

(No Model.)

J. BURLEIGH.
SPRING SEAT FOR VEHICLES.

No. 290,743.

Patented Dec. 25, 1883.

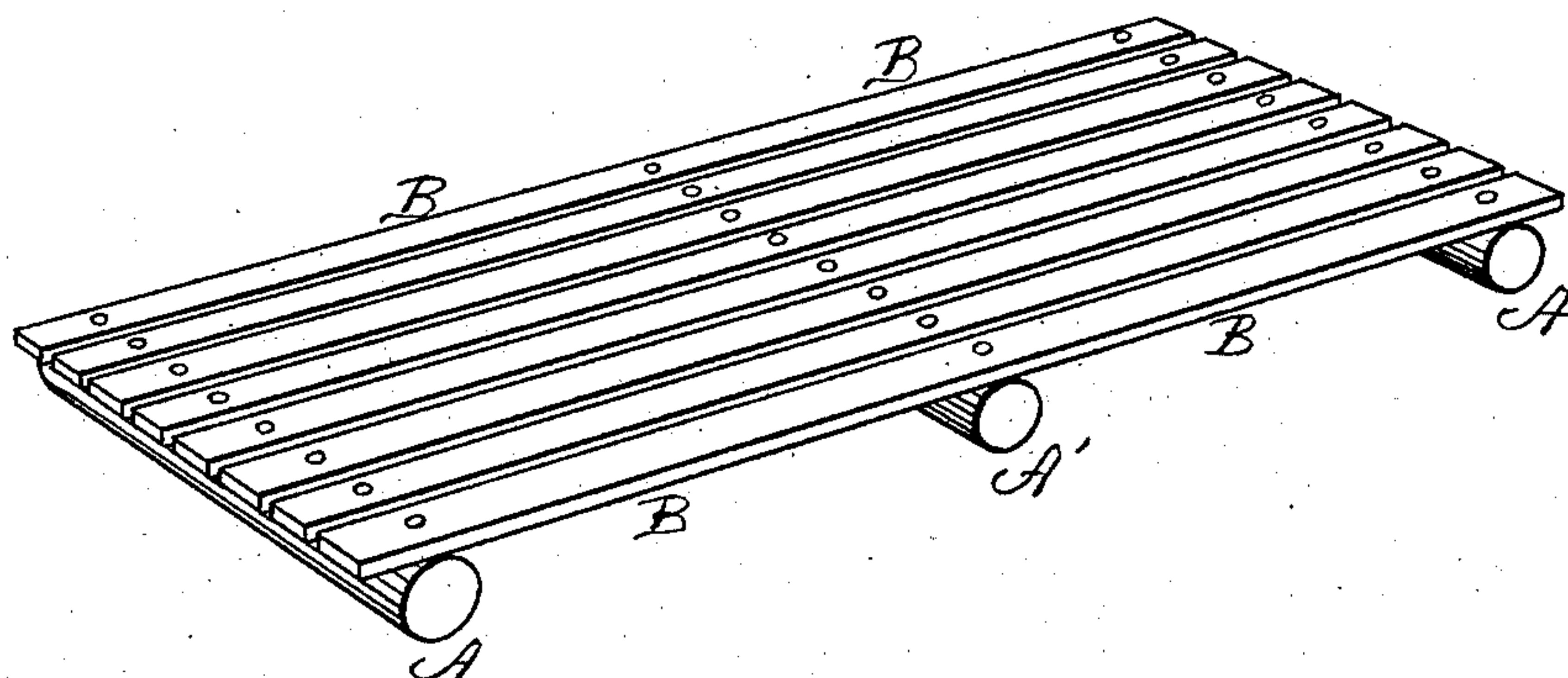


Fig. 1.

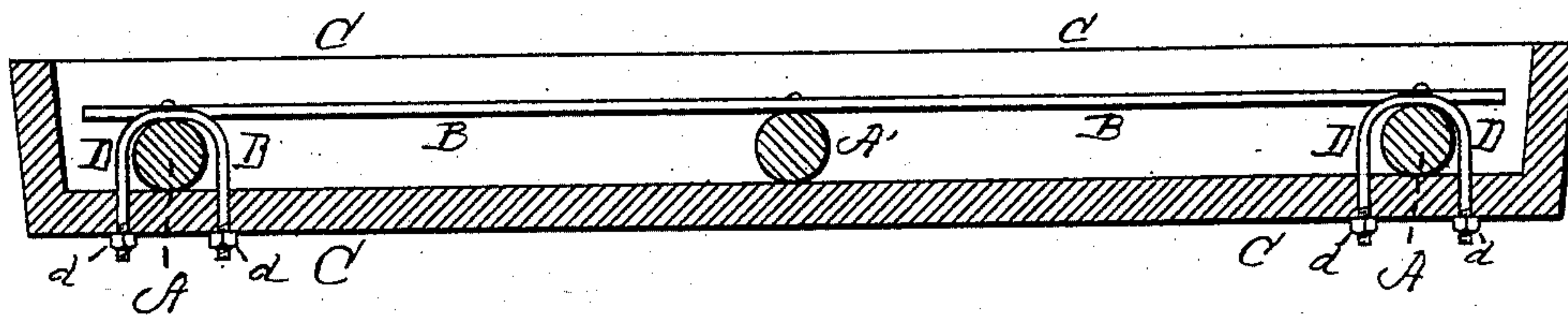


Fig. 2.

WITNESSES

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SPRING-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 290,743, dated December 25, 1883.

Application filed July 28, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN BURLEIGH, of Lawrence, in the county of Essex and State of Massachusetts, have invented new and useful
5 Improvements in Spring-Seats for Vehicles, Chairs, &c., of which the following is a specification.

This is an adjustable portable spring-seat adapted to be placed and fitted upon the seat-
10 bottoms of wagons and carriages, settees, benches, chairs, &c., and is illustrated in the accompanying drawings, in which—

Figure 1 is a view in perspective of my device, and Fig. 2 is a longitudinal vertical section of the same secured to the seat-bottom of
15 a wagon.

The seat illustrated is intended for two persons, and it consists of two end rollers, A, and
20 a central dividing-roller, A', having secured to their upper sides, and hence supporting, a series of straight flat slats or strips, B. The slats are preferably of wood, but not necessarily, as steel or other material may be used. The occupants sit on the spring-slats between
25 the rollers, and a very springy, easy seat is afforded.

The advantages of this seat over the ordinary cushion in rainy weather are apparent, while in cleanliness, cheapness of construction,
30 and ready ventilation it is very valuable.

The method of securing the seat in position is shown in Fig. 2, in which C represents the seat-bottom of a wagon. Staples D, having threaded ends, are placed over the outer rollers—
35 one being sufficient for each roller—be-

tween the slats, and driven through the seat-bottom C, as shown, and secured on the under side thereof by nuts *d*. These staples are made loose and wide in order that the rollers may have opportunity for rotary movement and
40 lateral play when the slats are pressed down between said rollers by a user.

If a single seat only is desired, there is no central roller, A'. If more than two are desired, there are correspondingly more rollers
45 A'. The best results, however, are attained in seats for one or two.

I am aware that bed-bottoms consisting, essentially, of slats supported at their opposite ends by transverse bars have long been manufactured; hence I do not claim such mechanism, broadly.
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Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—
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As an improved article of manufacture, a seat or substitute for a cushion, consisting of the straight slats or strips B, secured to two or more cross-rollers A, said rollers being adapted to support the slats and rest on the
60 seat-bottom and roll inwardly thereon, to allow of the slats being centrally depressed by the weight of the occupant, all constructed and arranged substantially as and for the purpose herein set forth.

JOHN BURLEIGH.

Witnesses:

HENRY W. WILLIAMS,
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