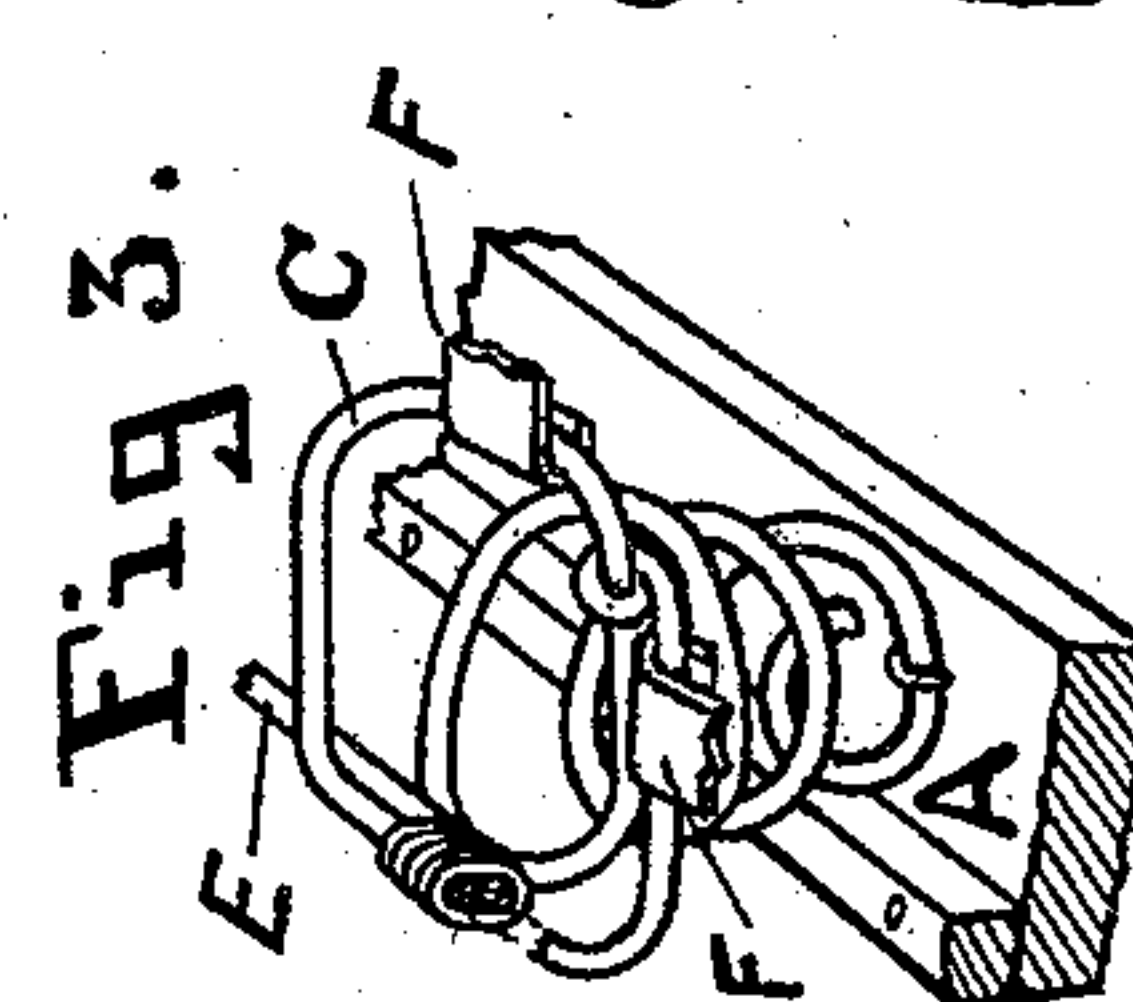
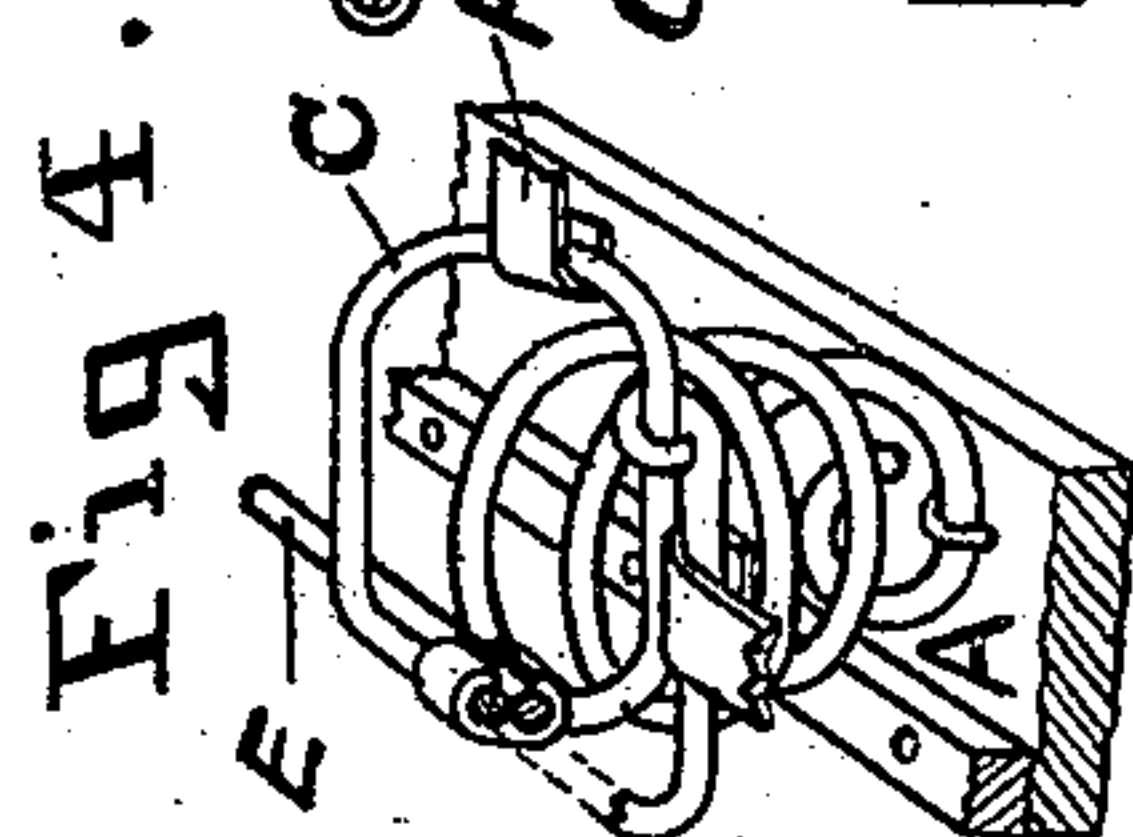
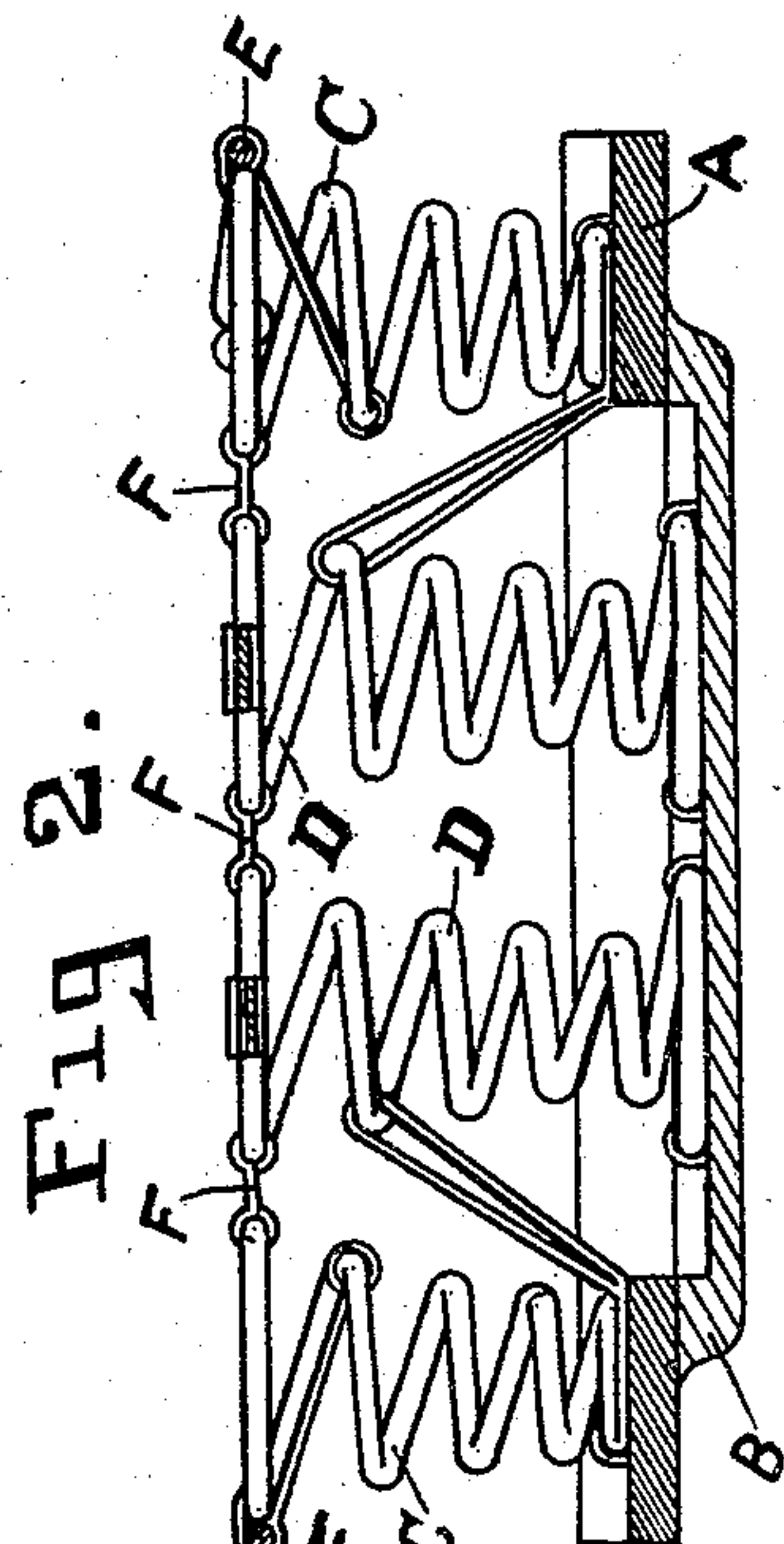
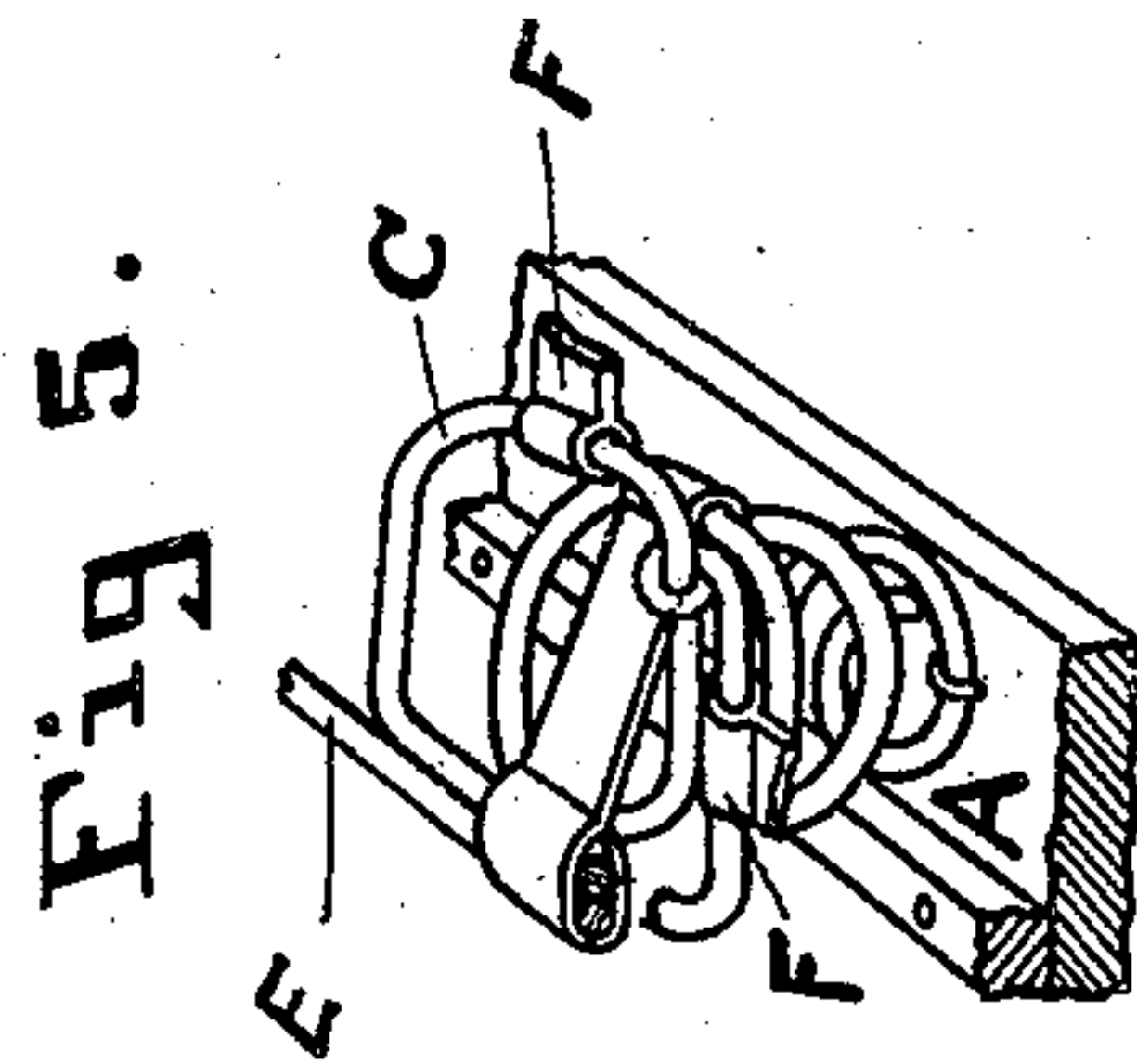
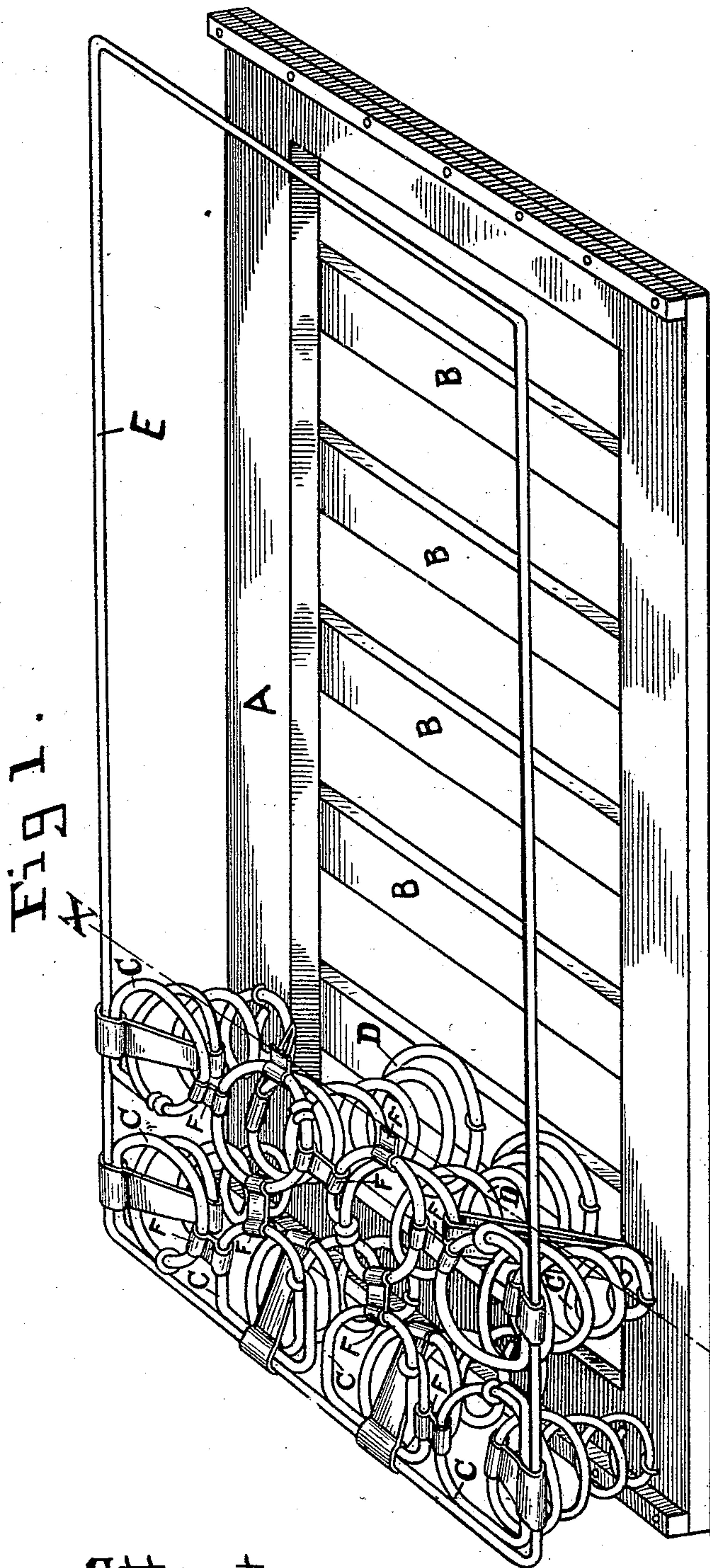


(No Model.)

E. C. HAESELER.
SEAT.

No. 488,555.

Patented Dec. 27, 1892.



Attest.
G. B. Schuman
W. E. Pracock.

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UNITED STATES PATENT OFFICE.

EMIL C. HAESELER, OF DAYTON, OHIO, ASSIGNOR TO THE BARNEY & SMITH
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SEAT.

SPECIFICATION forming part of Letters Patent No. 488,555, dated December 27, 1892.

Application filed October 10, 1892. Serial No. 448,387. (No model.)

To all whom it may concern:

Be it known that I, EMIL C. HAESELER, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Seats, of which the following is a specification.

My invention relates to seats for railroad cars and other purposes, and it consists in an improved manner of connecting the springs with the frame, the object of the invention being to provide a more substantial connection between the springs and frame, and to so connect them together as to cause the springs and frame to maintain practically one position with relation to each other during the various movements to which seats are subjected, and to further provide means for connecting the springs and frame together which shall be less expensive than the present method of tying with twine and less liable to wear the canvas or other covering than the metallic connectors sometimes employed for this purpose.

The invention will be first fully described in connection with the accompanying drawings, in which corresponding parts are indicated by similar letters of reference wherever they occur in the several figures.

Figure 1 is a perspective view of a seat frame and a sufficient number of springs to clearly show the invention. Fig. 2 is a cross section through line X X of Fig. 1. Fig. 3, is a broken perspective view of one spring connected to the wire frame by twine and shows the relative position of the frame and springs when compressed. Fig. 4, is a similar view to Fig. 3, with an ordinary metallic tie or band substituted for the twine shown in Fig. 3. Fig. 5, is a similar view to Figs. 3 and 4, the spring being connected to the frame in the manner shown in Figs. 1 and 2.

I have shown a car seat composed of a frame or base A, provided with transverse bars B, upon which a requisite number of coiled springs C, D, are arranged, a wire frame E forming the edge of the seat cushion. The springs D are connected to each other and to the springs C by metallic or other connectors

F. The springs C are also connected together by similar means which means form no part of my invention.

Heretofore it has been the custom to connect the spring C to the frame E by wrapping with twine as shown in Fig. 3, or by a metallic connector similar to F as shown in Fig. 4. Considerable labor is involved in wrapping with twine but this method has been more generally employed for the reason that the metallic connectors soon wear or cut the canvas and plush or other covering, and both the described methods are objectionable in that they permit the springs and frame to work independently and when compressed to assume the position shown in Figs. 3 and 4 in which figures it will be observed the wire frame lies under the top coil of the spring, while it has always been the aim in constructing seats to so connect the springs with the frame as to prevent their moving independently of each other, as such movement soon destroys the covering and causes frequent renewals, to prevent such independent movement and to provide a stiffer and more substantial edge for the seat. I connect the springs to the frame by lapping a strip of metal or other suitable material G, around the two and extending it to one of the intermediate coils of the spring around which it is bent as shown in Figs. 1 and 2, by which means the end coil of the spring and the frame are maintained in one relative position at all times and the frame substantially braced, thus making an inexpensive and more serviceable seat than has heretofore been constructed.

I claim as my invention,

A seat having a frame to which a series of springs are connected, a band connecting the frame and spring and an arm extending from the band to one of the intermediate coils of the spring substantially as and for the purpose set forth.

EMIL C. HAESELER.

Witnesses:

J. KIRBY, Jr.,
CHARLES J. MCKEE.