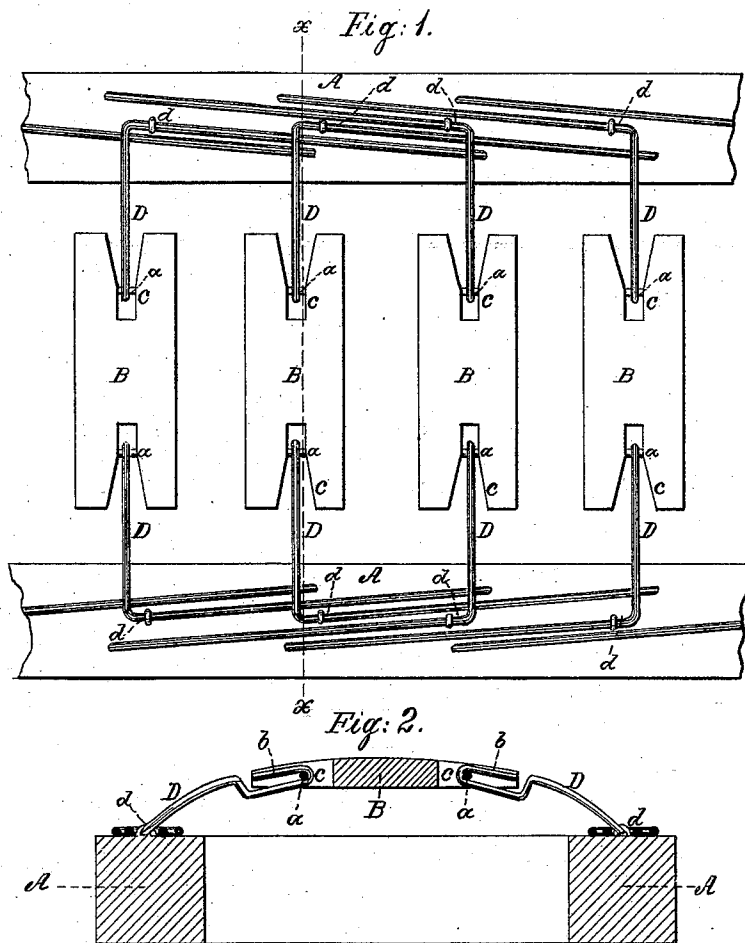


W. WELLS.

Car Seat.

No. 106,297.

Patented Aug. 9, 1870.



Witnesses.

Daniel Flaherty
C. A. Pease.

Inventor.

William Wells
per
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Attys.

United States Patent Office.

WILLIAM WELLS, OF SALEM, MASSACHUSETTS.

Letters Patent No. 106,297, dated August 9, 1870.

IMPROVEMENT IN CAR-SEATS.

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

To all persons to whom these presents shall come:

Be it known that I, WILLIAM WELLS, of Salem, in the county of Essex and State of Massachusetts, have invented a new and improved Seat for Cars, &c.; and that the following is a full and exact description of the same, reference being had to the accompanying drawing.

This invention relates to seats for cars, &c.; and

It consists of a seat constructed with a series of slats across its width, arranged at suitable distances apart, which slats, from end to end, are convex, and at each end are bifurcated, and hung, in each case, to an elongated loop at one end of a wire, that is bent at a right angle, or nearly so, and at its other end fastened to the side rails of the seat-frame, the said wires imparting elasticity and spring to the slats.

In the accompanying drawing my improved seat for cars, &c., is illustrated,

Figure 1 being a plan view of a portion of a seat-frame, having slats arranged according thereto; and

Figure 2, a transverse vertical section in plane of line *x x*, fig. 1.

A A in the drawing represent the side rails of a seat, which rails are shown as broken off at each end, but, in practice, are to be joined together by end rails.

B B, a series of slats or bars, somewhat less in length than the width between the inner edges of the side rails A.

These slats B, at each end C, are made of a forked shape, with a cross-pin, *a*, between the two prongs.

D, a series of wires, having an elongated loop or eye, *b*, at one end, by which the wires are hung on the cross-pins *a* of the slats, one at each end.

These wires D are extended to the side rails A A,

and are bent at right angles, or nearly so, and fastened to the rails by driving their ends into the same, and by means of staples *d* driven into the rails.

The slats B, from end to end, along their upper surface, are convex, (see fig. 2.)

The seat, constructed as above described, is to be covered and upholstered in any suitable manner.

As the wires D are bent at right angles, pressure on the slats causes a twisting of the same, thereby giving an elasticity and spring to the seat.

As the slats are convex on their upper surface, a more perfect and easy seat is obtained, and, by their elongated loop-connection to the wires D, they are allowed a rocking movement from pressure and motion on them.

Having thus described my improved seat for cars, &c., I shall state my claim, as follows:

What I claim as my invention, and desire to have secured to me by Letters Patent, is—

A seat for cars, &c., constructed of slats B, convex from end to end, and arranged transversely between side rails A A, to which they are connected through wires D, having elongated loops at their ends hung to the slats, and at their other ends fastened to the side rails, substantially as and for the purpose specified.

The above specification of my improvements in seats for cars, &c., signed by me this 10th day of June, A. D. 1870.

WILLIAM WELLS.

Witnesses:

ALBERT W. BROWN,
EDWIN W. BROWN.