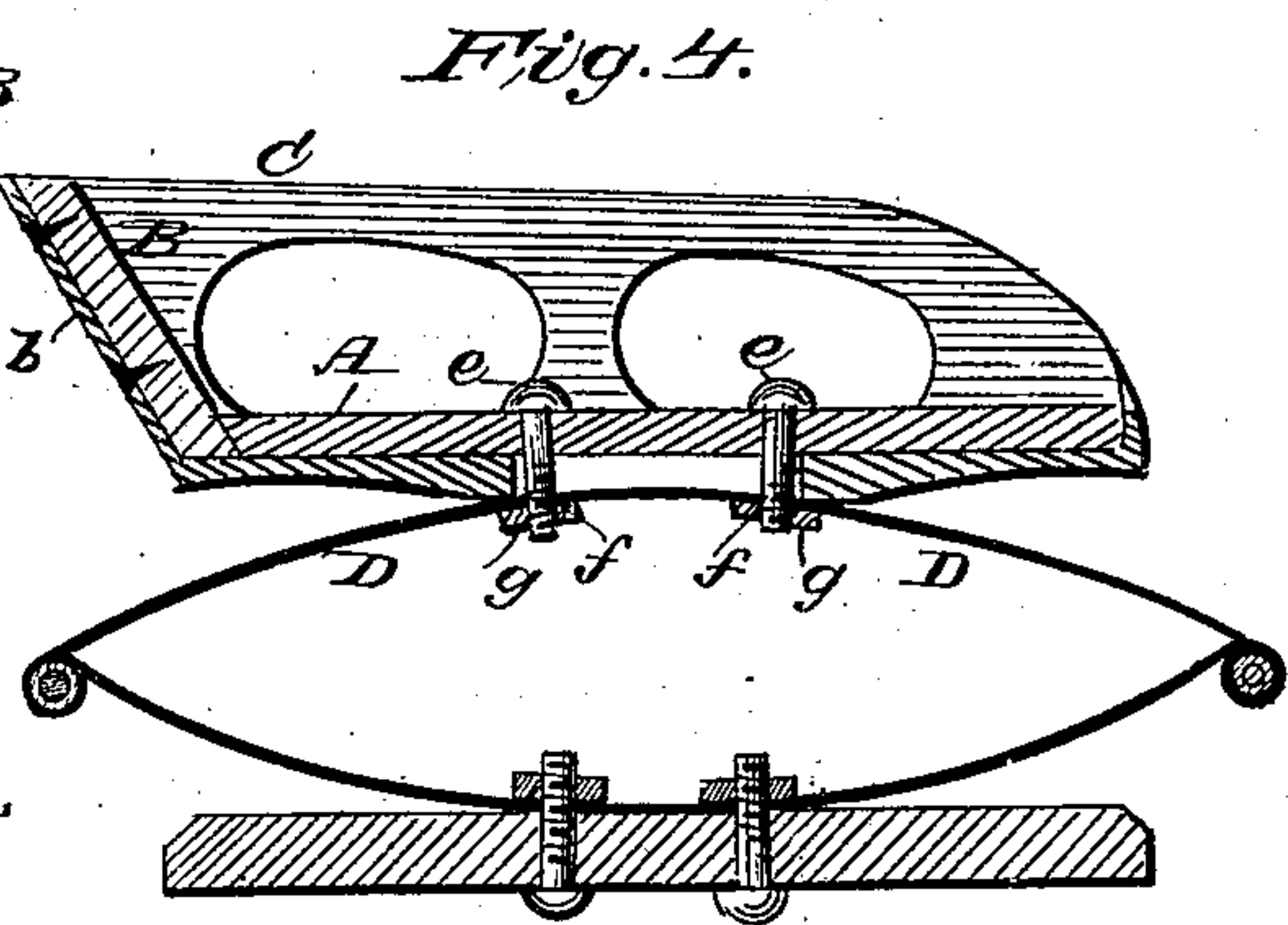
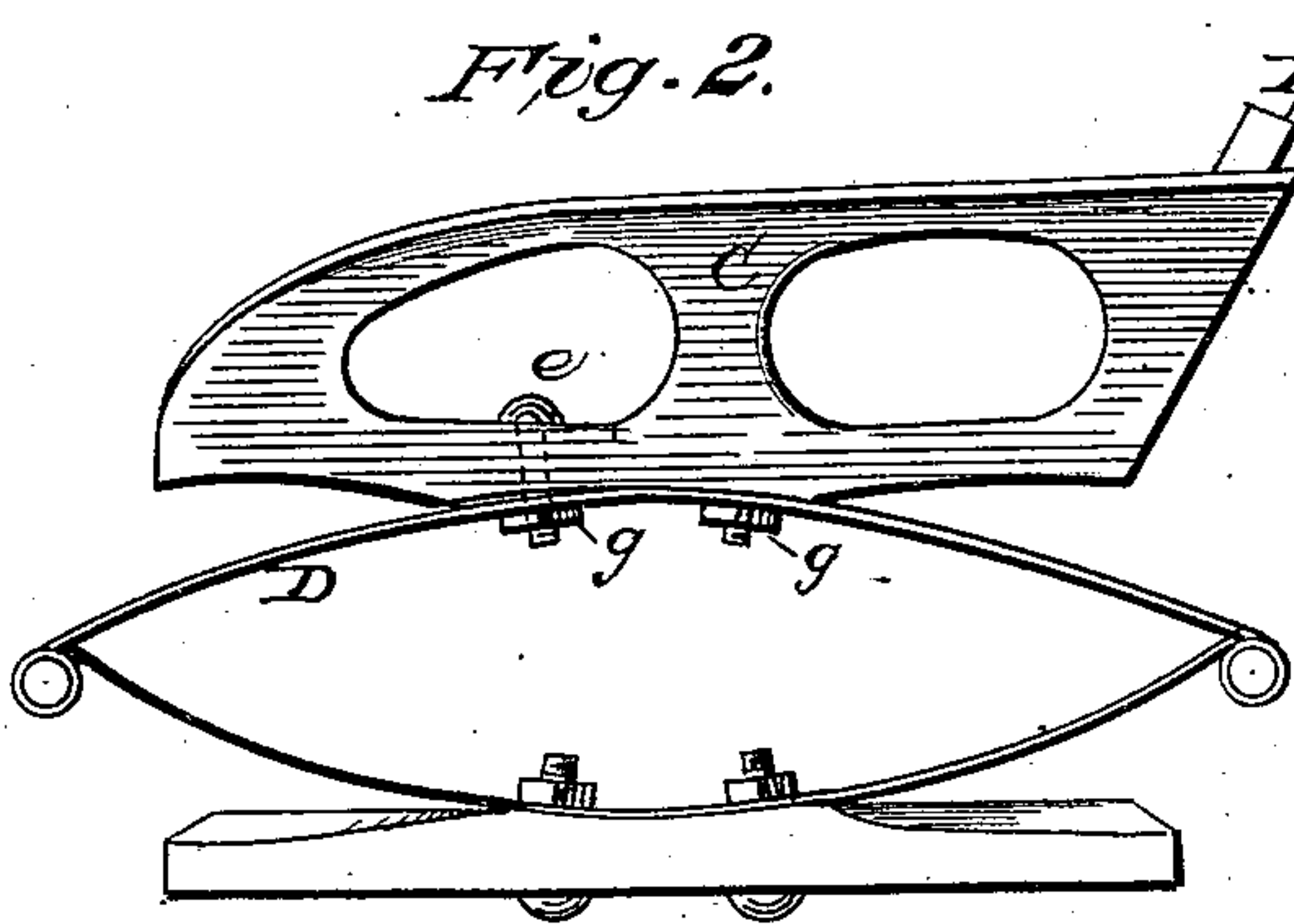
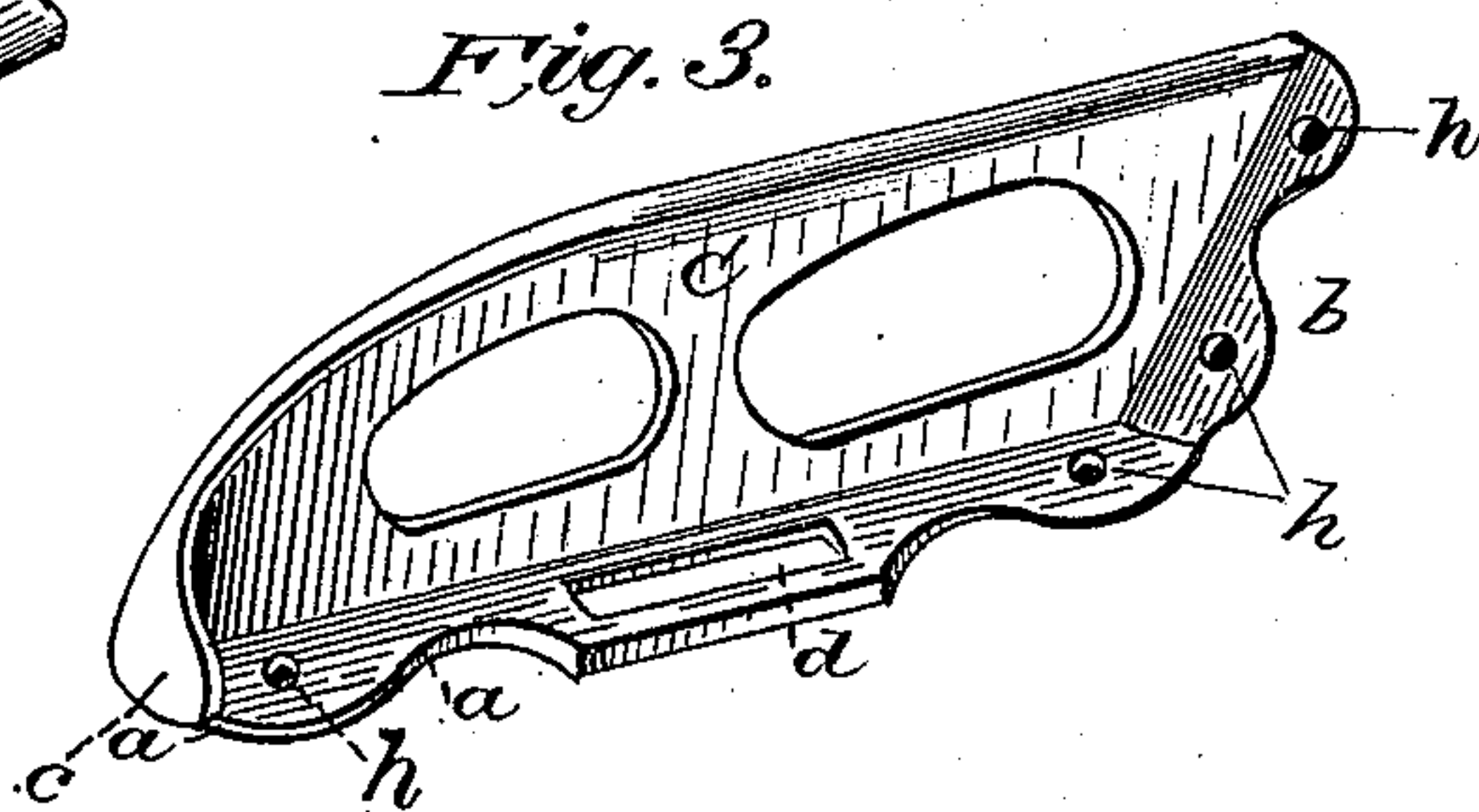
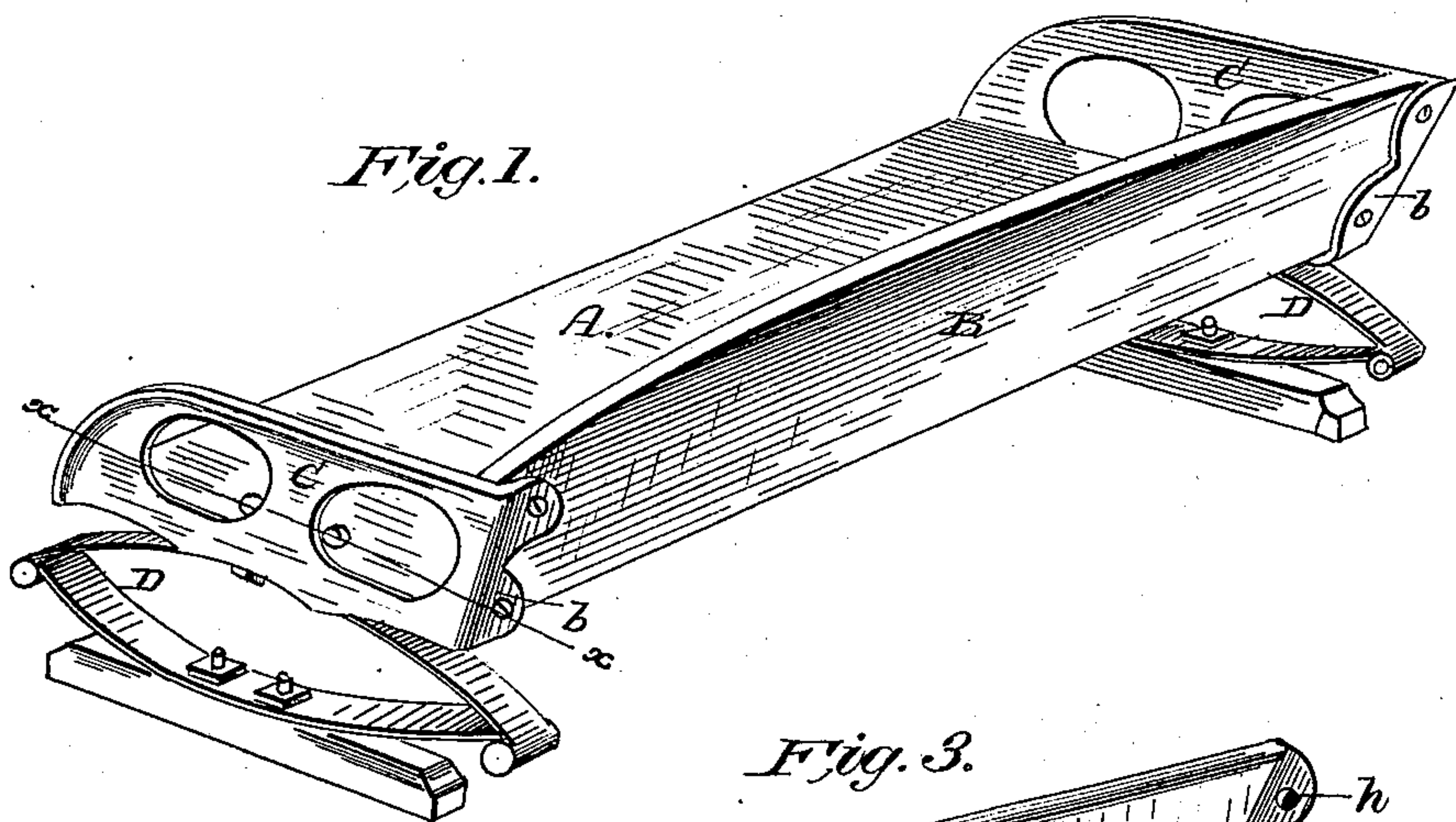


G. W. MANLOVE, Jr.
Wagon-Seat.

No. 226,765.

Patented April 20, 1880.



Witnesses
Fred. G. Dieterich
Joseph T. Power

Inventor
George W. Manlove Jr.
by Louis Bagger & Co.
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE W. MANLOVE, JR., OF RUSHVILLE, ILLINOIS, ASSIGNOR OF ONE-HALF OF HIS RIGHT TO FREDERIC E. BERRY, OF SAME PLACE.

WAGON-SEAT.

SPECIFICATION forming part of Letters Patent No. 226,765, dated April 20, 1880.

Application filed February 20, 1880.

To all whom it may concern:

Be it known that I, GEORGE W. MANLOVE, Jr., of Rushville, in the county of Schuyler and State of Illinois, have invented certain new and useful Improvements in Wagon-Seats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of a wagon-seat embodying my improvement. Fig. 2 is a side elevation of the same. Fig. 3 is a perspective view of one of the cast-iron seat-brackets detached; and Fig. 4 is a cross-section taken through the line indicated by *x x* in Fig. 1.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to spring-seats for wagons; and it consists in an improved construction and arrangement of parts of the seat and its springs, substantially as hereinafter more fully described, and particularly pointed out in the claims.

In the drawings, A is the seat, and B its back, both of which are of wood and of any suitable size.

The ends C C of the seat are of cast-iron, and are made with flanges *a b*, which receive and support, respectively, the ends of seat A and its back B.

Triangular webs of iron *c* unite the forward end of each of the end pieces, C, with the forward end of its bottom flange, *a*, so as to form a solid front corner at each end of the seat.

The bottom flange, *a*, is slotted longitudinally, as shown at *d*, to receive bolts *e e*, the lower threaded ends of which are inserted through perforations *f f* in the elliptical side springs, D, and provided with nuts *g g*, so that the said nutted bolts *e* serve the double purpose of uniting the seat-bottom A to its ends C C, and again secure said ends upon their springs D D. The slot *d* in each of said end pieces, C, should be of such length as to allow for difference of position of the holes *f f*

in the spring, which are not always the same distance apart, and the slotted part of flange *a* should also be of a width corresponding to or a little wider than that of the spring, so as to serve as a bolster for the upper side of this, and thus dispense with separate bolsters or spring-blocks, which are generally used in this class of seats of the old or usual style.

This combination of the springs D D, bolts *e*, flanged and slotted end pieces, C C, bottom A, and back B makes a cheap, strong, and very durable seat, which can be manufactured in less time than the ordinary wooden seats of this description, and is, besides, more ornamental in appearance.

The several parts of the seat can be easily detached, if desired, for shipping, and are as easily put together.

Besides the nutted main bolts *e e*, (two on each side,) two or more ordinary wood-screws are inserted through countersunk perforations *h* in the bottom and back flanges, *a b*, of the cast-iron end pieces, C, for the purpose of firmly connecting these to the bottom A and its back B.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The improved spring-seat for wagons herein shown and described, composed of the wooden bottom A, wooden back B, cast-iron ends C C, provided each with a bottom flange, *a*, slotted at *d*, front web, *c*, and rear flange, *b*, nutted bolts *e*, and springs D D, constructed and combined substantially as and for the purpose set forth.

2. A cast-metal end piece, C, for wagon-seats, made with a longitudinally-slotted laterally-projecting bottom flange, *a*, connecting web or corner *c*, and back flange, *b*, substantially as and for the purpose herein shown and specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE W. MANLOVE, JR.

Witnesses:

S. B. MONTGOMERY,
D. H. GLASS.