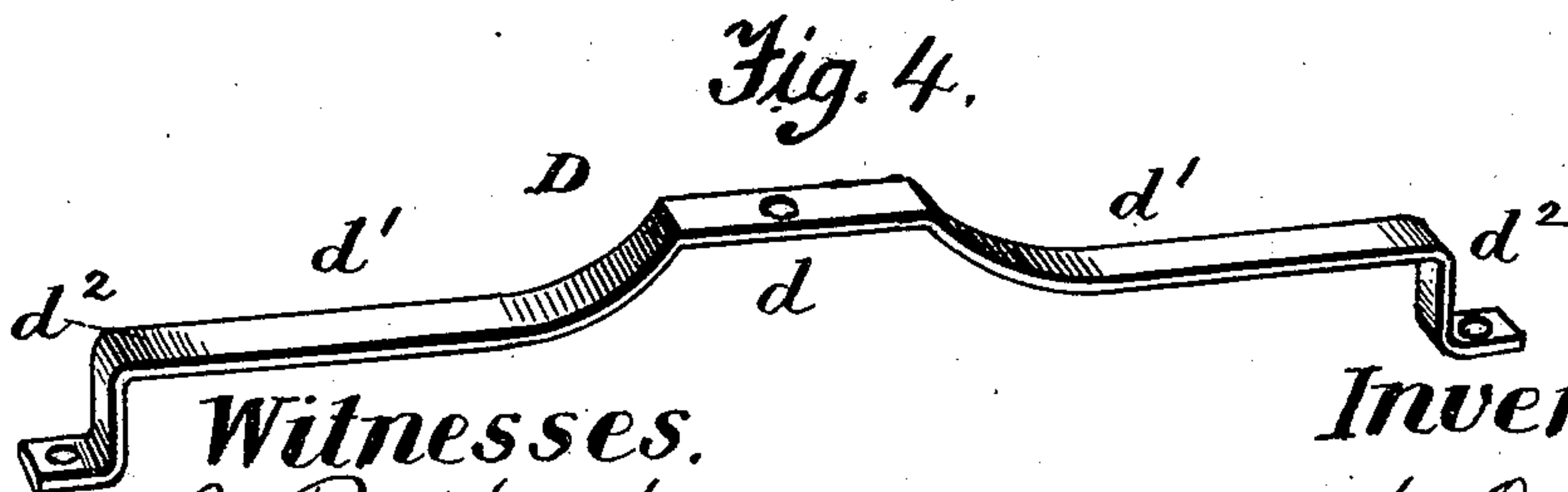
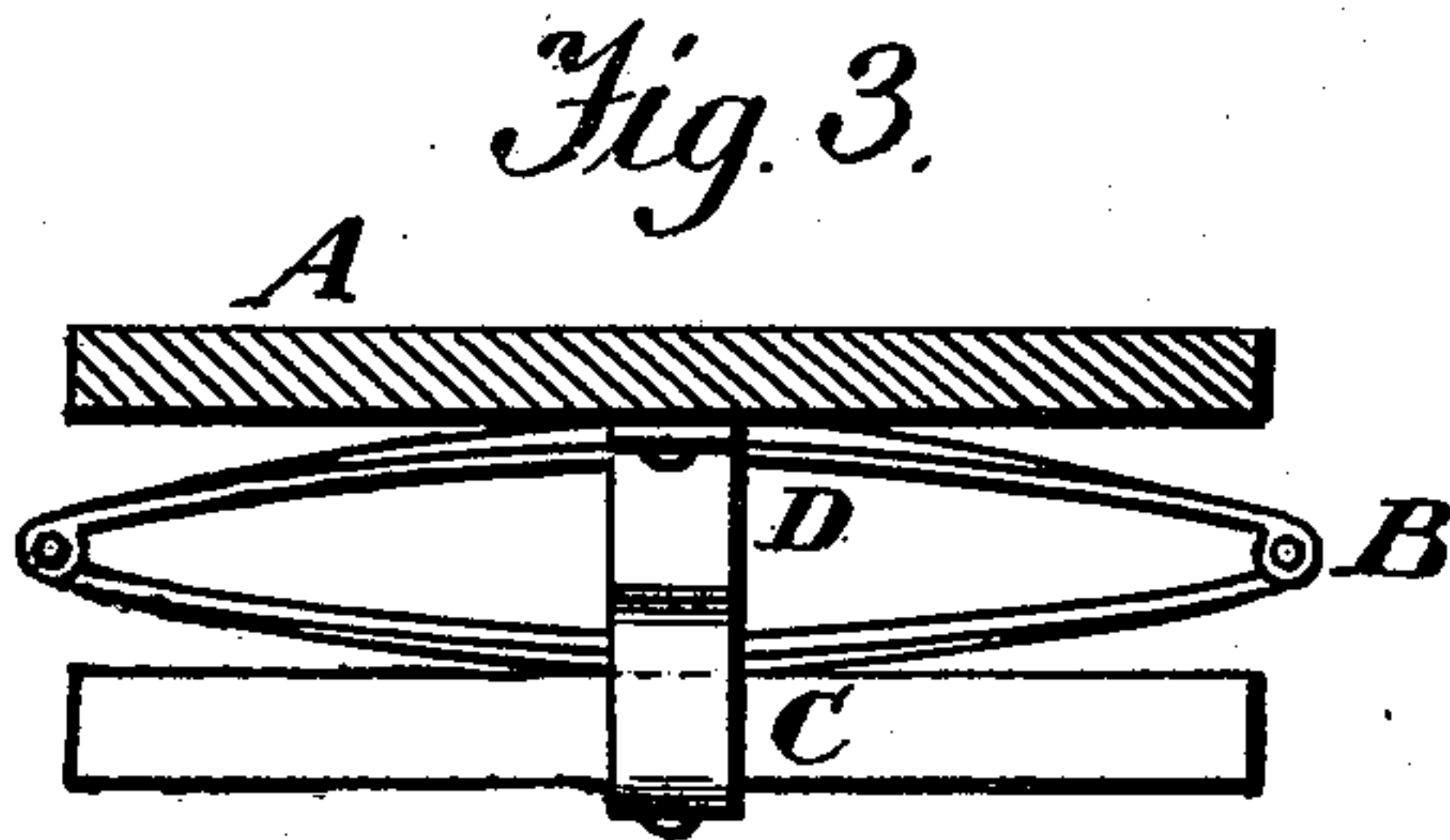
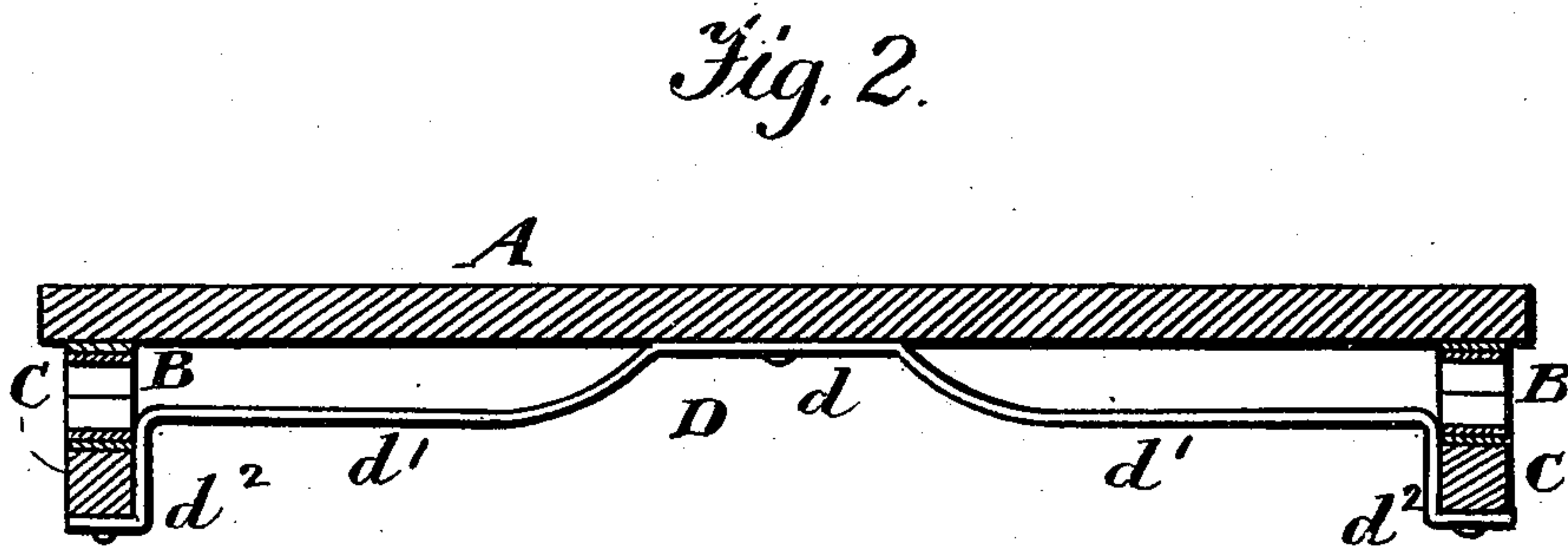
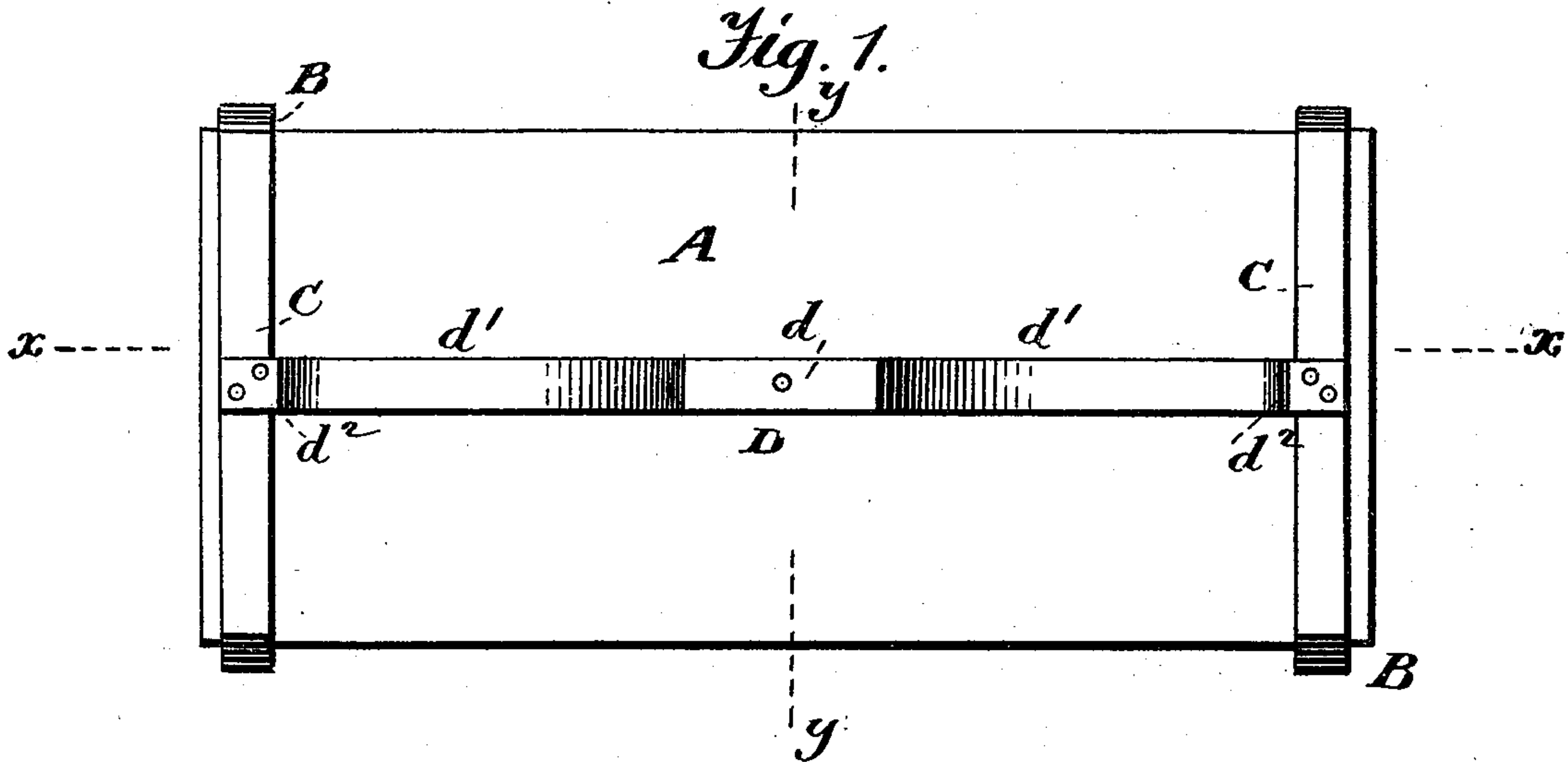


(No Model.)

J. O. INGLE, Jr.
WAGON SEAT SPRING.

No. 510,024.

Patented Dec. 5, 1893.



Witnesses.
A. Ruppert.
H. A. Daniels

Inventor.
Jacob O. Ingle Jr
Per
Thomas P. Simpson
attly

UNITED STATES PATENT OFFICE.

JACOB ODEM INGLE, JR., OF AUBURN, TEXAS.

WAGON-SEAT SPRING.

SPECIFICATION forming part of Letters Patent No. 510,024, dated December 5, 1893.

Application filed March 9, 1893. Serial No. 465,303. (No model.)

To all whom it may concern:

Be it known that I, JACOB ODEM INGLE, Jr., a citizen of the United States, residing at Auburn, in the county of Ellis and State of Texas, have invented certain new and useful Improvements in Wagon-Seat Springs; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The invention relates to elliptic seat springs arranged longitudinally on the front of the wagon-box, for the purpose of taking up the jar and jolt of wagons in passing over rough places in the roads.

The special object of the invention is to reinforce these springs so that they, as well as the seat, shall always remain secure in position and not liable to displacement.

Figure 1 of the drawings is a bottom plan view; Fig. 2 a longitudinal vertical section on the dotted line $x x$ of Fig. 1, and Fig. 3 a vertical section on the dotted line $y y$ of Fig. 1; Fig. 4 a detail perspective view of the spring brace.

In the drawings, A represents the seat which is arranged across the front of the wagon box, B B the longitudinal elliptic springs which are made fast to and under the ends of the seat and supported on the pillow blocks C C.

It will thus be seen that each spring is fastened on top to the seat and on the bottom to the bolster, the fastening being midway of each piece. This construction makes undoubtedly the most comfortable wagon-seat which is now known to the public, but being subjected to much rough usage, the seat is often wrecked or made uncomfortable by lateral displacement of one or both springs. In order to overcome this difficulty, I have made the transverse brace-spring D which has the middle portion d flat to take a good bearing on the bottom of the seat, the downwardly and outwardly curved spring-arms $d' d'$ which go down or up with the springs and the rabbeted ends $d^2 d^2$ to bear against the inside of spring and block, the said ends being riveted or bolted to the bottom of the pillow blocks.

What I claim as new, and desire to protect by Letters Patent, is—

The brace D having the flat middle portion d to give a broad bearing where it is fastened to the bottom of seat, the spring arms $d' d'$ curved outwardly as shown, and the right-angled ends $d^2 d^2$ to prevent the bolsters and springs from lateral displacement, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JACOB ODEM INGLE, JR.

Witnesses:

R. P. LAWSON,
F. P. LAWSON.