

C. D. FLYNT.

Carriage-Seat.

No. 65,201.

Patented May 28, 1867.

Fig. 1.

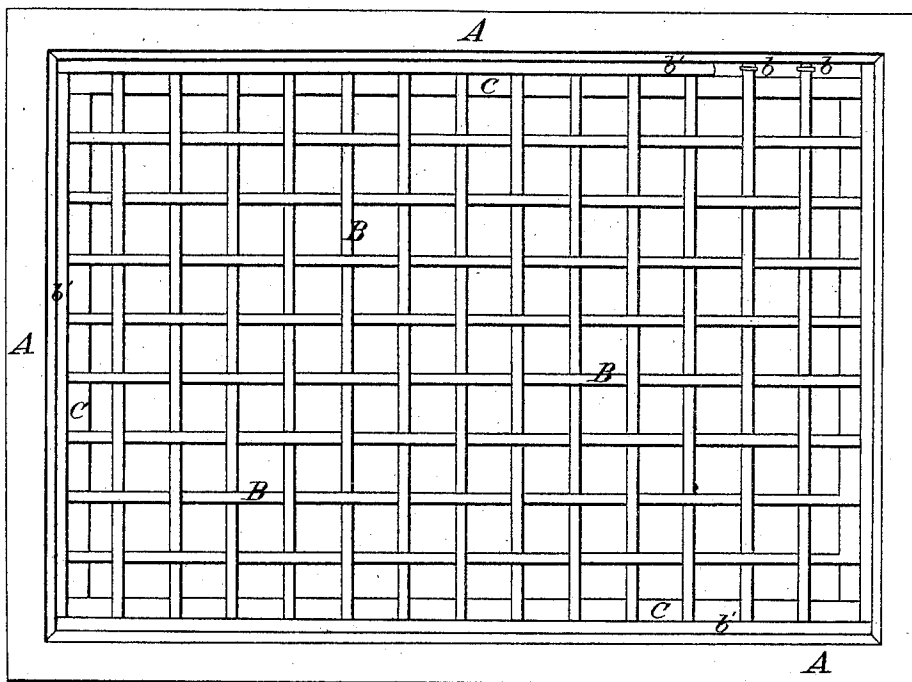
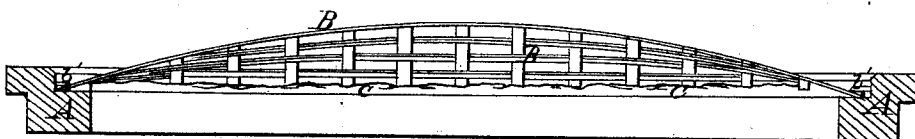


Fig. 2.



Witnesses:

Geo. S. Hershel Jr
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Inventor:

C. D. Flynt
By his Atty
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United States Patent Office.

CHESTER D. FLYNT. OF COLLINSVILLE, ILLINOIS.

Letters Patent No. 65,201, dated May 28, 1867.

IMPROVEMENT IN CARRIAGE-SEATS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, CHESTER D. FLYNT, of Collinsville, in the county of Madison, and State of Illinois, have invented a new and useful Improvement in Seats for Carriages; and I do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention consists in the formation of a seat by interwoven or interlaced steel bands or wires, firmly affixed to a permanent frame, and having a yielding cushion interposed between the said steel wires or bands and the said permanent frame.

To enable those skilled in the art to make and use my improved seat, I will proceed to describe its construction and operation.

Figure 1 of the drawings is a plan of the improved seat.

Figure 2 is a longitudinal vertical section through the centre of the seat.

A is a wooden frame, built of the proper size and form, for the seat. The bands B are steel wires or bands, such as are used in the manufacture of hoop-skirts, and are interwoven or interlaced with each other in a manner similar to a woven textile fabric or to the bottom of a cane-seated chair. The ends of the pieces B should be notched or serrated, and fastened to the frame A by means of small nails or staples, driven into the wooden frame through the said notches, as shown clearly at *b*, where a portion of the covering-strap *b'* is broken out so as to disclose the mode of attachment. There is a cushion, C, of India rubber or some similar elastic material, interposed between the frame A and the bands B, which raises the interior portion of the seat up in a convex form, and which yields readily to a depression of the seat without endangering the fracture of any of the pieces B, as they would be endangered were the said pieces B to rest on a rigid foundation. The convex form of the tops of the pieces B permits them to spring downward without the elongation of any of their fibres, and consequently there will be no liability to fracture from that cause.

I do not claim the woven nature of this seat as new, neither do I claim as my invention the affixing such woven seat to an open frame; but what I claim as my invention, and desire to secure by Letters Patent, is—

The spring-cushion C, in combination with the frame A and the bands B, substantially as described.

C. D. FLYNT.

Witnesses:

M. RANDOLPH,

GEO. P. HERTHEL, Jr.