(No Model.)

S. G. SCARRITT.

SPRING SEAT.

No. 516,773. Patented Mar. 20, 1894.

Fig. 1.

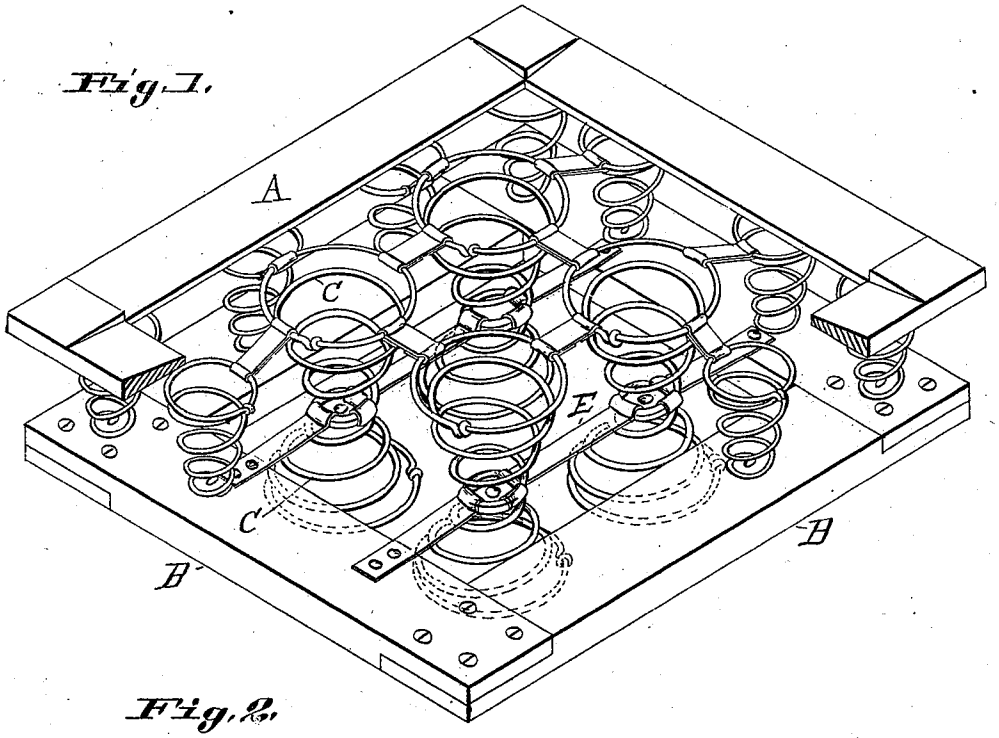


Fig. 2.

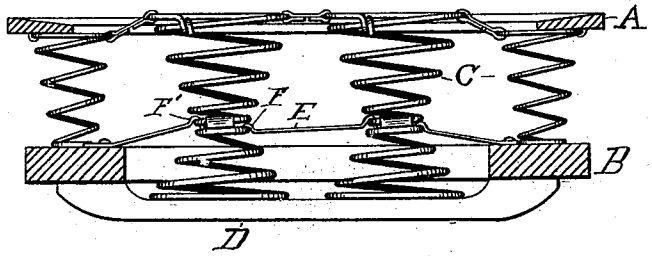
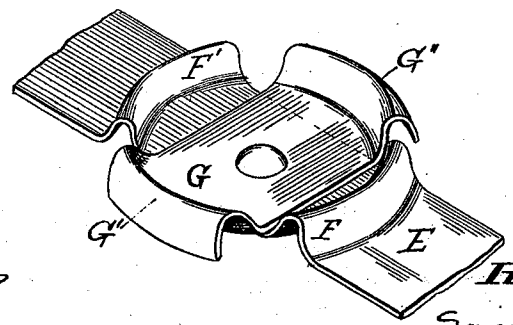


Fig. 3.



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UNITED STATES PATENT OFFICE.

SANFORD G. SCARRITT, OF ST. LOUIS, MISSOURI.

SPRING-SEAT.

SPECIFICATION forming part of Letters Patent No. 516,773, dated March 20, 1894.

Application filed December 9, 1891. Serial No. 414,511. (No model.)

To all whom it may concern:

Be it known that I, SANFORD G. SCARRITT, a citizen of the United States, and a resident of the city of St. Louis, State of Missouri, have invented a new and useful Improvement in Spring Seats and Beds, of which the following is a specification.

My invention relates to the construction of spring seats for car chairs, and has special reference to the means employed to prevent the lateral displacement of the double cone springs used therein.

The invention consists of a flexible metallic strip so formed, at the point where it intersects the spiral spring, as to act as a clip for holding the center coil—and at the same time affording sufficient elasticity to compensate for the vertical movement of said spring when subjected to pressure,—and also to permit its easy attachment to and removal from the spring as will be hereinafter more fully set forth and described.

In the accompanying drawings: Figure 1. is a perspective view of the seat frame and springs with the top frame partially broken away. Fig. 2. is a vertical transverse section of the seat frame—showing the springs and tie rod, or strip, in elevation. Fig. 3. is a perspective view of the tie rod, or strip, showing the formation at point of intersection with the springs.

A, is the top, and B, the bottom frame of the seat.

D is one of the cross bars upon which the spiral springs C, rest at their base. These double cone springs are secured to the side springs by means of clip links, connecting the top coils of said springs. By a similar connection, their relative positions to each other are maintained. Over these springs is laid the material which forms the cushion of the seat. Approximately midway of the length of the double cone spring is the tie rod or strip E, the ends of which are secured to the bottom frame, as shown in Figs. 1 and 2. This strip, at points where it intersects the springs, is formed with grooves F F′ to embrace opposite parts of the central coil of the springs, and secured transversely to the strip and between its grooves is a supplementary piece G having grooves G′ G″ to embrace the coil at part substantially at right angles to those engaged by grooves F F′.

In assembling the parts of my spring bottom, the strip E will be passed laterally in between the coils of the springs so that the grooves F F′ and G′ G″ will embrace the central coil. It will thus be readily seen that while the strip E permits a free and unrestricted movement of the springs vertically and securely holds them from lateral displacement, it may readily be attached to and removed from the springs.

What I claim as new and of my own invention, and for which I ask Letters Patent of the United States, is—

In a spring bottom, the combination of the double cone spring C, the flexible metallic strip E bent to form grooves F F′ to embrace opposite parts of the central coil of the spring, and the supplementary piece G secured to strip E between its grooves and having grooves G′ G″ constructed to embrace the central coil at parts substantially at right angles to those engaged by grooves F F′, as set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 21st day of October, 1891.

SANFORD G. SCARRITT.

Witnesses:

EDWARD ROEMER,

JOHN P. PRIMEAU.