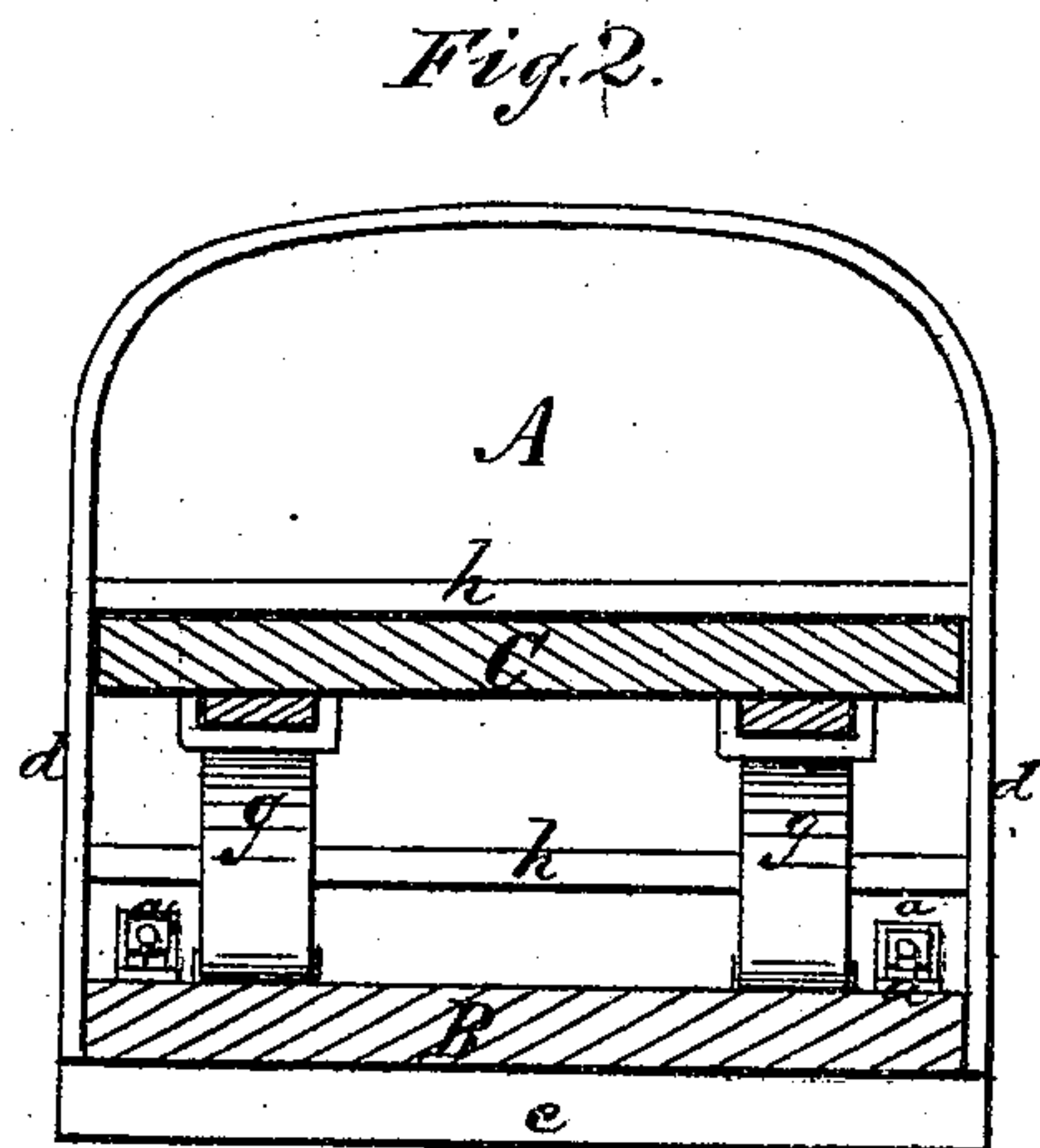
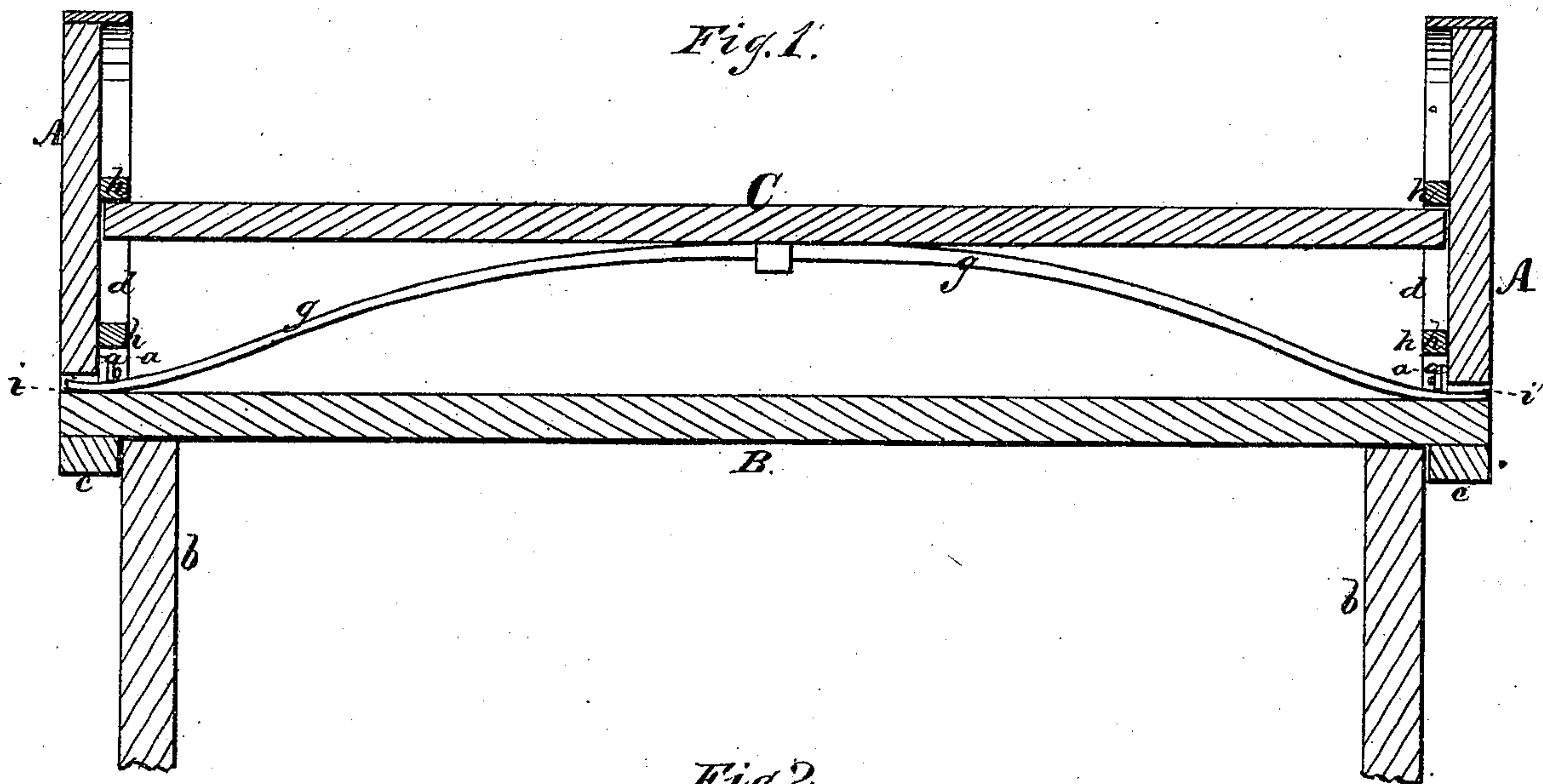


D. H. RICHARDSON.

Wagon Seat.

No. 100,190.

Patented Feb. 22, 1870.



Witnesses:

Arthur Litchford
H. D. McNaughton.

Inventor:
D. H. Richardson
By D. A. Davis & Co.
Atty.

United States Patent Office.

DAVID H. RICHARDSON. OF HENRIETTA, NEW YORK.

Letters Patent No. 100,190, dated February 22, 1870.

IMPROVEMENT IN WAGON-SEATS.

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

I, DAVID H. RICHARDSON, of Henrietta, in the county of Monroe, and State of New York, have invented a certain new and useful Improvement in Wagon-Seats, of which the following is a specification.

My invention consists in the combination and arrangement of the stationary end upright parts with the spring-seat and cross-board, the said end parts being so constructed as to prevent any lateral motion of the seat, and retain it in a proper position at all times, substantially as herein after set forth.

Figure 1 is a vertical longitudinal section of my improved seat; and

Figure 2, a cross-section of the same.

Like letters of reference indicate corresponding parts in both figures.

In the accompanying drawings—

A A indicate the end stationary parts, which are secured to the cross-board B by means of angle-irons a a.

The cross-board B rests upon the side boards b b of the wagon-box, and have cleats, c c, secured on the bottom at each end to prevent the seat from slipping off.

Thus far described, the invention presents no special novelty.

An essential feature of my improvement consists in providing the end parts A A with the vertical lips or flanges d d on opposite edges, between which play the ends of the seat C, as it springs up and down.

These flanges project inward far enough to lap over the ends of the seat proper C on opposite sides, so as not to interfere with its free vertical movement, but to prevent any lateral or swaying motion of the seat, which would be liable to bend or break the springs g g with a heavy weight resting upon them.

I also secure slats or bearings, h h, across the inner side of the end parts A A, parallel with the surface of the seat, (one above and the other below each end of the seat,) to prevent the latter from being depressed

so low as to crush or injure the springs, or from tilting the seat up endwise when the preponderance of weight is applied at either end.

I prefer to employ the kind of springs, g g, shown in the drawings, with the spring-seat C bolted or otherwise secured to them, and with their ends resting in bearings i i, through the end parts A. If it is preferred, however, spiral springs may be substituted by securing them to the cross-board B, and resting the seat C upon them.

The end parts A are preferably made of cast or malleable iron, in which case they will be of skeleton form, so as to lessen their weight and material. This will enable me to make them very cheaply and strong.

In my device, the stationary end parts A A serve the purpose of end railings for the seat, and at the same time that the seat proper C is allowed a free vertical movement it is prevented from swaying side-wise by means of the flanges d d on opposite sides.

The slats or bearings h h retain the seat in a comparatively level position, and prevent it from tilting up endwise when the greatest weight is applied at either end, or from being depressed so low as to crush or injure the springs.

This combination and arrangement of the parts as described I believe to be new.

What I claim as my invention, is—

The combination of the stationary end parts A A, provided with the flanges d d, and bearings h h, with the cross-board B, seat C, and springs g g, arranged and constructed as and for the purpose herein set forth.

In testimony whereof I hereunto sign my name in the presence of two subscribing witnesses.

D. H. RICHARDSON.

Witnesses:

J. A. DAVIS,

FRED. A. HATCH.