(No Model.)

J. HANSER.

VEHICLE SEAT.

No. 309,782. Patented Dec. 23, 1884.

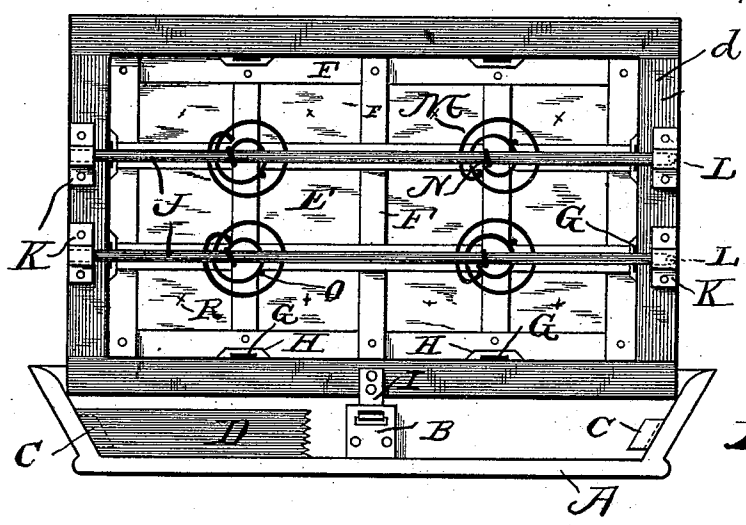


Fig 1

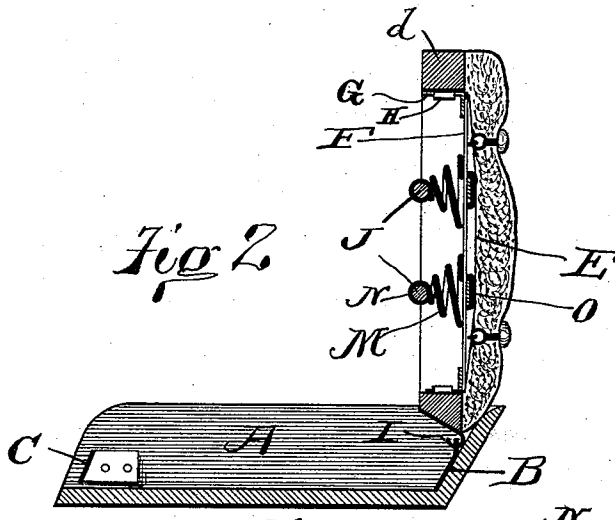


Fig 2

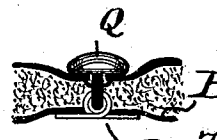


Fig 3

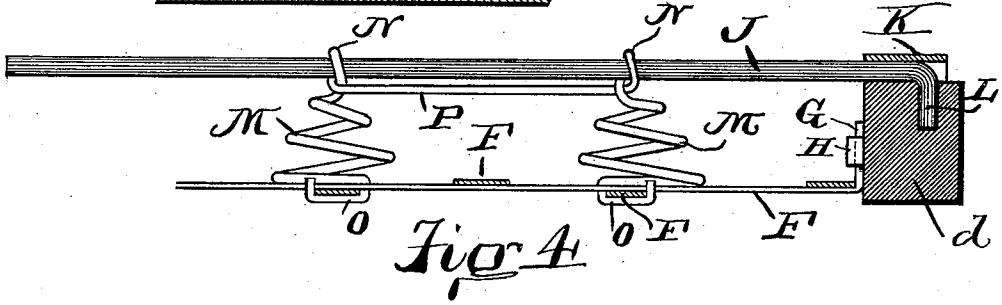


Fig 4

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UNITED STATES PATENT OFFICE.

JACOB HANSER, OF OXFORD, OHIO, ASSIGNOR OF ONE-HALF TO GEORGE W. MEYER, OF SAME PLACE

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 309,782, dated December 23, 1884.

Application filed April 2, 1884. (No model.)

To all whom it may concern:

Be it known that I, JACOB HANSER, of Oxford, Butler county, Ohio, have invented certain new and useful Improvements in Vehicle-Seats, of which the following is a specification.

This invention relates to the general construction of the cushion part of the seat for carriages, &c., and to its arrangement with reference to the frame-work of the seat.

The invention will be understood from the following description, taken in connection with the accompanying drawings, in which Figure 1 is a front view of a carriage-seat with the top portion or cushion part turned up vertically, so as to expose its bottom, and with a portion of the front bar, D, broken away; Fig. 2, a vertical transverse section of the seat with the top part turned up, as in Fig. 1, and with the front bar, D, entirely removed; Fig. 3, a section of the cushion proper at a tufting-button; and Fig. 4, a vertical section of a portion of the top part of the seat, exhibiting the arrangement of the springs, &c., the parts being shown as upside down—that is, with the entire cushion portion of the seat turned over, bringing its bottom side up.

In the drawings, A represents the usual body portion of a carriage-seat; B, a piece of thin metal provided with a horizontal slot, and secured to the inside surfaces of the seat-back below the level of the cushion part; C, thin projections from the inner ends of the side pieces of the seat, below the level of the cushion part; D, a removable front bar reaching across the front of the seat, resting upon the bottom of the seat, slotted at the ends, and engaging the projections C, and having a height to reach from the bottom of the body portion of the seat to the under surface of the cushion-frame; *d*, the cushion-frame, consisting of four wooden bars joined at the corners; E, the cushion-work of the seat, secured by its margins to the frame-work; F, a lattice-work of thin metal strips, seated against the under side of the cushion-work; G, downwardly-projecting angles or tongues formed with the lattice-work F; H, sockets secured to the inner side of the cushion-frame, and fitted to receive freely the shanks G; I, a hooked metal strap secured to the rear edge of the cushion-frame and engaging in the slotted piece B; J, stiff wires arranged below and against the cushion-frame; L, angular bends at one end of each wire, seating in holes bored in the under face of the cushion-frame; M, the spiral springs between the wires J and the lattice-work under the cushion; N, a turn of the wire of each spring around its supporting-wire J; O, a turn of the wire of each spring around its superposed lattice-bar; P, a wire forming a juncture between two neighboring springs; Q, one of the tufting-buttons of the cushion, and R the retaining-wire of the tufting-button. The cushion-frame *d*, with the cushion and its spring-work, forms a structure independent of the seat proper. It is attached to the seat by means of the hook I and slotted piece which serves as an attachment and as a hinge, permitting the cushion-frame, &c., to be lifted like a box-lid, as indicated in Fig. 2, and at the same time permits its ready detachment when desired. When the cushion-frame is down, it closes upon the top of the front bar, D, thus forming below the cushion-frame a convenient shallow receptacle for the storage of carriage-curtains, &c., and the front bar, D, is removable, and the projections C furnish facilities by which such front bar can be fitted to any existing carriage-seat without the necessity of cutting the seat, and at the same time the front bar is readily removable for permitting the seat-bottom to be swept clean.

In practice the cushion will generally have a front fringe over the front bar, D. The front bar may, if preferred, be secured to the front lower edge of the cushion-frame. The lattice-work F serves as a substantial and flexible backing for the cushion, and, being free to rise and fall in the sockets H, is free to rise and fall and follow the springing motion. The wires J serve as abutments for the springs. The springs are formed in pairs from a single wire, as shown in Fig. 4, the wire P serving as the union of the two springs of a pair, and also serving to space the springs upon their sustaining-rods. The turn N at the foot of the springs allows them to be readily strung upon their supporting-wires. The turn O at the head of the springs enables them to be readily hitched to the lattice-work. There may be as many springs and rods to sustain

them as is deemed expedient. The retaining-wires R, for the tufting-buttons, are formed with a central ring or eye. The thread engages the eye of the button and the eye of the wire, and the wire thus takes the place of buttons on the lower surface of the cushion.

I claim as my invention—

1. The combination of seat A, the removable front bar, D, attached thereto, and the cushion-frame *d*, hinged to the rear of the seat and adapted to close down upon the top of said front bar.

2. The combination of the seat, the cushion-frame hinged to its rear, the removable front bar, and the projections C, secured to the inner surfaces of the sides of the seat.

3. The combination of the seat A, front bar, D, cushion-frame *d*, slotted piece B, and the hook I.

4. The combination of the seat-frame, the cushion, the lattice-work, the wires J, the springs M, secured to the wires J, and having the turns O over elements of the lattice-work.

5. The combination of the cushion-frame, its cushion, the cushion-springs provided with supports at their feet, and the lattice-work F, fitted to slide vertically within the cushion-frame.

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Witnesses:
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