

(No Model.)

M. H. CASSIDAY.
WAGON SEAT SPRING.

No. 268,182.

Patented Nov. 28, 1882.

Fig. 1.

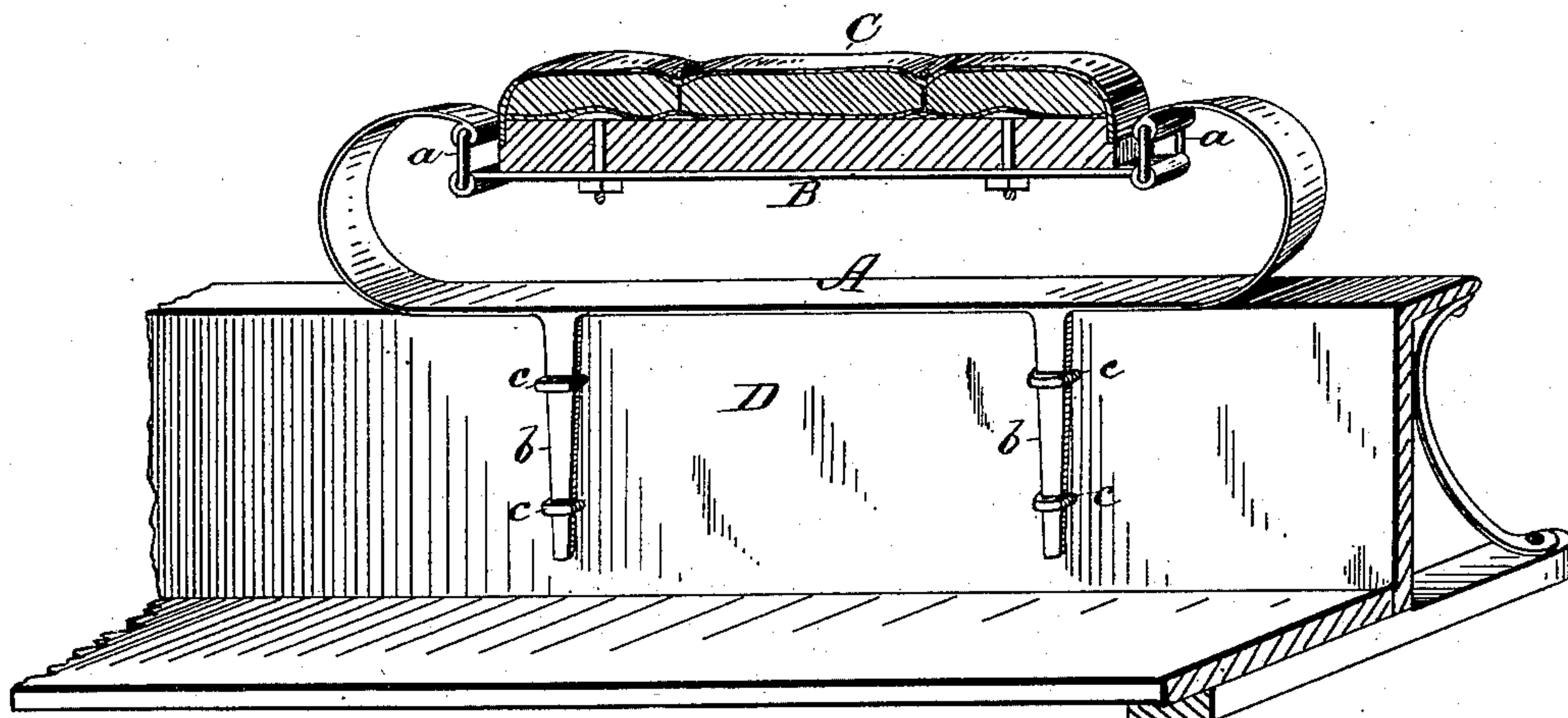
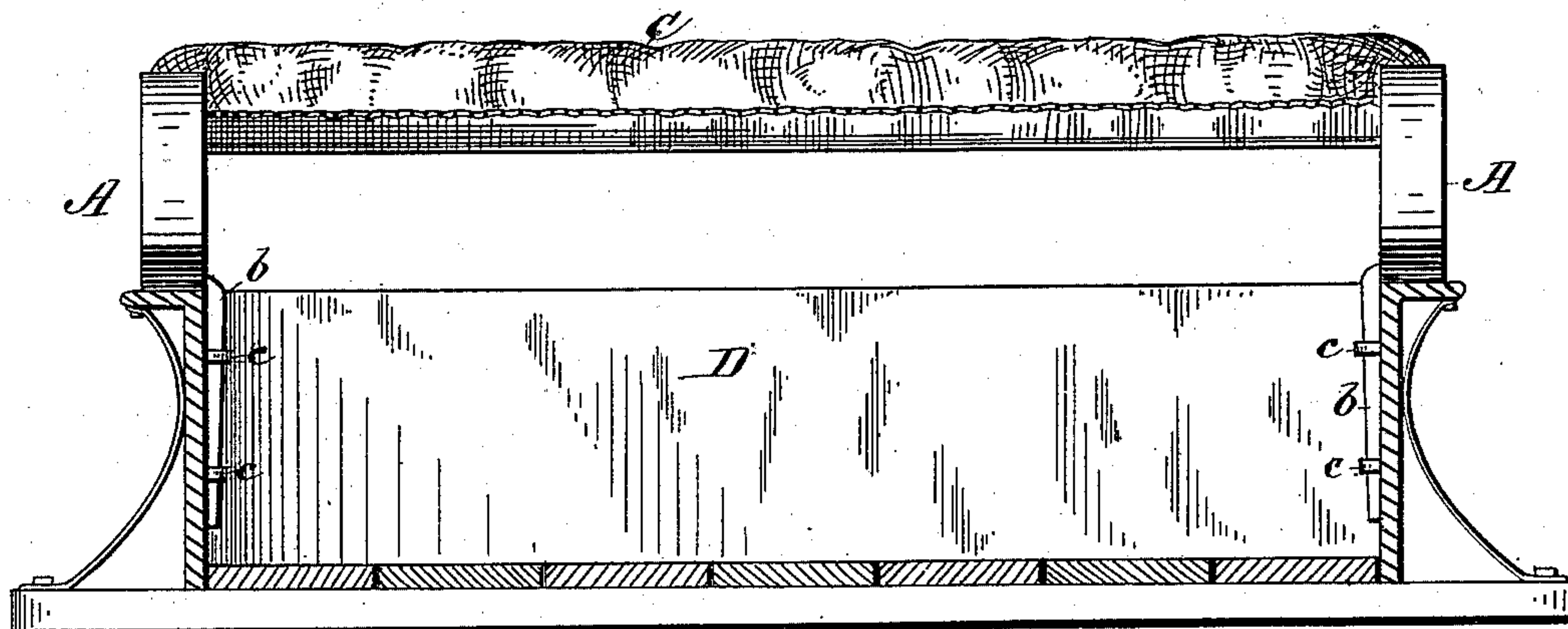


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

MONTILLION H. CASSIDAY, OF WAKEFIELD, VIRGINIA.

WAGON-SEAT SPRING.

SPECIFICATION forming part of Letters Patent No. 268,182, dated November 28, 1882.

Application filed August 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, MONTILLION H. CASSIDAY, of Wakefield, in the county of Sussex and State of Virginia, have invented a new and Improved Wagon-Seat Spring; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of my invention is to provide for use on wagons, carts, &c., a seat-spring which shall be superior in the combination of the qualities of lightness, strength, economical construction, elasticity, and adaptation for easy application to or removal from the wagon-body.

The details of construction and application of the same will be understood from the following description, reference being had to the accompanying drawings, in which—

Figure 1 is a view in perspective of a portion of one side of a wagon with one of my springs and a portion of a seat applied to it; and Fig. 2 is a transverse sectional elevation of a wagon-body, showing a front view of the seat with its supporting-springs and means of attachment to the sides of the wagon.

The letter A indicates the springs, B *a* bars or straps connecting its ends, Fig. 1, and C the seat proper, which is supported on said bars, being bolted thereto at each end, as shown in Fig. 2.

The spring A is formed from a long, narrow, and thin strip of steel, its ends being bent upward and inward into an approximately semi-circular shape. On the extremities of said ends are formed eyes for attachment of swinging loops or links *a*, which are connected by the seat-bar B. The elasticity of the curved ends of the springs A allows the seat C to yield downward, and the links *a* permit a to-

and-fro or rocking motion, which is slightly aided and increased by such elasticity. This capacity for compound movement renders the seat very comfortable and easy, since it almost entirely overcomes the jars, jolting, and jerky action ordinarily incident to riding on seats supported by stiff springs. This quality is of the greatest importance, since, aside from conducing to ease and comfort in riding, it prevents injury to the vital organs of weakly or delicate persons, which frequently results from use of seats supported on stiff springs or by none at all.

The means of attachment to a wagon-body, D, are pendent legs *b b*, which enter staples *c*, driven in the inner side of the wagon-body, as clearly shown in Fig. 1; or they may enter holes bored in the sides of the same. Said legs *b* may be formed in one piece with the spring proper by cutting the whole from one sheet of steel, or they may be welded to the spring, as preferred. In either case the legs are pendent from the edge of the springs, so that the latter rest on the edge of the wagon-body, and thus have as firm support as practicable.

What I claim is—

1. The seat-spring formed of a narrow strip of steel, having its ends curved as shown, and provided with pendent legs for use in attaching it to a wagon-body, as specified.

2. The steel spring having its ends curved and provided with legs, as shown, in combination with the wagon-body, having staples for securing said legs, as and for the purpose specified.

MONTILLION HAZELETT CASSIDAY.

Witnesses:

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