J. WINECOFF.

Wagon-Seats.

No. 138,598. Patented May 6, 1873.

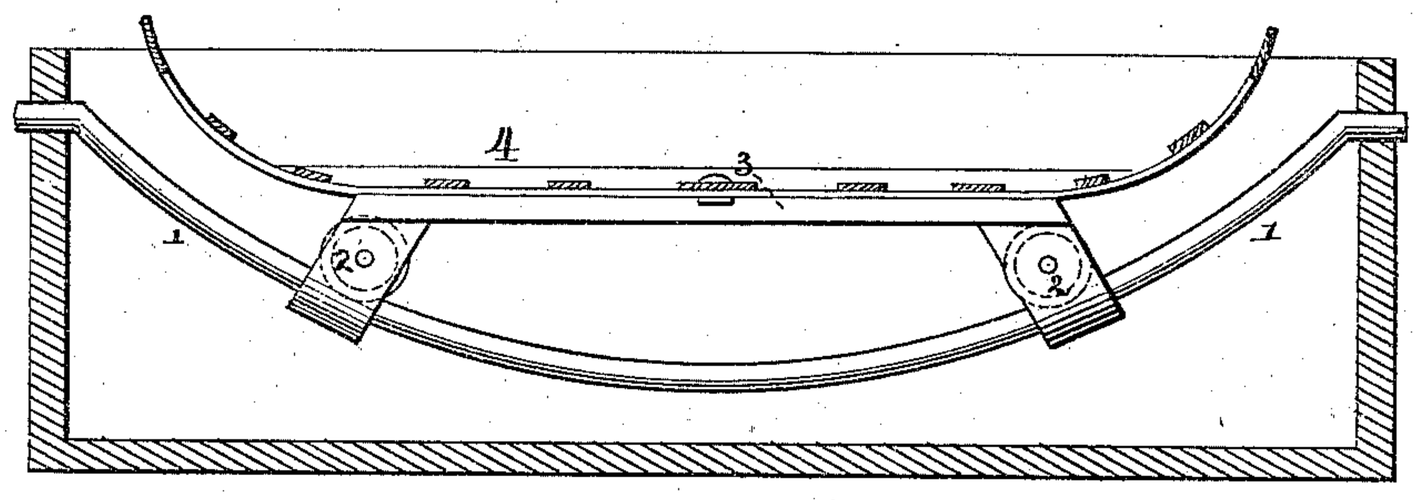

Fig 1.

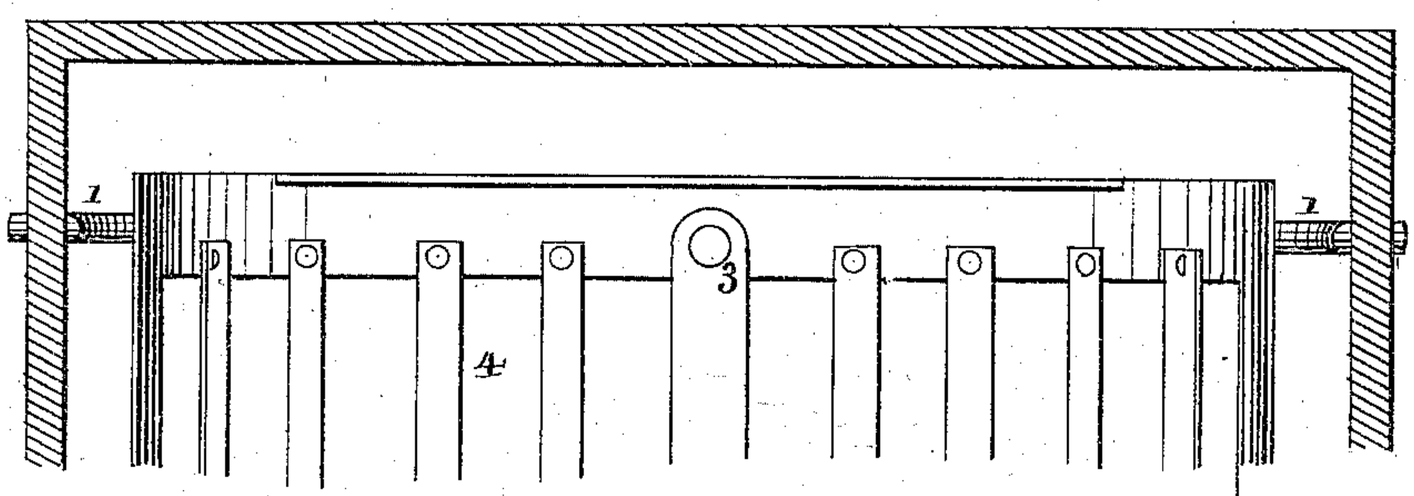

Fig. 2.

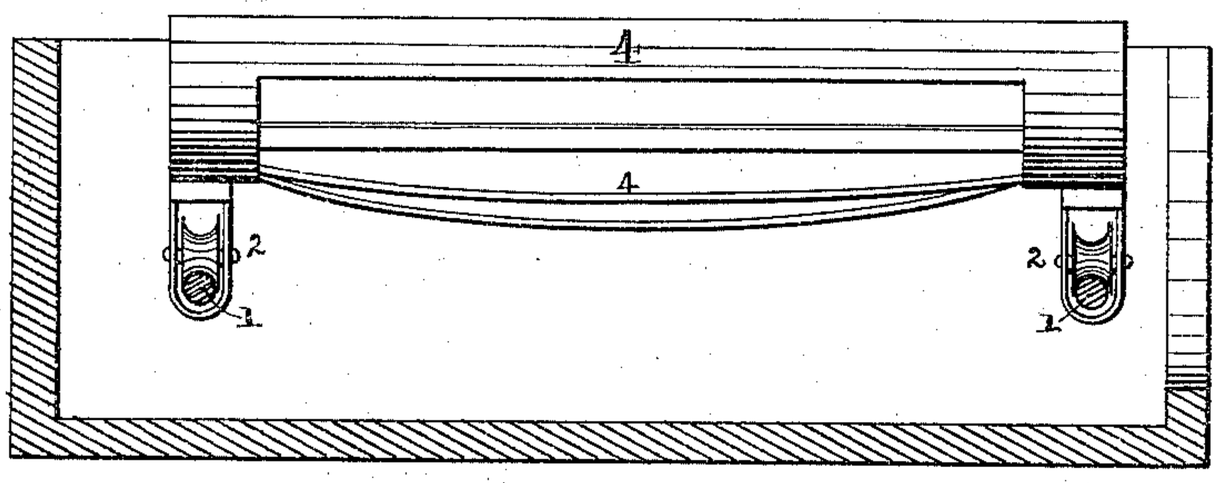

Fig. 3.

Witnesses.

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JESSE WINECOFF, OF LAVANSVILLE, PENNSYLVANIA.

IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. **138,598**, dated May 6, 1873; application filed March 3, 1873.

To all whom it may concern:

Be it known that I, JESSE WINECOFF, of the State of Pennsylvania, county of Somerset and borough of Lavansville, have invented a new and useful seat, called the Suspension-Seat, for all manner of riding vehicles and devices, to act as an easy and steady poise, for the purpose of producing in said vehicles and devices smooth and pleasant motion.

My invention consists of two curved iron rods, two seat-carriers with pulleys, and one pivoted coupler, on which the seat is suspended in such a manner that the rider is carried smoothly and steadily over all kinds of roads. This arrangement, though in the form of transverse motion, is really a nicely-adjusted poise. The weight of the rider holds the seat to a poise, while the vehicle under the seat has its own sphere of action; and hence the violent motions of the same do not reach the rider.

The following is a true and correct description of the construction and operation of the same.

Nos. 1 1 are the rods, made of one-half inch rod iron bent to the shape of an ellipsis, each end of the rods to work on a pivot in an eye or other device. There are two rods exactly alike, one for the front and the other for the back part of the seat. These rods work like a swing, so that when the vehicle strikes a stone or other obstacle the seat will glide smoothly forward, and thus prevent the jar from reaching the rider.

Nos. 2 2 2 2 are the two seat-carriers to run by means of pulleys on the rods already described. They are made of iron, the straight part being about twelve inches long and one and one-half by one-half inch in diameter, shaped into slots at the ends, and flared downward for the rods and pulleys to work in. The lower ends of the slots are made to close for the purpose of serving as stirrups to keep the carrier securely to the rods. In the centers of these carriers there are bolt-holes, by means of which they are secured to the coupler and seat. The carriers thus constructed have a smooth and easy alternation from side to side on the rods, and in conjunction with the rods produce the transverse motion, which motion will be found to act like a poise rather than a swing.

No. 3 is the pivoted coupler referred to. It consists simply of a stiff strip of iron with bolt-holes at the ends, by which the carriers are pivoted, so that the carriers may adjust themselves to the various bearings assumed by the rods in motion. This coupler will be further described in connection with the seat.

Nos. 4 4 is the seat, which consists of an iron frame about twenty-four by fourteen inches, made as light as is consistent with the required strength, bent up at the ends to suit the curve of the rods. This frame is slatted on the bottom with strap-iron swaged so as to make a comfortable seat. The middle slat is the coupler referred to. This couples the seat-carriers together and also serves to stiffen the seat-frame. There are also bolt-holes through the center of the seat-frame. Through these several holes there is a three-eighth-inch bolt to serve the two-fold purpose of holding the parts together and of allowing the carriers to adjust themselves to the bearings of the rods; hence this arrangement is called the pivoted coupler.

If a support be wanted for the back of the rider it can easily be made of any shape and style, and attached to the back end of the seat, so as to have the same motion the seat has.

The seat arranged after this manner will work not simply as a swing, but as a well-adjusted poise, the vehicle under the seat having its own sphere of action, and performing its violent motion without materially affecting the rider.

The manner of attaching this seat to different vehicles must depend upon the nature of the vehicle on which it is to be used. An outer box of any desired shape or style may be constructed for this purpose, or simple uprights be raised; all that is needed is some kind of a base on which to pivot the ends of the curved rods.

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

The curved rods 1 1, the seat-carriers with pulleys 2 2 2 2, and the pivoted coupler 3, in combination with the slatted seat 4 4, substantially as set forth.

JESSE WINECOFF.

Witnesses:

CHRISTIAN STRONG,

GEO. W. FLICK.