

JOHN W. BLAKENEY.
Improvement in Spring Seats.

No. 118,782.

Patented Sep. 12, 1871.

Fig 1

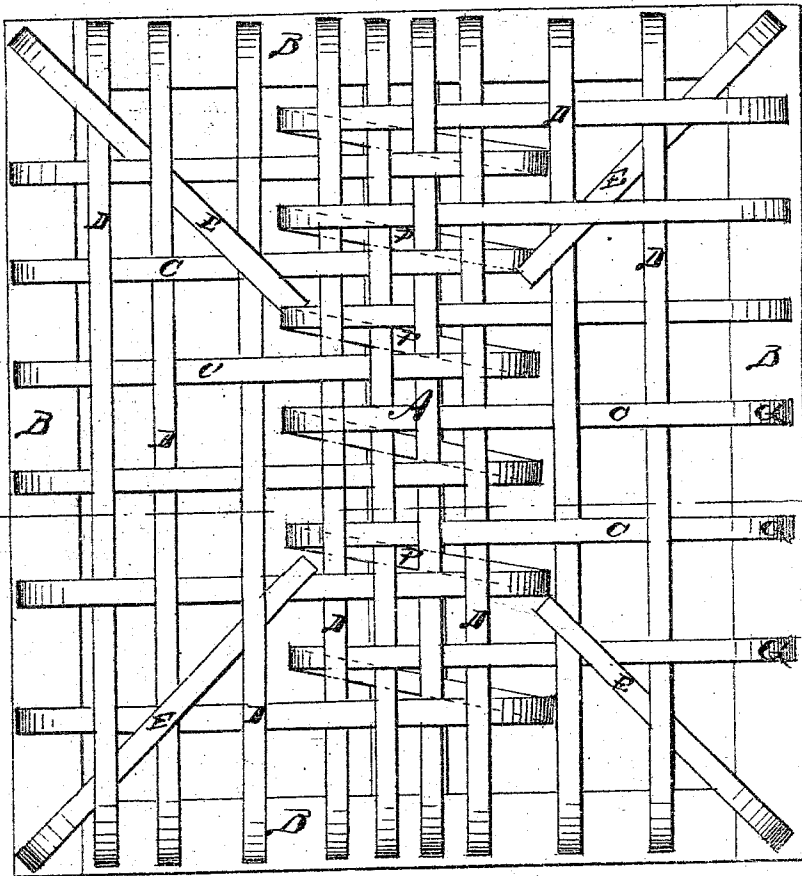
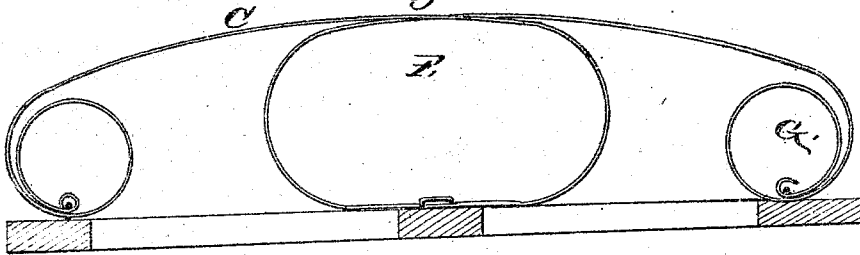


Fig 2.



Witnesses

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IMPROVEMENT IN SPRING-SEATS.

Specification forming part of Letters Patent No. 118,782, dated September 12, 1871.

To all whom it may concern:

Be it known that I, JOHN W. BLAKENEY, of the city, county, and State of New York, have invented a new and Improved Spring-Seat; and that the following is a full and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The object of this invention is to construct a spring-seat, to be used for any desired purpose, in a substantial and economical manner. The invention consists in giving to the springs their greatest strength and elasticity at such part of the seat as is subjected to the greatest strain, and also in coiling, weaving, and arranging the springs in the manner hereinafter described, so as to have the strain equally borne by all the springs without impairing their elasticity.

In the accompanying drawing, Figure 1 is a plan or top view of my invention, and Fig. 2 a detailed view of springs.

Similar letters of reference indicate corresponding parts in the several figures.

A represents a spring-seat, the frame B of which may be of any desired size, shape, and material. To construct this seat a series of flat steel springs, C, (the number used, of course, depending upon the size of the seat,) is first coiled at one end, (see Fig. 2,) and secured to the frame B by staples, or in any desired manner. I then make one coil of said springs in the center, (see F, Fig. 1,) and secure the same to the frame, as before mentioned, the other end, G, of the spring next being coiled and in like manner secured to the opposite side of the frame, and so on until a parallel series of springs has been secured and placed in the frame in one direction. In a direction at right angles to the first-mentioned springs are affixed the springs D by coiling one end thereof and securing it to the frame by staples or otherwise, as before mentioned, and

weaving the other end over every other one of the whole series of the first-mentioned springs C, and then coiling up the free end and securing it as before, and so on until the seat-frame is fully filled in manner as shown in Fig. 1. As a support for the corners of the seat I affix the short springs E by coiling one end thereof and securing said coiled end in precisely the same manner as are secured the springs C and D, and weaving the free end with said springs in a diagonal direction from the corner of the frame, in this way forming a compact and elastic seat, convex on its surface, and offering the greatest resistance at the point of greatest strain, and at the same time enabling the seat to maintain its elasticity under all circumstances.

It is obvious that wire of any size or shape may be employed in constructing a seat in the manner above described, and I therefore do not wish to confine myself to any particular wire in the construction of my springs.

A seat such as I have described and invented is particularly adapted to the seats of cars or other public conveyances; but it can readily be used for a spring-bed and for any other purpose when a substantial and elastic foundation is desirable.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a chair or other seat, the springs C coiled at F and G, the several coils being secured to the frame B, as shown, the springs D coiled at their ends, and the springs E coiled at one end, when the said springs C, D, and E are interwoven in the manner and for the purpose specified.

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Witnesses:

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