

W. PRUETT.

Spring Seat for Carriage.

No. 100,444.

Patented March 1, 1870.

Fig. 1

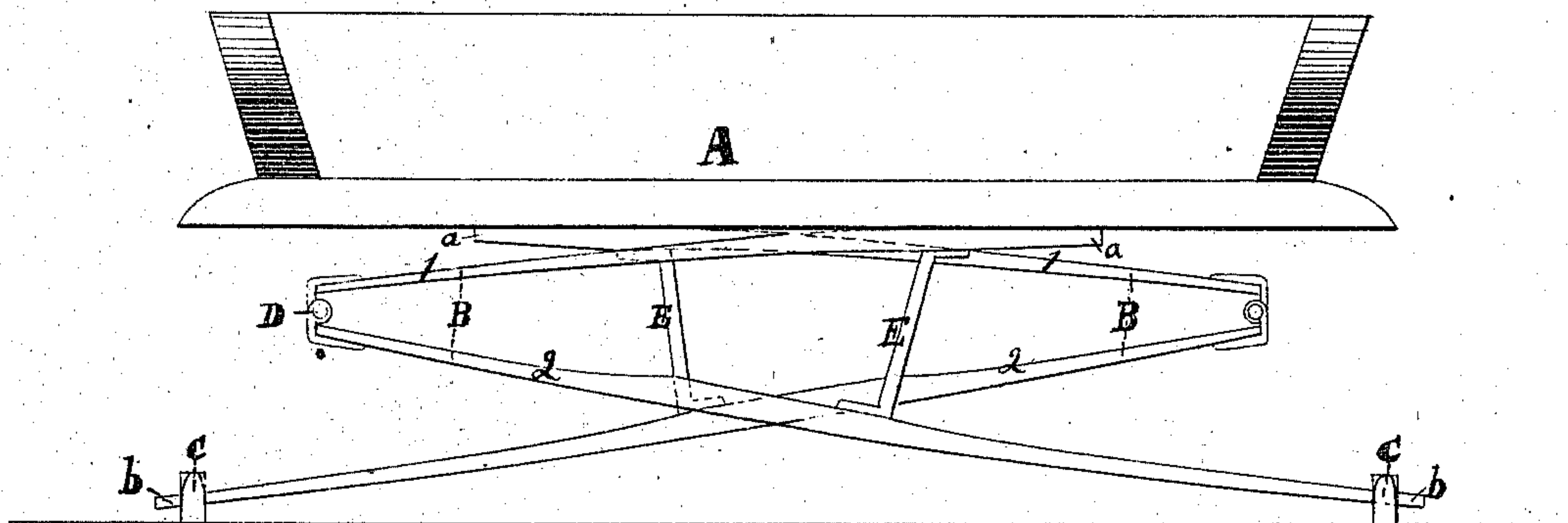
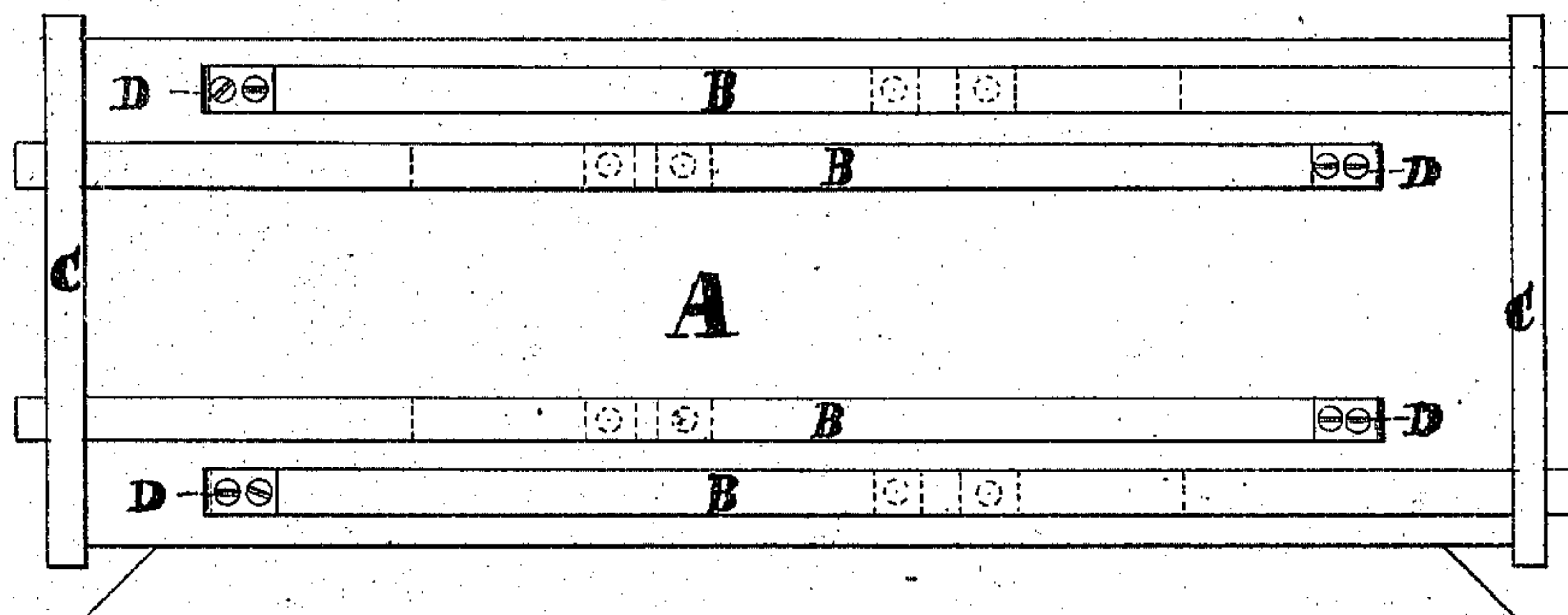


Fig. 2



Witnesses:
W. Clayton
J. H. Clayton

Inventor:
William Pruett,
by his att'ys
J. C. Clayton & Co.

United States Patent Office.

WILLIAM PRUETT, OF DUQUOIN, ILLINOIS.

Letters Patent No. 100,444, dated March 1, 1870.

IMPROVED SPRING SEAT FOR WAGONS.

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, WILLIAM PRUETT, of Duquoin, in the county of Perry, and in the State of Illinois, have invented certain new and useful Improvements in Spring Seats for Wagons and other Wheeled Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The nature of my invention consists in constructing a wagon or carriage-seat with such a combination of springs made of wood, and arranged with hinges and braces, as will be strong, durable, and cheap, at the same time light and elegant, giving ease to the driver, and supplying a want long experienced, all of which will now more fully appear in the description, to enable those skilled in the art to make and use my invention.

In the drawings—

Figure 1 is a front elevation, and

Figure 2 is an under-side view of my invention; and Like letters indicate like parts in the two figures.

A represents an ordinary carriage or wagon-seat, on the under side of which the ends *a* of the springs B are secured by bolts, screws, or other suitable means.

The opposite ends *b* of the springs are secured in cross-ties C, one of which is under or below the right and the other below the left end of seat A, (see fig. 1.) There are four of these springs B, as will be more clearly perceived in fig. 2.

Each of these springs is composed of two pieces of wood, indicated by the figures 1 and 2 in fig. 1, which are united by means of a hinge, D, by means of which greater freedom in the "play" of the spring is secured.

Each spring has a brace, E, secured by one of its ends to end *a* of the spring, and secured by its other end near the middle of lower piece, marked 2, of the

spring, by means of which brace E greater stiffness is secured, and the action of the weight of the driver is thrown upon the spring in more equable proportions; and it will be seen that the upper part or piece, marked 1, of each of the springs that is attached by its end *a* to the bottom of the seat, has its elasticity at the end to which the hinge is attached, while the lower part, or piece marked 2, by means of the upright brace E, has a double elasticity, bending upward at each end as a bow is bent, through the brace E acting as a fulcrum, on which this piece marked 2 is bent by the direct pressure of the driver's weight on the center of piece 2 transmitted by said brace E. Thus it will be perceived that the braces E give much greater elasticity and shorter "sweeps" to the springs than they would have if the braces were not used.

By proper strength being given to the materials used, by increase of thickness or stoutness, I may find that only two springs are necessary in light buggies.

Having thus fully described my invention,

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

1. The wooden spring B, composed of the pieces 1 and 2, braces E, and hinge D, pieces 1 and 2 attached respectively to the seat A and the braces E, substantially as and for the purposes set forth.

2. The braces E attached to pieces 1 and spring B, in the manner described, and operating as and for the purposes set forth.

In testimony that I claim the above-described certain new and useful improvements in spring seats for wagons and other wheeled vehicles, I have hereunto signed my name this 26th day of November, 1869.

WILLIAM PRUETT.

Witnesses:

TOM C. WATKINS,
L. P. PARKER.