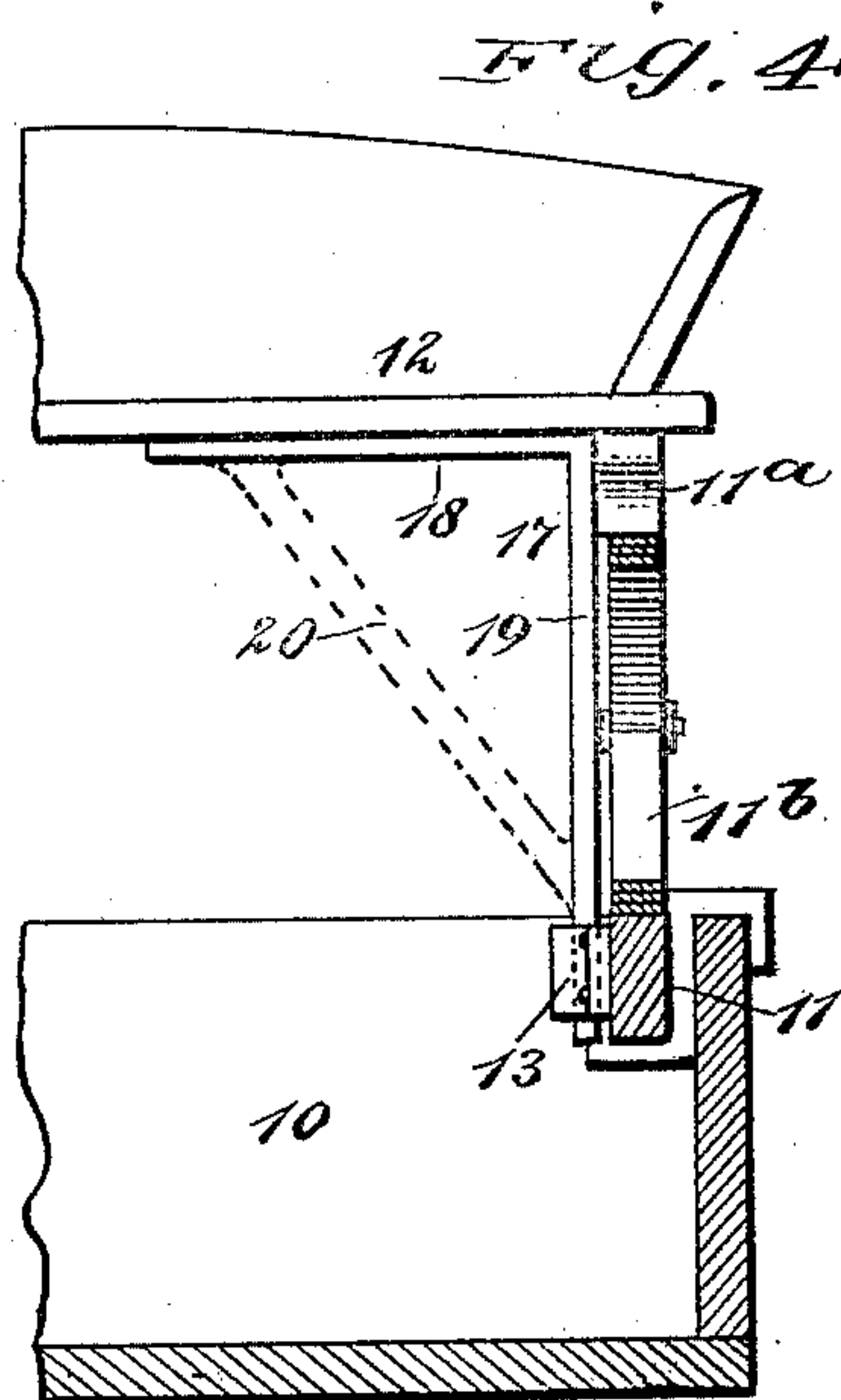
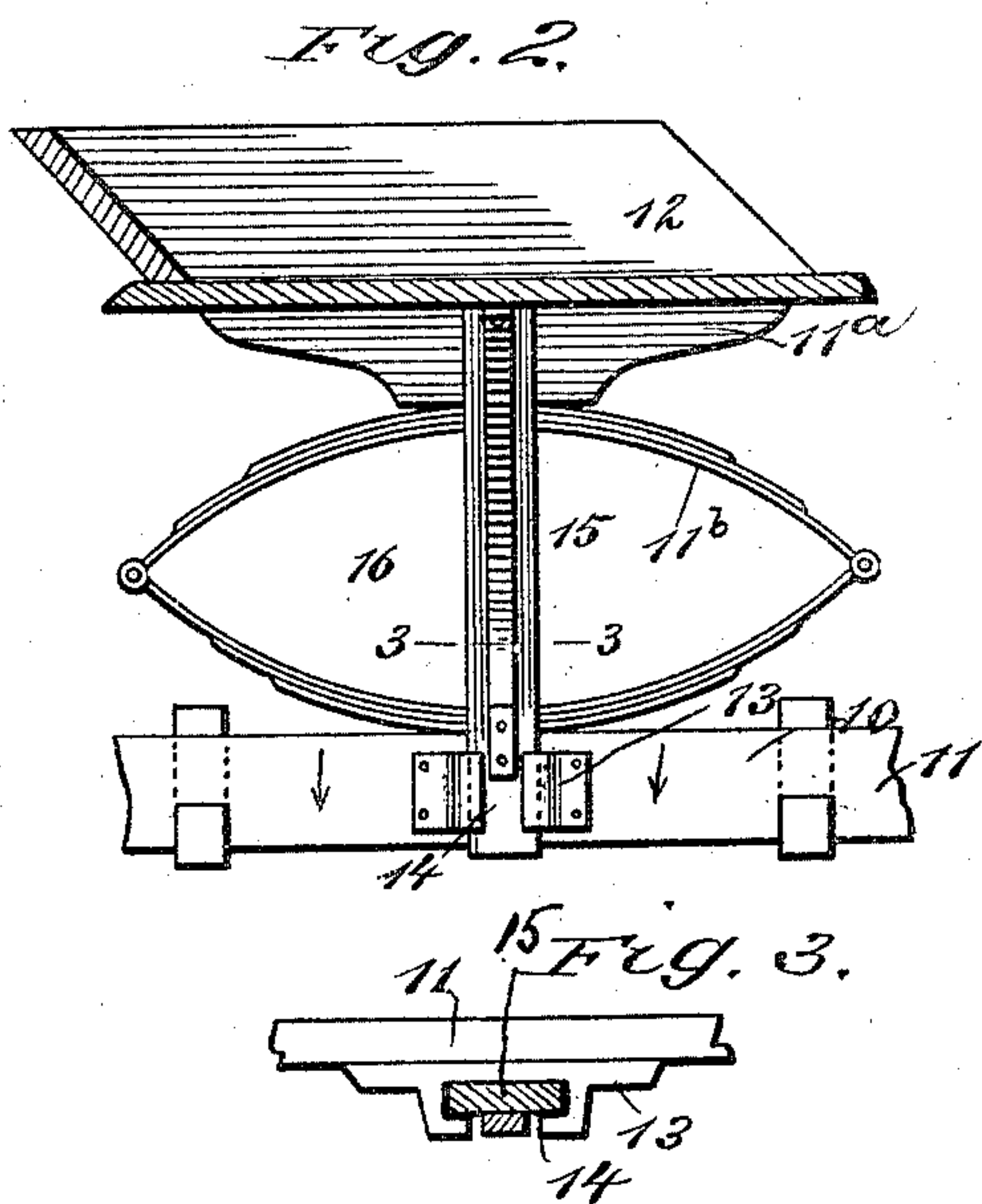
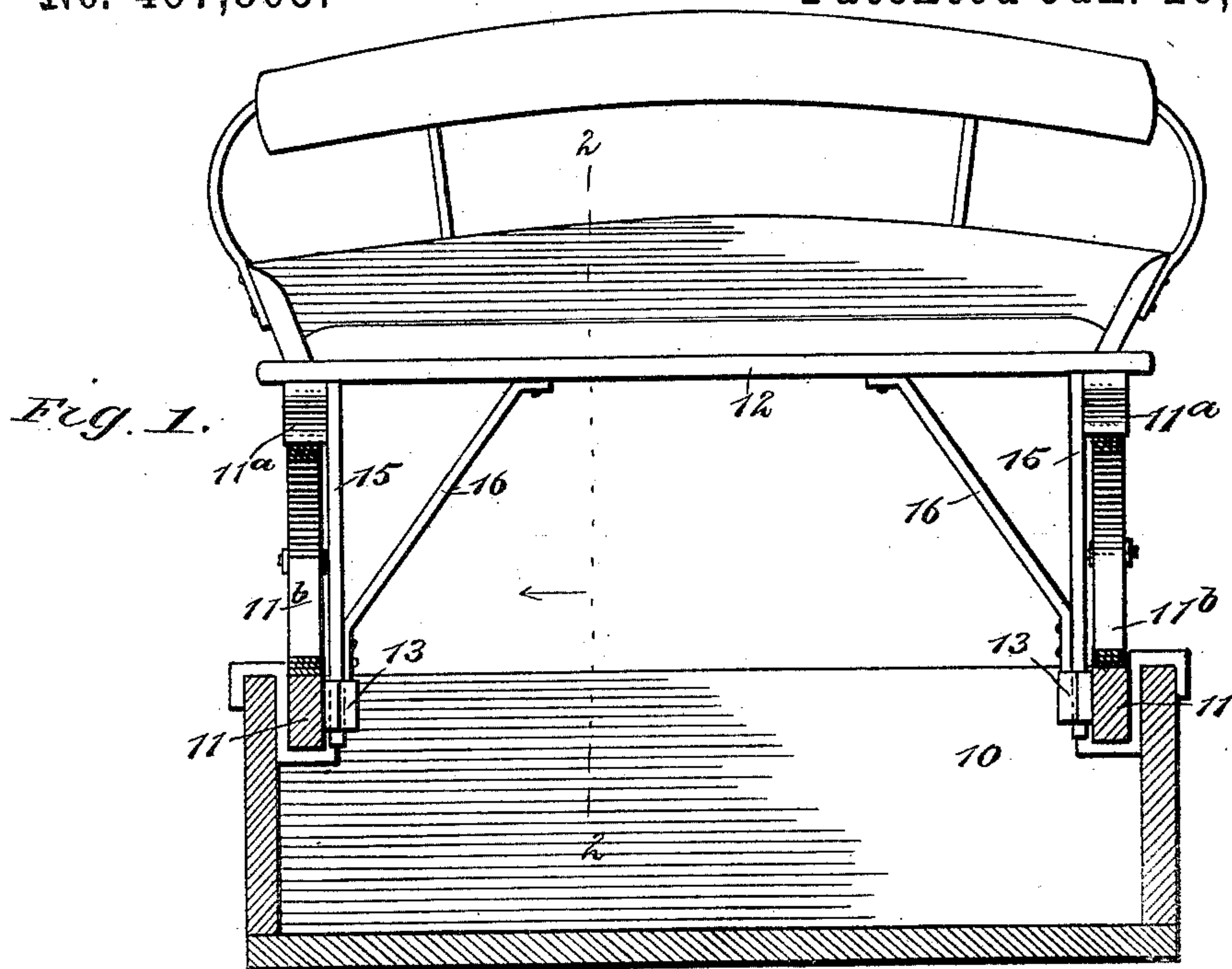


(No Model.)

J. W. HANEY & W. A. OWENS.  
SPRING SEAT ATTACHMENT FOR VEHICLES.

No. 467,805.

Patented Jan. 26, 1892.



WITNESSES:  
*W. R. Davis.*  
*C. Sedgwick*

INVENTORS:  
*J. W. Haney*  
BY *W. A. Owens*  
*Munn & Co*  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

JOHN W. HANEY AND WILLIAM A. OWENS, OF GARDEN VALLEY, TEXAS,  
ASSIGNORS OF ONE-THIRD TO SPARKS P. VEASEY, OF SAME PLACE.

## SPRING-SEAT ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 467,805, dated January 26, 1892.

Application filed June 19, 1891. Serial No. 396,854. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN W. HANEY and WILLIAM A. OWENS, of Garden Valley, in the county of Smith and State of Texas, have invented a new and Improved Spring-Seat Attachment, of which the following is a full, clear, and exact description.

Our invention relates to improvements in attachments for spring-seats, such as are used upon wheeled vehicles of various kinds. These seats generally wear out quickly and the bolts and springs become displaced or broken on account of the lateral motion of the seat; and the object of our invention is to produce some simple attachments for the seats of this variety which will hold the seats perfectly steady without in the least interfering with the action of the springs.

To this end our invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation, partly in section, of a spring-seat mounted upon a wagon-box, the seat being provided with our improved attachments. Fig. 2 is a broken vertical section through the seat, showing one of the attachments in side elevation, the section being taken on the line 2 2 in Fig. 1. Fig. 3 is a sectional plan of one of the seat-uprights and braces, taken on the line 3 3 in Fig. 2; and Fig. 4 is a broken detail view of a seat and box, showing the modified form of brace for the seat.

The wagon-box 10 may be of any approved construction and it supports the spring-bars 11 and 11<sup>a</sup>, which have a common elliptical spring 11<sup>b</sup> between them. The lower bars 11 are secured to the box by means of hooks in the usual way, and the upper bars 11<sup>a</sup> carry a common form of seat 12. On the inner sides of the spring-bars 11 and beneath the seat are keepers 13, which are slotted in front, as shown at 14 in Figs. 2 and 3, and extending through these keepers are the vertical

uprights 15, which are held to slide loosely in the keepers and are firmly secured at their upper ends to the seat 12. The seat and uprights are braced by the diagonally-placed braces 16, which at their upper ends are secured to the seat and at their lower ends to the lower portions of the uprights, and when the seat is moved vertically the braces may move through the slot 14 of the keepers. In Fig. 4 we have shown a modified means of bracing the seat, in which an angular brace 17 is used, one member 18 of the braces being secured firmly to the seat-bottom and the opposite member 19 extending downward through a keeper 13. This brace may be also further strengthened by a rod 20 connecting the outer ends of the two members, and indicated by dotted lines in Fig. 4.

It will be readily seen that the diagonally-extending braces 16 enable the seat to be held to move vertically without lateral movement and that the open keepers 13 provide for the free vertical movement of the braces and uprights through the keepers, so that this exceedingly strong form of brace may be used to the best advantage. By means of this arrangement of the open keepers we are also enabled to place the inclined braces above the keepers, thus gaining in compactness and leaving more free space under the seat than where the closed keepers are used with the braces attached below the keepers.

We are aware that it is not new to provide seats of the character described with braced uprights to prevent lateral movement, and we do not claim this feature, broadly, as our invention.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

In spring-seat attachments, the combination, with the wagon-box 10, of the lower spring-bars 11, upper spring-bars 11<sup>a</sup>, elliptical springs 11<sup>b</sup>, arranged between the spring-bars, seat 12, arranged upon the upper spring-bars, vertical uprights 15, attached at their upper ends to the seat 12, diagonal braces 16, attached at their upper ends to the seat 12 and at their lower ends to the vertical up-

rights 15, consisting each of a base-plate having hook-like devices on the face thereof disposed in the direction of each other, forming T-shaped vertical ways, the vertical bars 15  
5 being guided within the enlarged inner members of said ways and thereby held against displacement, and the contracted necks or members 14 of the said ways forming pas-

sages for the braces 16, substantially as described.

JOHN W. HANEY.  
WILLIAM A. OWENS.

Witnesses:

J. H. BURNSIDE,  
SETH WATERS.