

(No Model.)

A. SAVARIA & J. B. BEAUCHEMIN.

SPRING SEAT FOR VEHICLES.

No. 362,788.

Patented May 10, 1887.

Fig. 1.

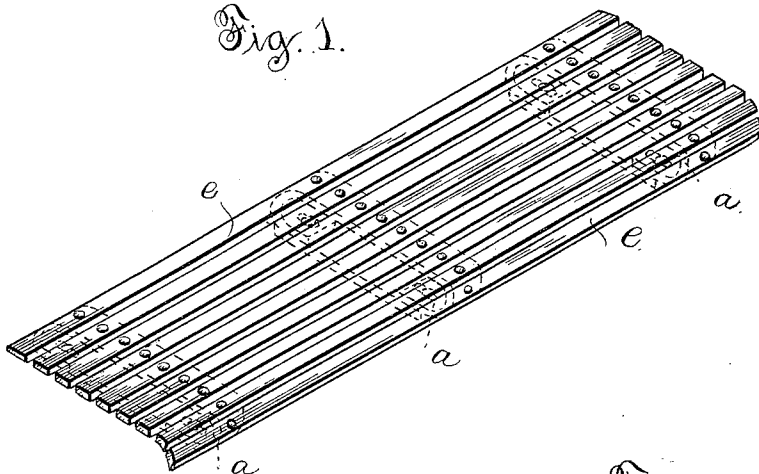


Fig. 2.

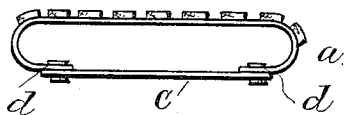


Fig. 3.

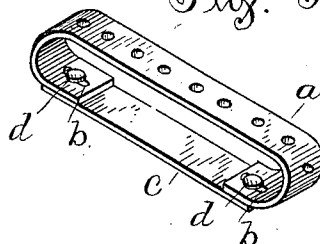
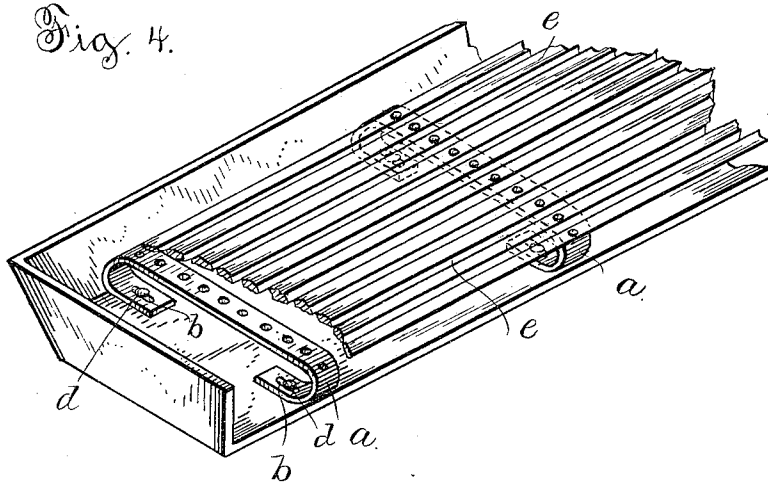


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

AMABLE SAVARIA AND JEAN B. BEAUCHEMIN, OF SPRINGFIELD, MASS.

SPRING-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 362,788, dated May 10, 1887.

Application filed December 22, 1886. Serial No. 222,234. (No model.)

To all whom it may concern:

Be it known that we, AMABLE SAVARIA and JEAN B. BEAUCHEMIN, both citizens of the Dominion of Canada, and residents of Springfield, in the county of Hampden and State of Massachusetts, have jointly invented new and useful Improvements in Spring-Seats for Vehicles, of which the following is a specification, reference being had to the drawings hereto annexed, in which like letters of reference indicate like parts.

Figure 1 is a perspective view of our improved device. Fig. 2 is an end view. Fig. 3 is a view of one of the springs detached; and Fig. 4 is a view of the seat showing the springs adjustably anchored to studs on a bottom board or plate.

The construction will be readily understood on reference to the drawings, in which *a* indicates the springs, having their ends turned down and under and formed with slots *b*. The ends of the springs are preferably connected by plates *c*, having studs *d* fixed in them, which set in the slots in the ends of the springs, whereby the springs are given additional play to the extent of the limit of the slots.

Narrow spring-slats *e* are secured to the springs, as shown, by rivets or other convenient means. This construction forms a cushion which has a level and a yielding surface, and at the same time the springs are given a play in slots to lessen the strain on the ends.

While we have described the springs bent down and under and the slotted ends yieldingly arranged over studs in the connecting-plates as the preferred construction, it is apparent that the slots may be set over studs fixed in a seat-board or common plate, and serve the purpose attained of giving additional yield to the ends of the springs. To this end we have shown in Fig. 4 of the drawings a seat in which the springs are secured by studs in a seat-board.

We are aware that spring seats have here-

tofore been made, and we make no claim, broadly, to spring seats or cushions, excepting as shown in our method of construction.

We are also aware that a chair-seat has been made with semi-elliptical springs having one end of the springs slotted and yieldingly anchored to the seat-frame, and that a wagon-seat has been made wherein bars arranged at right angles to each other are supported by coil-springs at their intersections, and the frame provided with two supplemental springs with slotted ends anchored to the frame, and we make no claim to these constructions, our improvements consisting in providing the struck-under ends of the springs of the construction shown and described with slots and anchoring these slotted ends on the studs of a bottom piece.

Having therefore described our invention, what we claim, and desire to secure by Letters Patent, is—

1. A spring-seat for a vehicle, consisting of three or more springs having their ends bent down and under and formed with slots in said ends to set over studs, and a number of spring-slats arranged lengthwise of the seat and secured to the tops of the springs, substantially as described.

2. The spring-seat herein described, consisting of three or more springs having their ends bent down and under and formed with slots, connecting-plates provided with studs projected from their faces and arranged within said slots of the springs, and spring-slats arranged transversely to the springs and secured thereon, substantially as described.

In witness whereof we have hereunto set our hands in the presence of two attesting witnesses.

AMABLE SAVARIA.
JEAN B. BEAUCHEMIN.

Attest:

ALLEN WEBSTER,
EMIL STOKELAY.