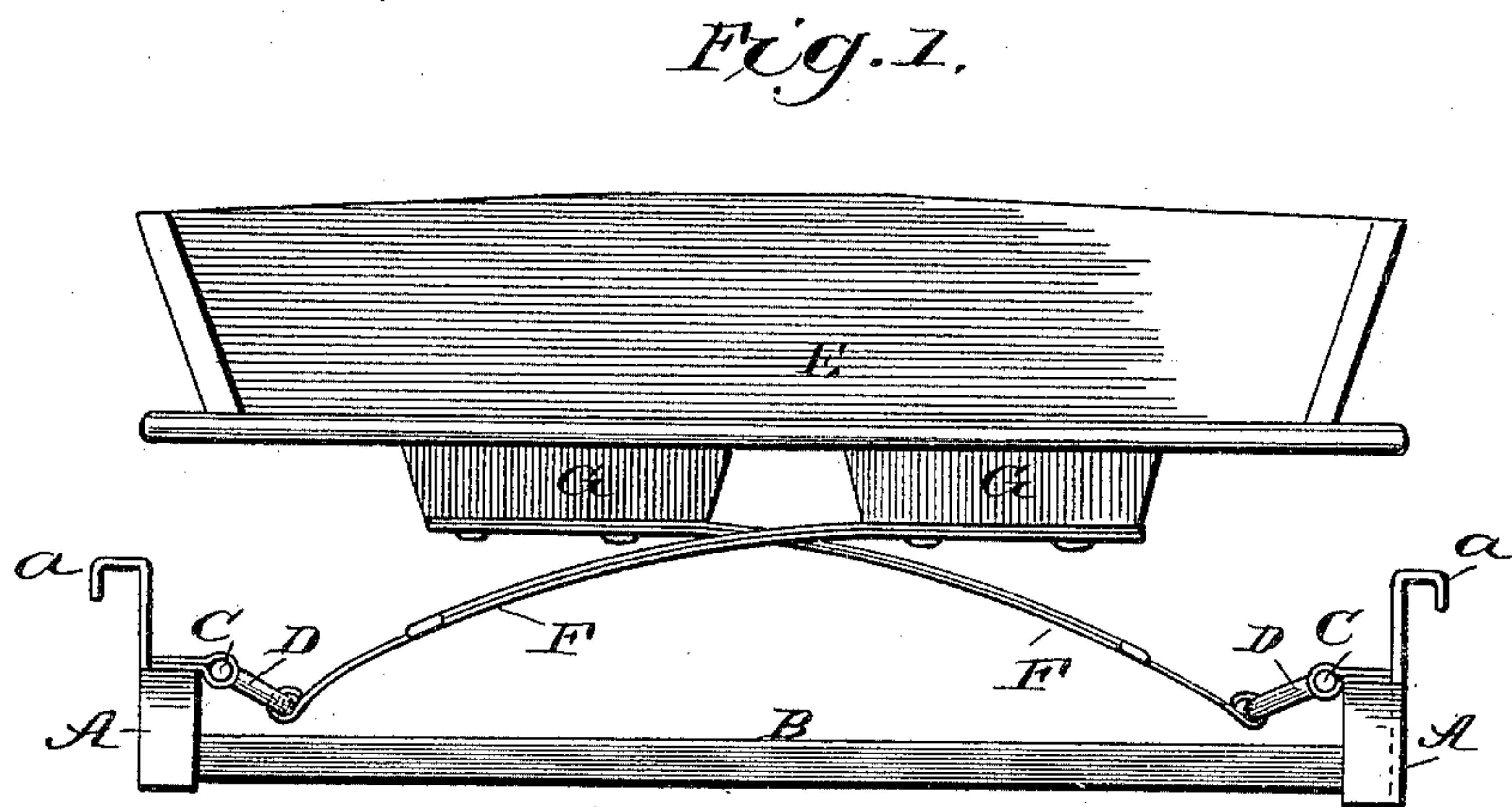
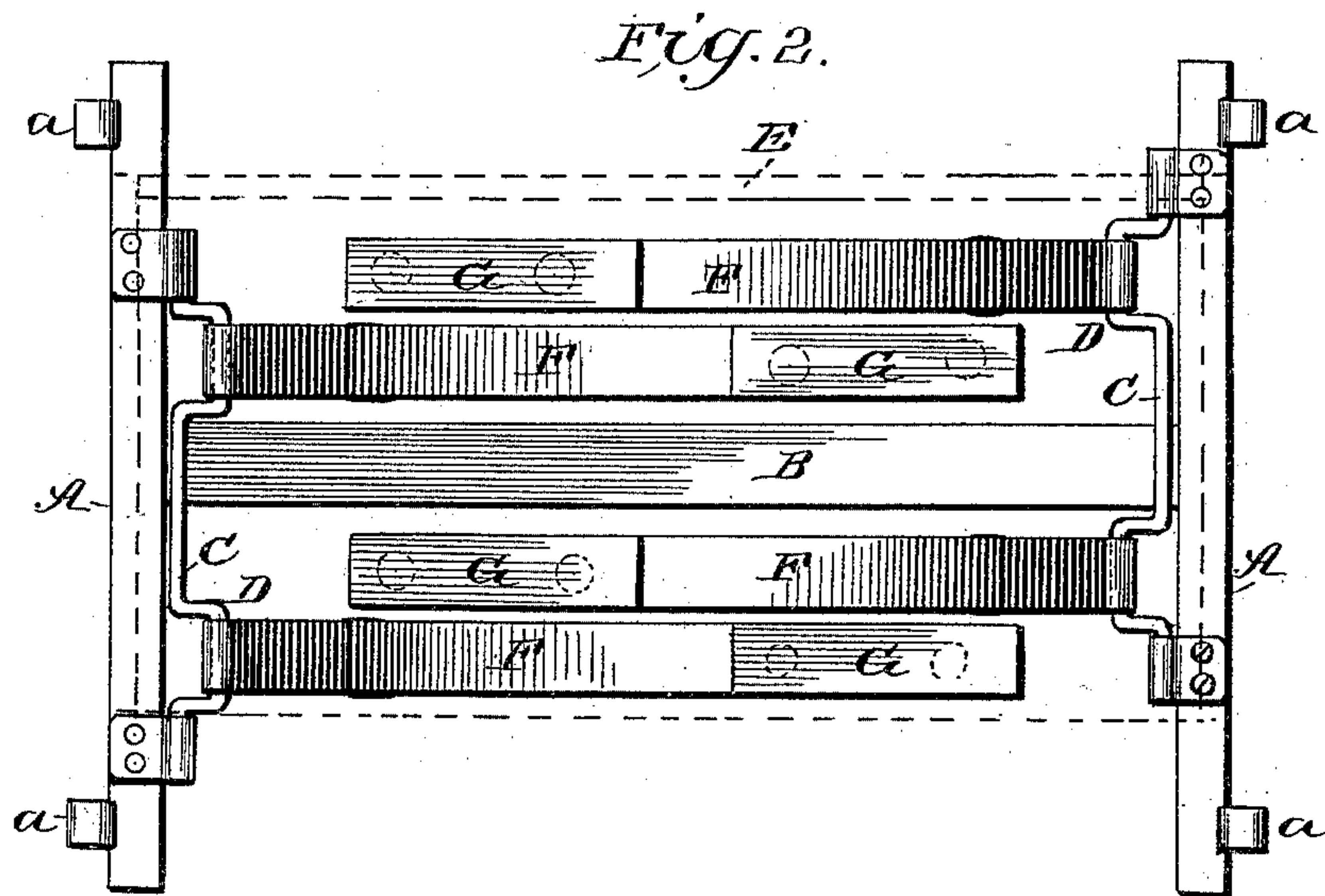


(No Model.)

J. M. JOHNSON.
VEHICLE SEAT.

No. 446,754.

Patented Feb. 17, 1891.



WITNESSES:

Jos. A. Ryan
P. B. Surpin.

INVENTOR:

J. M. Johnson.
BY *Wm. E. G.*

ATTORNEYS

UNITED STATES PATENT OFFICE.

JAMES M. JOHNSON, OF ARNECKEVILLE, TEXAS.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 446,754, dated February 17, 1891.

Application filed December 16, 1890. Serial No. 374,866. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. JOHNSON, of Arneckeville, De Witt county, and State of Texas, have invented a new and Improved Vehicle-Seat, of which the following is a specification.

My invention is an improvement in vehicle-seats, intended especially for use in wagon-seats, but which may be embodied in road-carts, sulkies, &c.; and the invention consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a front elevation, and Fig. 2 is a top plan, of my improvement constructed for application to a wagon-body, the seat in Fig. 2 being removed and indicated in dotted lines.

In the construction shown the supporting-frame is formed with the side bars A A, having hooks *a a* to engage upon the top edges of the side-boards of a wagon-body and the connecting-bar B, which extends between and rigidly connects the side bars A, as shown. To these side bars A are journaled the shafts C, each having two cranks D, the cranks of each shaft being of equal length and projected radially in the same direction. The shafts are also so supported that the cranks D are arranged one in front and the other in rear of the connecting-bar B, so that the said bar will not interfere with the motion of the cranks.

The seat E is supported upon the upper ends of the springs F, the opposite or outer ends of which springs are connected with the wrists of the cranks D.

It will be noticed that each spring F extends from its crank D inwardly past the center of the seat and connects therewith on the opposite side of the center from the crank with which the spring connects.

In connecting the springs with the seat it is preferred to employ blocks G, secured to the under side of the seat-board, and fixing the inner upper ends of the springs rigidly to the underside of said blocks, as shown. This is preferred, because by it the upper ends of the springs are secured below the plane of the seat-board, and a better action of the springs is consequently secured.

In the described construction of springs

the movement or action of one pair of springs controls the other and tends to preserve the horizontal position of the seat, even when weight is unequally disposed thereon.

It will be understood that the improvements may be used on road carts, sulkies, &c., in which case the shafts might be journaled in suitable bearings on the framing of such vehicles, said framing thus forming the support for the shafts in such use of the invention.

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

1. The improvement in vehicle-seats herein described, comprising the shafts, each having two equal and similarly-projected cranks, the springs connected at their outer ends with the said cranks and extended inwardly therefrom past the middle of the seat and connected therewith, and the seat proper, all substantially as set forth.

2. The improved vehicle-seat comprising the seat proper, the blocks secured to the under side of such seat and arranged in pairs on opposite sides of the middle of the seat proper, the shafts having each two equal and similar cranks, and the springs secured at their outer ends to the cranks, extended thence inward past the middle of the seat, and secured to the blocks below the seat, all substantially as set forth.

3. The improved vehicle-seat herein described, consisting of the seat proper, provided on its under side with blocks G, the supporting-frame formed with side bars and the bar extended between and rigidly connecting the said side bars, the side bars being provided with hooks to engage the wagon-body and with bearings for the shafts, the shafts journaled to said side bars and provided each with two cranks, arranged one in front and the other in rear of the connecting-bar of the supporting-frame, and the springs secured at their outer ends to the cranks, extended thence inward and secured at their inner ends to the blocks below the seat proper, all substantially as and for the purposes set forth.

JAS. M. JOHNSON.

Witnesses:

C. C. STAUNTON,
R. H. WOFFORD.