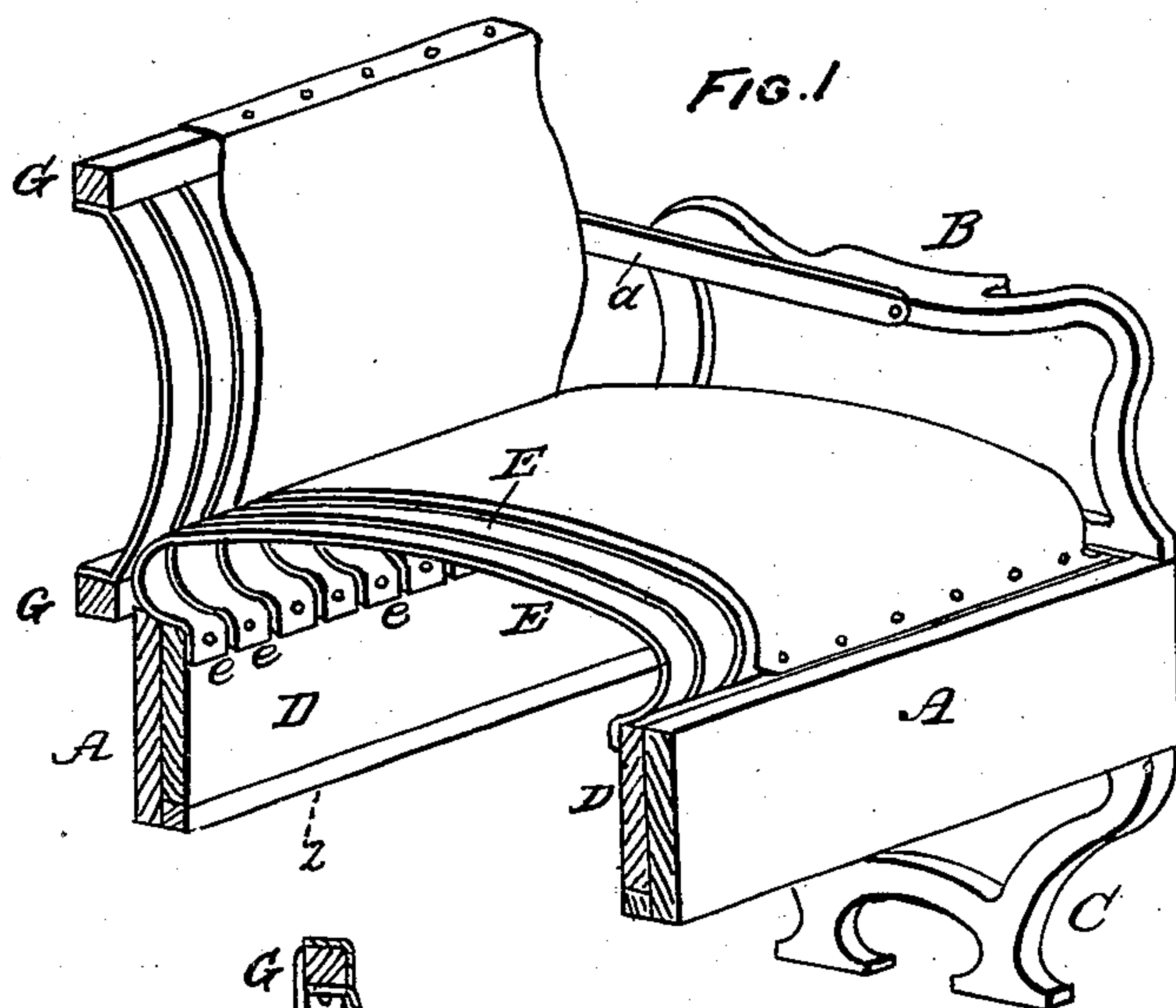


J. CASSEDAY.

Car Seat.

No. 100,116.

Patented Feb. 22, 1870.



WITNESSES

Wm. Steel
John Parker

INVENTOR

James Casseday
by his attys
Howson & Austin

United States Patent Office.

JAMES CASSEDAY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HIMSELF AND JAMES D. HOLT, OF SAME PLACE.

Letters Patent No. 100,116, dated February 22, 1870.

IMPROVED SEAT FOR CARS, &c.

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

I, JAMES CASSEDAY, of Philadelphia, county of Philadelphia, State of Pennsylvania, have invented an Improved Seat for Cars, &c., of which the following is a specification.

Nature and Object of the Invention.

My invention consists of a car-seat, the back or base of which is composed of a number of curved or elliptical springs secured to a frame and arranged side by side, but at a short distance apart from each other, in combination with a covering of plush or other suitable fabric, the whole forming a comfortable spring seat, with the advantage over the usual stuffed seats that it affords no lodgment for dust which will pass between the springs.

Description of the Accompanying Drawings.

Figure 1 is a perspective view of a car-seat, illustrating my invention applied to the same.

Figure 2, a transverse section of fig. 1.

Figure 3, an inverted plan view of the base of the seat; and

Figure 4, an enlarged sectional view, showing the mode of securing the springs.

General Description.

A represents the permanent frame of the seat; B, one of the arms; and C, one of the legs, all of these parts being of the usual construction.

To the inside of the permanent frame is fitted the elongated detachable frame D, to the opposite sides of which are secured the bent ends of light elliptical steel springs E, in the manner best observed in the enlarged view, fig. 4.

The end of the spring is so bent that its extreme end *e* will fit against the inside of the strip where it is secured by a pin or screw, the portion *x* of the spring, when pressure is applied to the latter, bearing upon the upper edge of the strip, and thus relieving the pin or screw from any undue strain.

The springs are arranged in such close proximity to each other that while dust and dirt can pass freely between them to the floor, they will collectively form,

when covered with plush or other suitable fabric, one continuous spring seat capable of yielding freely and affording every comfort to the occupant.

The springs may also, if desired, be connected together on the under side by a thin elastic strip, F, of steel, as shown in fig. 3, so as to insure greater uniformity in their action.

The back of the seat consists of a light frame, G, connected to the arms by links *a*, so as to be reversible in the usual manner, and across this frame extends a series of springs arranged in close proximity to each other, and covered with plush or other fabric in the same manner as the springs of the base of the seat; but in the present instance the springs of the back are simply rounded and have their bent ends secured to the inside of the frame, for they are not subjected to so great a strain as the springs of the base.

It will be seen without further description that neither the back nor base of the seat presents any lodgment for dust which can pass between the springs to the floor—a great desideratum in railway cars where the accumulation of dust in the ordinary stuffed or spring seats is a great annoyance to passengers.

My invention, however, is not limited in its application to car-seats, but may be used with advantage in connection with the seats of other vehicles, or may be applied to ordinary sofas or chairs.

Claim.

The back or base of a seat composed of a number of curved or elliptical springs, secured to a frame and arranged side by side, but so far apart as to permit dust to pass between them, in combination with a covering of plush or other suitable fabric resting directly on the springs, all substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES CASSEDAY.

Witnesses:

JOHN WHITE,
LOUIS BOSWELL.