

U. C. SNYDER.  
Seats for Vehicles.

No. 144,709.

Patented Nov. 18, 1873.

Fig. 1.

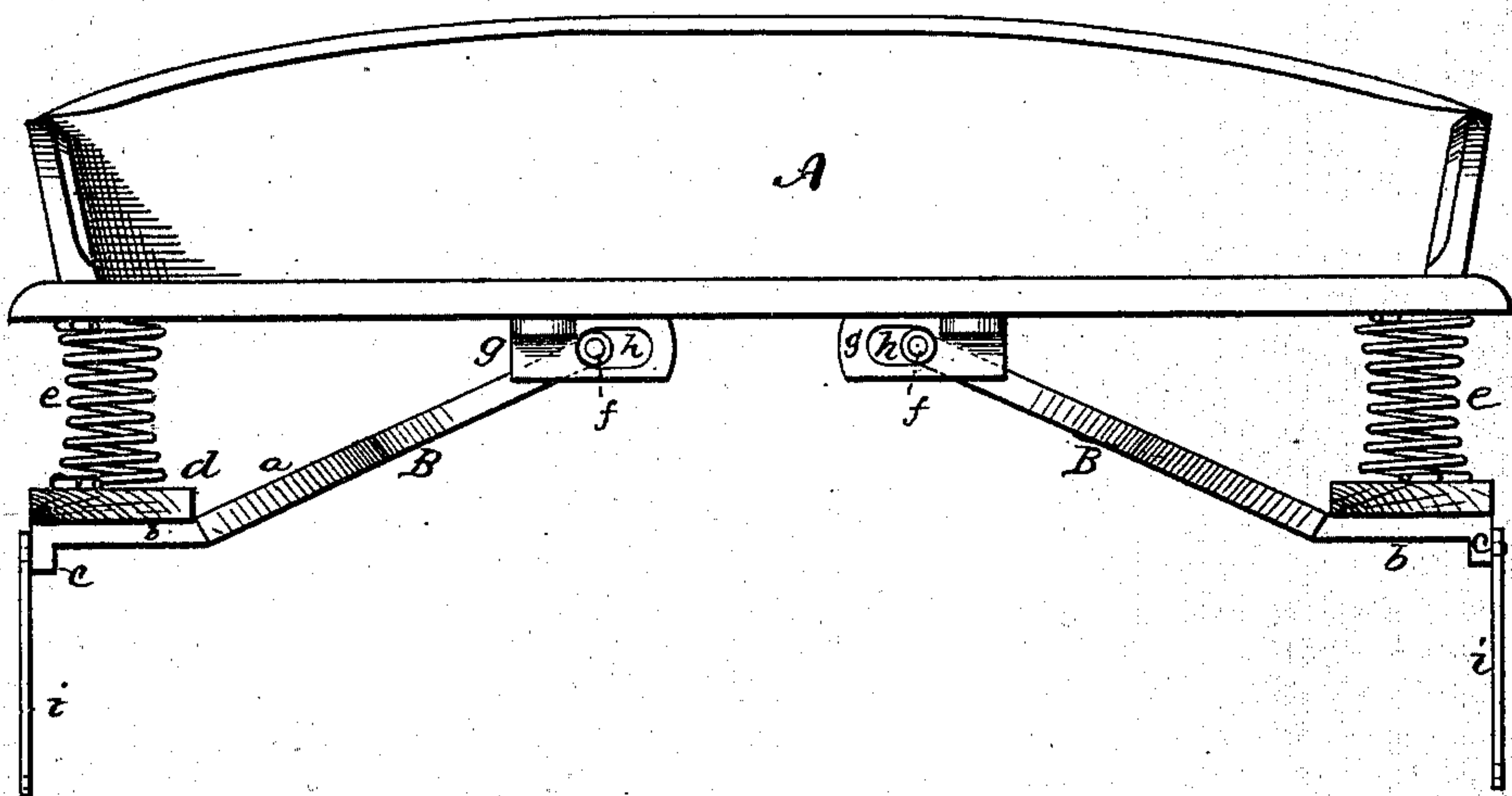


Fig. 2.

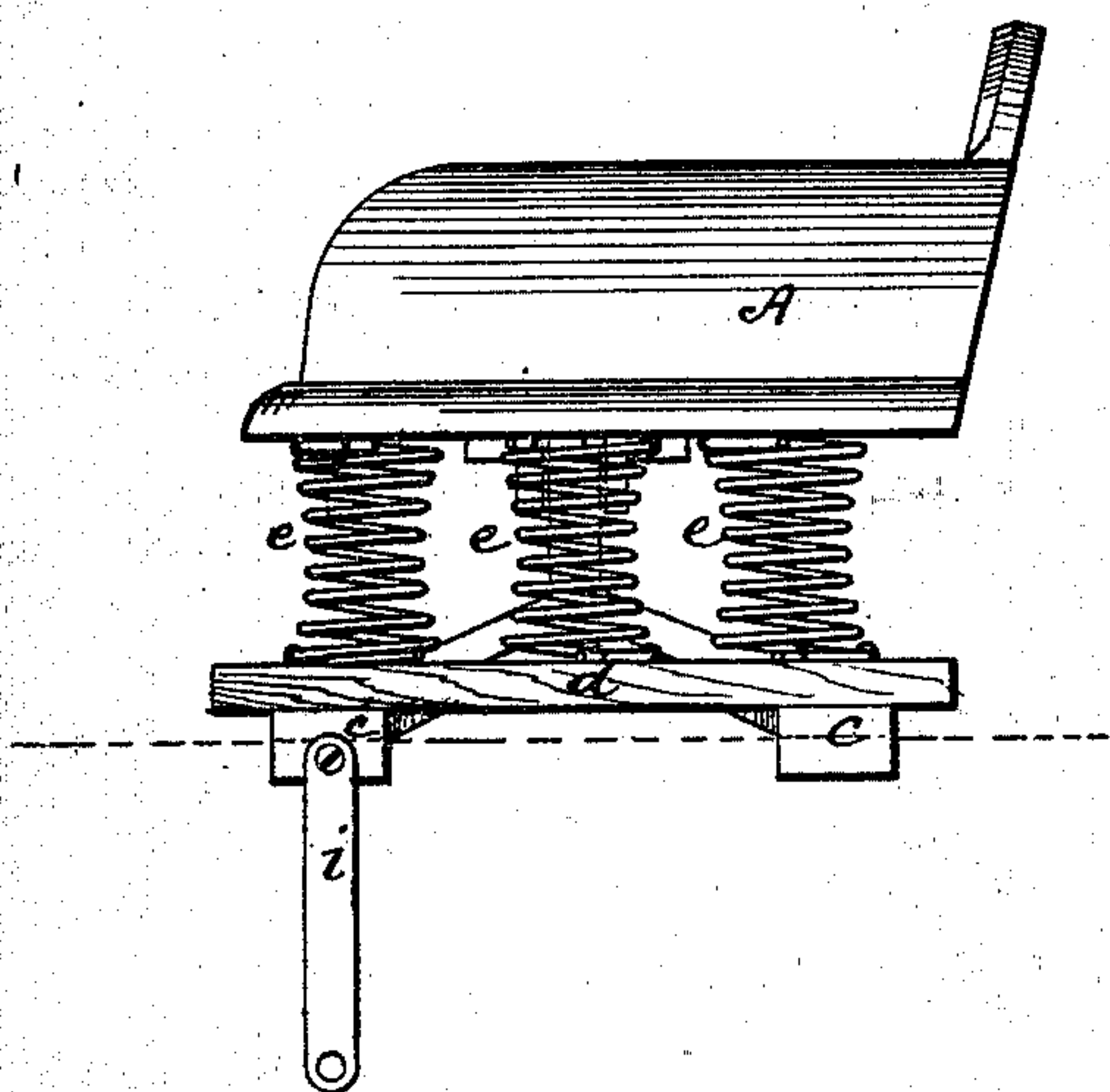
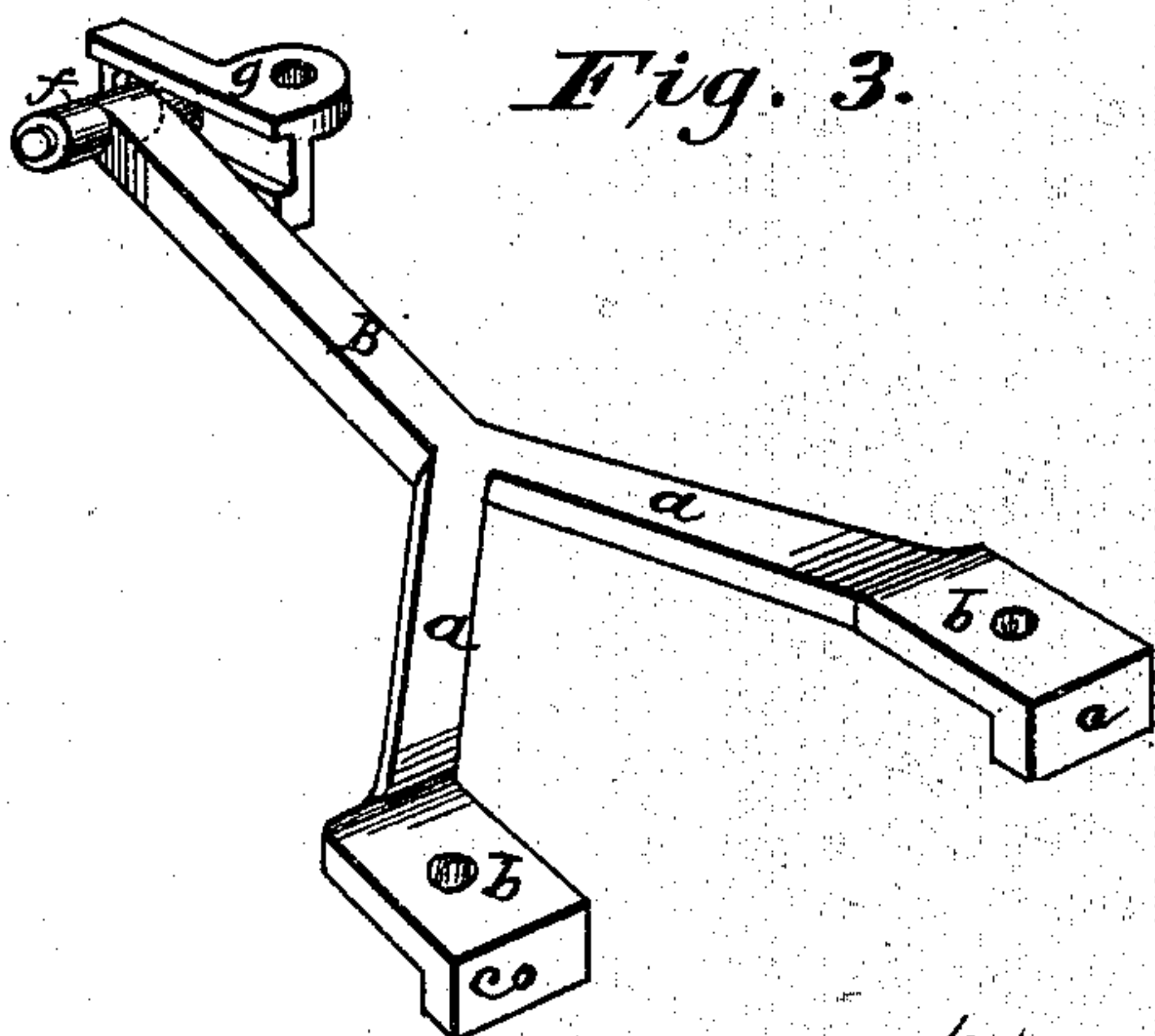


Fig. 3.



Witnesses.

W. L. Perrine.

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Inventor.

U. C. Snyder

Per

W. H. Finckel  
Atty.



# UNITED STATES PATENT OFFICE.

URIAH C. SNYDER, OF RICHMOND TOWNSHIP, HURON COUNTY, OHIO,  
ASSIGNOR OF ONE-HALF HIS RIGHT TO JOSEPH H. BEELMAN, OF  
SAME PLACE.

## IMPROVEMENT IN SEATS FOR VEHICLES.

Specification forming part of Letters Patent No. **144,709**, dated November 18, 1873; application filed  
October 4, 1873.

*To all whom it may concern:*

Be it known that I, URIAH C. SNYDER, of Richmond township, in the county of Huron, in the State of Ohio, have invented certain Improvements in Seats for Vehicles, of which the following is a specification:

This invention relates to spring-seats for vehicles, especially for wagons, in which the sliding arms supporting the springs are provided with friction-rollers on one end, which have bearings in slotted guide-plates secured underneath the seat, said seat being also provided at its ends with strap or other hinges, to allow of its being tilted forward out of the way in loading.

In the drawings, Figure 1 is a front view of a spring-seat provided with my improvements. Fig. 2 is an end view of same. Fig. 3 is a perspective view of the arm and one of the guide-plates.

The letter A represents an ordinary wood seat for wagons. B B are cast-metal or other arms forked at *a a* to form branches, the ends *b b* of which are flattened and provided with flanges *c c* projecting downwardly at right angles thereto. Strips *d* of wood are screwed to the ends *b b*, and between them and the bottom of the seat coiled or other springs *e e* are interposed and held in place by straps or other fastenings. The other end of the arms is provided with a gudgeon on each side, on which friction-rollers *f* are fastened, forming T-ends to said arms. These ends are fitted in slot *h* in guide-plates *g*, which latter are made in pairs and attached to the bottom of the seat. A flange (see Fig. 3) is formed on the upper and lower edge of these plates for the purpose of covering the rollers, and to form ways

or guides for the arms B in their sliding back and forth, that their motion may be easy and steady. The letters *i i* represent strap or other hinges attached to the flanges *c* by one end, and to the wagon box or body by the other, in such manner as to allow of the seat being tilted forward to remove it out of the way in loading without detaching it entirely from the wagon, as is ordinarily done.

The seat is secured to the wagon in the usual way—that is, the ends *b* resting on the edges of the box with the flanges *c c* bearing on the outside. The straps also being fastened as described, the slotted guide-plates allow of the movement of the arms, occasioned by pressure on the springs.

By forking the arms B B, a firmer bearing-surface is afforded for the springs, and thereby the seat has an easier motion.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The forked arms B, provided with friction-rollers *f*, in combination with slotted guide-plates *g*, substantially as described.

2. The slotted guide-plates *g* secured to the seat, and flanged for the purpose of receiving the T-ends of the sliding arms, substantially as described.

3. The combination, in a tilting spring-seat, of the springs *e*, sliding arms B, and slotted guide-plates *g*, substantially as described.

To the above specification of my invention I have signed my name this 1st day of October, 1873.

Witnesses:

S. M. YOUNG,  
FRANK GATES.

U. C. SNYDER.