(No Model.)

G. H. AHLBORN.

SPRING AND SPRING CUSHION.

No. 598,493. Patented Feb. 8, 1898.

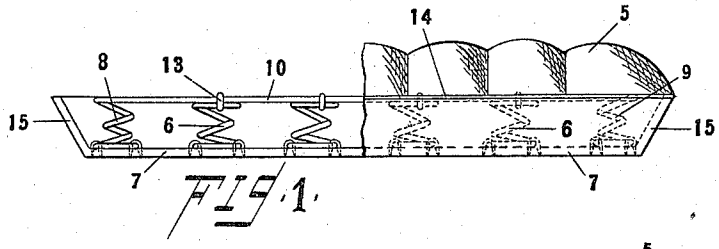


FIG. 1.

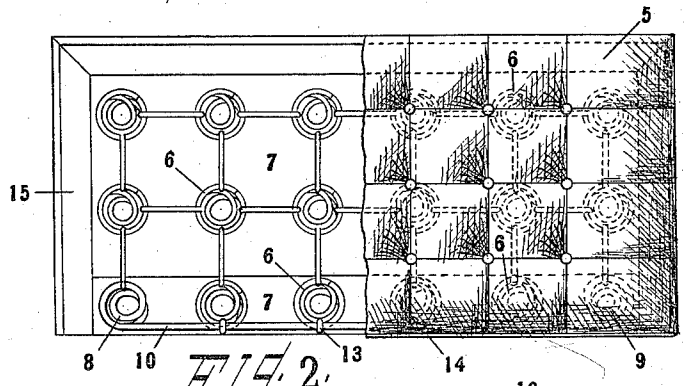


FIG. 2.

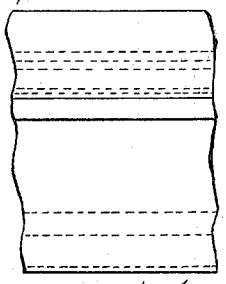


FIG. 4.

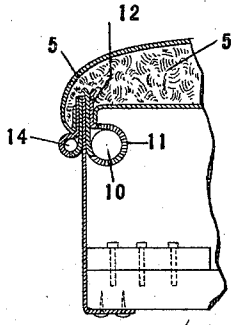


FIG. 3.

George H. Ahlborn.

WITNESSES

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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GEORGE H. AHLBORN, OF COLUMBIA, INDIANA.

SPRING AND SPRING-CUSHION.

SPECIFICATION forming part of Letters Patent No. 598,493, dated February 8, 1898.

Application filed April 14, 1897. Serial No. 632,139. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. AHLBORN, a citizen of the United States, and a resident of Columbia city, in the county of Whitley and State of Indiana, have invented certain new and useful Improvements in Springs and Spring-Cushions, of which the following is a specification.

My invention relates to improvements in cushions and springs of the class known as "spring-cushions," in which upholstered articles are laid upon or attached to and supported by wire springs; and the invention consists in the construction and novel combination of parts hereinafter described, pointed out in the appended claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a cross-section showing the construction of the front row of springs in a buggy-cushion. Fig. 2 is a plan view of a buggy-cushion with the device in place. Fig. 3 is a cross-section of the rail and attached holder-piece, showing attachment of other parts thereto; and Fig. 4 is an end view of a section of the cushion.

Similar numerals of reference refer to similar parts throughout the several views.

I have illustrated in the accompanying drawings the adaptation of my invention to a seat for a buggy; but I do not confine myself to the use of my invention for that purpose or construction. The upholstered part 5 of the cushion is supported by coiled springs 6, resting upon a suitable supporting-bottom 7 and secured thereto, and they are also secured in place on top by suitable wires or strings, as shown in Fig. 2. The end springs 8 and 9 in the front row are connected by a rail 10, formed integrally with them, but preferably formed from one piece of wire, as shown in Fig. 2, whereby the end springs 8 and 9 in front are always held in the same relation to each other and carry with them the rail 10 as they may move up or down, as no part of the springs is attached to any rigid portion of the seat-frame 15.

The holder-piece 11 consists of a strip of cloth or other suitable material enveloping the rail 10 centrally and is sewed closely to it, so as to leave two flaps 12 projecting a short distance from it. To these flaps 12 the other parts of the cushion and finish of the seat are attached. The rail 10 rests on the top of the front row of springs and on their outer edges and is secured to each of them separately by any suitable means, preferably by wires 13, passing through the flaps 12 of the holder 11 close to the rail 10 and securing it firmly to the outer edges of the springs. These flaps 12 form means of attachment whereby the upholstered part 5 and front piece 14 are held firmly to the rail and in place by sewing the parts named to them, the rail being supported in place all along its length by its connections with the springs, as above described.

The rail 10, supporting the upper and front part of the cushion, by the construction shown furnishes an even and perfect front edge, easy to the user and not liable to become disarranged. The ends of the upholstered part 5 are attached to the ends of the seat-frame 15 and easily give way up or down with the springs without disarranging or injuring it or the springs or rail in any way. The ends of the seat-frame 15 can be dispensed with by continuing the rail 10 along the ends, as in front, and thus the end parts of the seat-frame 15 can be dispensed with. Where the rail and connected spiral springs are used on an end or for a short space, the rail can be made sufficiently strong for its purpose without the use of intervening coiled springs. For fine work and a more expensive cushion such construction would be used and, if desired, the rail 10 extended all around the cushion; but for ordinary use it will be found that the construction shown will give great ease of operation and be a great improvement upon the ordinary cushion and construction heretofore in use.

The mode of operation is obvious from the description.

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

1. In a spring-cushion in which the upholstered part is supported by spiral springs, a front rail resting upon and attached to the front row of springs, and integrally attached to the end springs thereof: and a holder-piece for the attachment of the upholstered parts of the cushion consisting of a strip of suit-

able material enveloping and sewed closely to said front rail, its projecting sides providing flaps for such attachment.

2. In a spring-cushion in which the upholstered part is supported by spiral springs, a rail resting upon and attached to the front row of springs, its ends attached integrally to the end springs of said row.

3. In a spring-cushion in which the upholstered part is supported by spiral springs, rails resting on the outer rows of spiral springs and attached thereto, the end springs of each row being attached integrally.

4. In a spring-cushion in which the upholstered part is supported by spiral springs, a rail resting upon the springs adapted to form the front edge of the cushion and provided with a holder-piece sewed closely thereto and having flaps for the attachment of the upholstered parts.

5. In a spring-cushion in which the upholstered part is supported by spiral springs, a rail connecting the top coils of the front end springs, the rail and springs being formed of one continuous piece of wire and the rail adapted to form a front edge rail resting upon and supported also by the intermediate springs.

In witness whereof I have hereto affixed my name, in the presence of two witnesses, this 29th day of August, 1895.

GEORGE H. AHLBORN.

Witnesses:
HENRY KAUFFMAN,
THOS. STRADLEY.