

(No Model.)

C. VAN HORN.
SPRING SEAT FOR VEHICLES.

No. 331,100.

Patented Nov. 24, 1885.

Fig. 1.

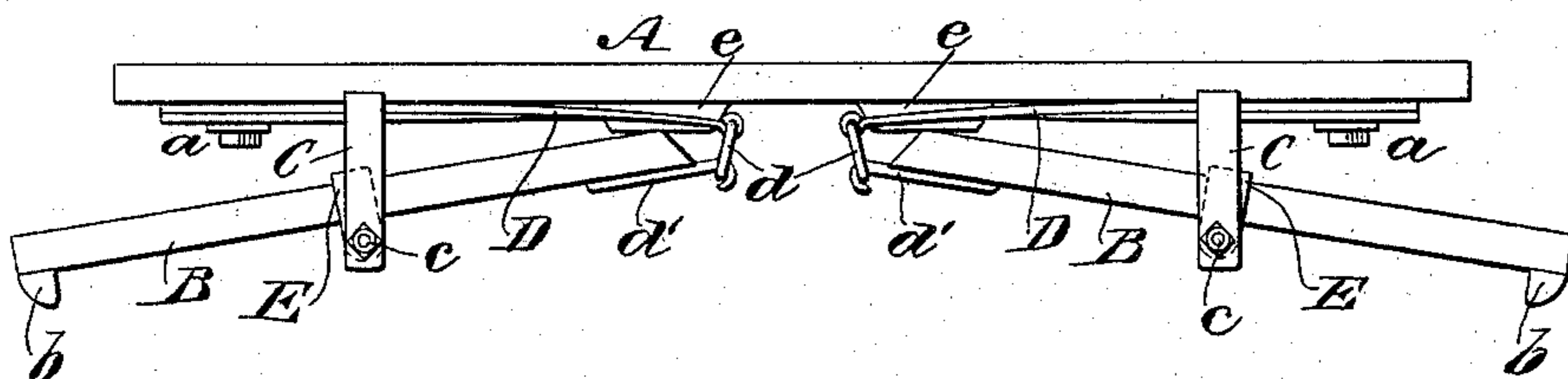
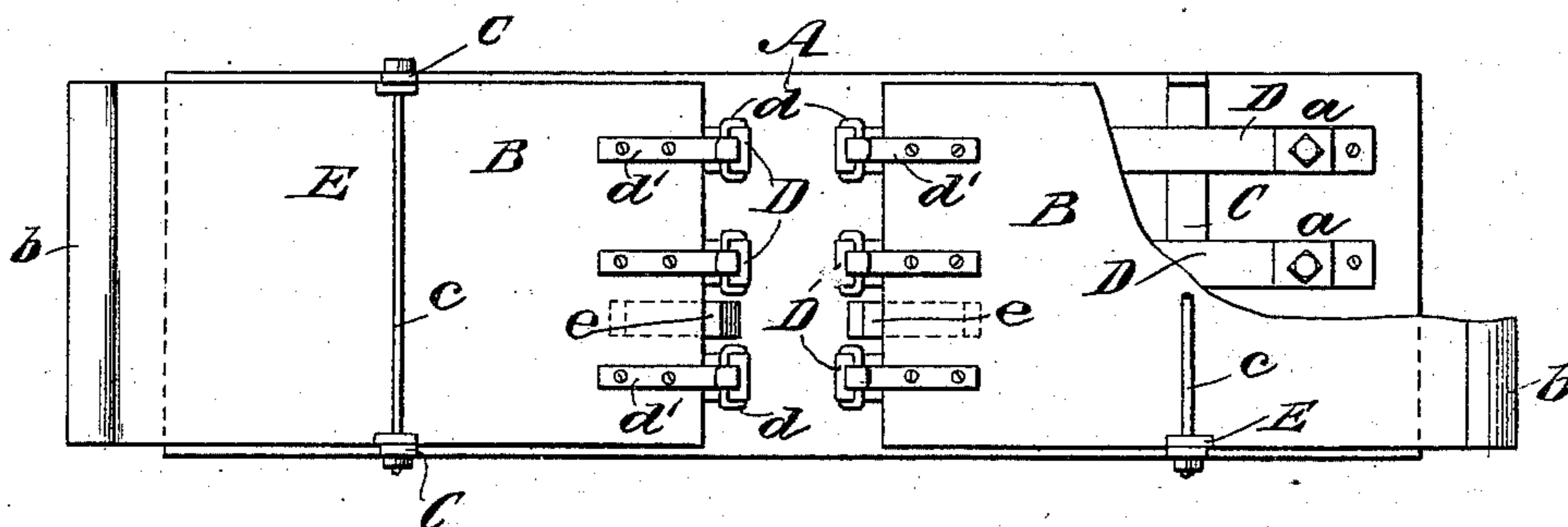


Fig. 2.



WITNESSES:

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CHARLES VAN HORN, OF BETHLEHEM, PENNSYLVANIA.

SPRING-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 331,100, dated November 24, 1885.

Application filed March 31, 1885. Serial No. 160,793. (No model.)

To all whom it may concern.

Be it known that I, CHARLES VAN HORN, of Bethlehem, in the county of Northampton and State of Pennsylvania, have invented a
5 new and Improved Spring-Seat, of which the following is a full, clear, and exact description.

This invention relates to spring wagon-seats designed more especially for use on heavy
10 wagons, and has for its object to provide a seat that may be adjusted to ride as easily with one as with two or more persons, and one which will have no endwise or lateral pitch, but will always have a level up-and-down
15 movement.

The invention consists of the construction, arrangement, and combination of parts, all as hereinafter described and claimed.

Reference is to be had to the accompanying
20 drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation of my new and improved wagon-seat, and Fig. 2 is a broken
25 inverted plan view of the seat.

A represents the top or main seat-board. B
30 represent the lower boards, pivoted centrally in hangers C C below the seat-board A, and D D represent the springs secured by clips or bolts *a* to the under surface of the seat-board A. The boards B B are provided at
35 their outer ends with the cleats *b b* to hold the seat upon the wagon-box, and although the boards B may be pivoted directly to the hangers C C by bolts or rods *c c*, I prefer to employ the irons E E, that project below the
40 under surfaces of the boards B, through which irons the rods *c* pass, so that when weight is put upon seat-board A and the adjacent ends of the boards B B depressed the slight endwise
movement of the latter will be accommodated at the pivots, and thus prevent the outer ends of the boards from chafing the wagon-box. The springs D D are flat steel springs, and

their inner ends are connected to the inner 45 ends of the boards B B by the links *d*, attached to the springs, and the hooks *d'*, attached to the boards. By preference I employ six springs D, three on a side; and the hooks *d'* are made open, so that one, two, or more of 50 the springs may be easily detached from the boards B B, according to the weight or number of persons to ride upon the seat; and to prevent all danger of the springs from becoming detached from the boards B B of their own 55 accord, I attach the stop-blocks *e e* to the under surface of the seat-board A, that cause a slight tension to be kept upon the springs at all times and prevent the boards B B from being thrown upward too far by any sudden 60 reaction of the springs, as in case of the weight being suddenly removed from the seat-board A.

By constructing the seat as described two or four of the springs may be detached from the 65 boards B, according to the weight or number of persons to ride on the seat, and by connecting the seat-board A to the pivoted boards B B by the springs, as described, the seat will always have a level up-and-down movement. 70

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

In a seat, the combination, with the seat-board having the hangers near its ends, at the 75 sides, and the springs D, bolted or connected to the under side of said board, of the lever-boards flexibly connected to the free ends of said springs at their inner ends, and connected to their pivotal rods by irons or plates projecting below said lever-boards and receiving said rods, substantially as shown and described, and for the purpose set forth.

CHARLES VAN HORN.

Witnesses:

ELIZA DANIEL,
LOUISA RAUCH.