(No Model.)

W. SNOW.

Spring Seat for Vehicles.

No. 229,923. Patented July 13, 1880.

FIG. 1.

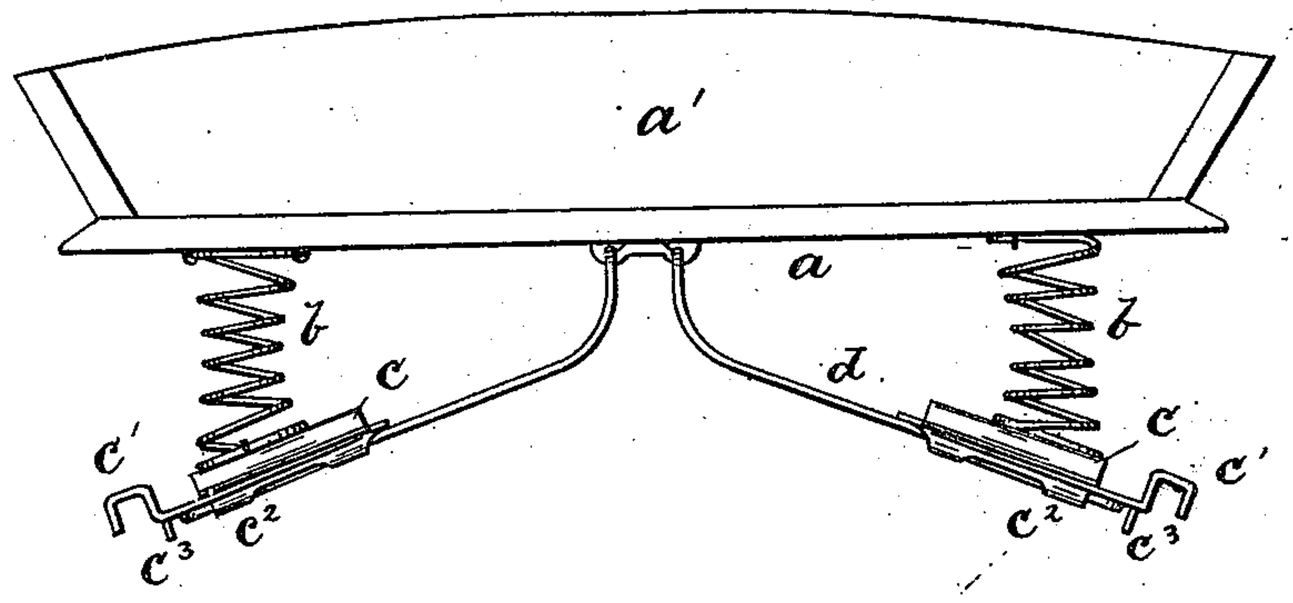
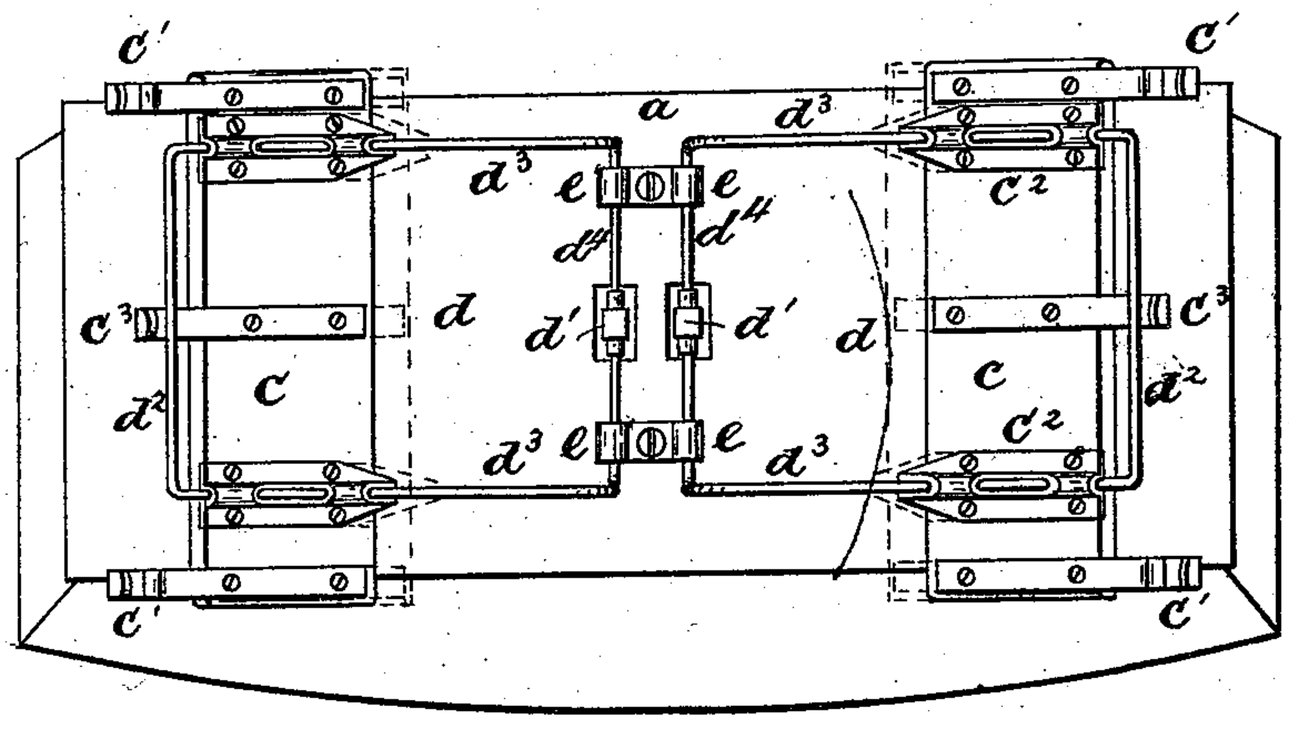


FIG. 2.



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UNITED STATES PATENT OFFICE.

WILLARD SNOW, OF RICHLAND CITY, WISCONSIN.

SPRING-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 229,923, dated July 13, 1880.

Application filed May 31, 1880. (No model.)

To all whom it may concern:

Be it known that I, WILLARD SNOW, a citizen of the United States, resident at Richland City, in the county of Richland and State of Wisconsin, have invented certain new and useful Improvements in Spring Wagon-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention has for its object to furnish a spring-seat for wagons which will be free from the many objections which obtain in devices of this class of ordinary construction.

It consists in the peculiar construction and arrangement of the several parts hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a side elevation, and Fig. 2 is a view of the under side, of a wagon-seat having my improvements attached thereto.

a is the base-board of the seat *a'*, to which the several parts of the mechanism are attached.

b are the spiral springs, placed under and have one end secured to the base *a*, while their opposite ends rest on the adjusting-boards *c*, which are provided with hooks *c'* to catch on the edge of the wagon-body, all of which are of ordinary construction.

On the under sides of the adjusting-boards *c* there are placed sleeves or guides c^2, through which the side arms of the brace-rods *d* are passed, and which permit the said side arms to slide to and fro. There are also provided stops or hooks c^3, fixed on the boards *c*, which catch over the end bars of the braces and limit the movement of the latter when the seat is pressed down by the weight of the occupants.

The braces *d* are made of a single rod of iron. They are bent into the form of a rectangle, as shown. The ends are brought together and held by a nut, *d'*, so that no lateral spreading can take place. The brace thus formed presents the outer cross-bar, d^2, the side arms, d^3 d^3, and the inner cross-bar, d^4.

The inner cross-bar is fixed to the bottom *a* by suitable fastenings *e e*, which permit the brace to move in turn up and down for adjusting purposes.

The under side of the base *a* is recessed to make room for the nuts *d'*, so that the latter can be put on or taken off at pleasure.

When the seat is pressed down the braces will turn in their fastenings *e* and the arms d^3 will slide outward in the sleeves c^2, and thus the necessary adjustment of the several parts is provided for. The stop c^3 will catch on the cross-bar d^2 and prevent the seat from being forced downward to too great a distance, and thus injure the springs *b*.

It will be seen that in this device I have provided a brace formed from a single rod, which is bent in the form of a rectangle, so as to provide the usual side arms. The ends of said rod are brought together on the inner side of the rectangle, and are rigidly secured together by a nut, so that the brace is a rectangular frame, the arms of which cannot spring outward or spread and become unserviceable, as is the case with these braces of ordinary form.

The stop c^3 is, by preference, arranged to engage at or near the center of the cross-bar d^2; but it would operate almost as well if placed so as to engage the bar at another point, near one or the other of the ends.

A brace made as hereinbefore described will not become kinked by the force of a heavy weight placed on the seat.

When placed on the wagon-body, the board *c* will be drawn out toward the end bar, d^2, as shown in Fig. 2, and when a weight is placed on the seat the brace is forced outward toward the hook c^3.

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

1. In a spring-seat for vehicles, a brace, *d*, formed of a single rod bent into the form of a rectangle, and having its ends brought together to form the inner end of said rectangular frame and held rigidly together by a suitable nut, substantially as set forth.

2. In a spring-seat for vehicles, the combination, with the spring-supporting board *c*,

furnished with sleeves c^2, and the rectangular brace d, having the outer end cross-bar, d^2, of the hook or stop c^3, having one end secured to the board c and its other end arranged to engage the cross-bar d^2 when the seat is forced down, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 6th day of May, 1880.

WILLARD SNOW. [L. S.]

Witnesses:
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GUS. GRAFF.