(No Model.)

W. H. H. WRIGHT.

SPRING SEAT FOR VEHICLES.

No. 447,928. Patented Mar. 10, 1891.

FIG. 1.

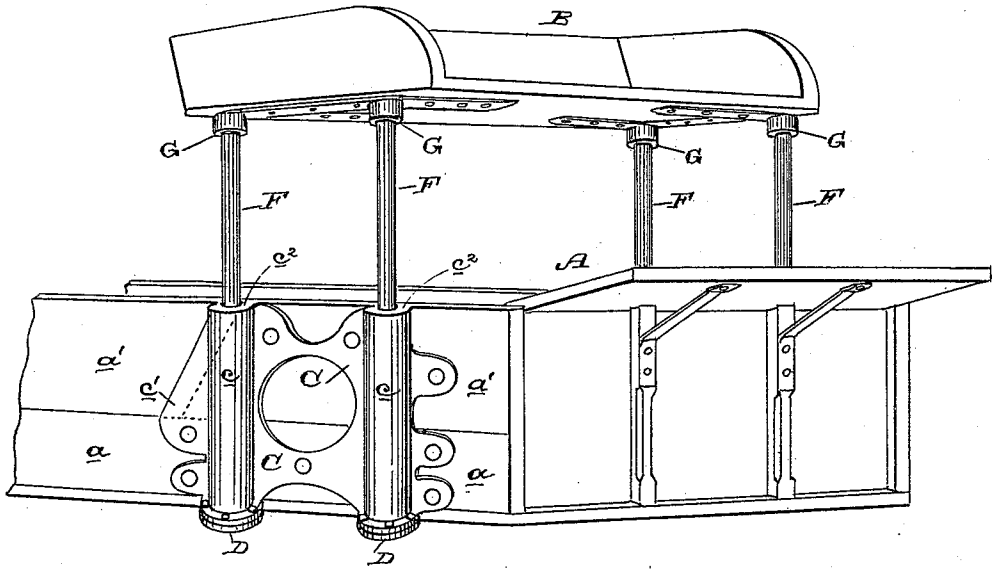
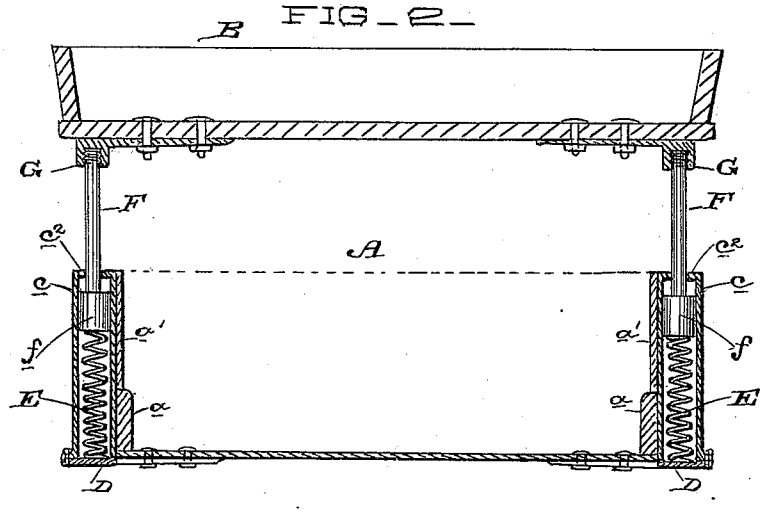


FIG. 2.



Witnesses,
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM H. H. WRIGHT, OF SAN FRANCISCO, ASSIGNOR OF ONE-HALF TO GEORGE W. LEWIS, OF OAKLAND, CALIFORNIA.

SPRING-SEAT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 447,928, dated March 10, 1891.

Application filed August 5, 1890. Serial No. 361,083. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. H. WRIGHT, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Spring Connections for Vehicle-Seats; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the general class of vehicles, and especially to their seat connections.

It consists in the novel spring connection for the seat hereinafter fully described, and specifically pointed out in the claims.

The object of my invention is to provide a simple and effective spring-support for the seats of vehicles, which will be inexpensive in construction, not liable to get out of order, and will be convenient and out of the way, dispensing entirely with the use of the elliptic springs which ordinarily support the seat and which are decided obstructions.

The invention is more especially applicable to freight and farm wagons.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a perspective view of a wagon front and seat, showing my improved connection for said seat. Fig. 2 is a vertical cross-section of same.

A is a wagon-body front having the usual rack portion *a* and the side-board *a'*, the front portion of which is stationary and the rear portion removable, as usual.

B is the seat.

C is a bracket consisting of a casting formed with the vertical sockets *c*, which serve as housings or seats for the springs. The bracket has a backwardly-projecting lip *c'*, which overlaps the joint in the side-board *a'* and forms a guide or bearing for the forward end of the removable section of said board. The lower ends of the sockets *c* are closed by the irons or plates D, extending from under the wagon, and their upper ends c^2 are inwardly flanged, thus partially closing them, leaving a central opening large enough to admit the seat-supporting rods. Within the sockets *c* are the cushions, here shown as spiral springs E, which rest on the bottom plates D.

Secured to the seat B are the rods F, which extend down into sockets *c* and have enlarged lower ends or feet *f*, which bear on top of the springs E. The upper ends of rods F are screwed into irons G, secured under the seat.

The operation of this spring connection is obvious. The weight of the occupant of the seat is borne by the springs E, and the seat may yield up and down on said springs. It is limited in its upward motion by the feet *f* of the rods F coming in contact with the flanged or closed tops of the sockets *c*. The springs are perfectly housed and protected from dirt and injury. The whole device is easily placed, the rods being first run up through the sockets from below, the springs being then seated and the bracket put to place and bolted with its sockets closed by the bottom plates D.

This connection is simple and can be applied with little cost. It dispenses with the usual elliptic springs and avoids their disadvantages. The elliptic springs are inconvenient to the driver and are in the way of loading, besides being costly and liable to be injured.

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

1. A spring connection for vehicle-seats, consisting of the brackets secured to the vehicle sides and each formed with a plural number of vertical sockets having inwardly-flanged tops, spiral springs or cushions seated in said sockets, and parallel rods secured at their upper ends to the seat and having enlarged lower ends or feet playing within the sockets and resting on the springs or cushions therein, substantially as herein described.

2. A spring connection for vehicle-seats, consisting of the brackets secured to the vehicle sides and each formed with vertical sockets having inwardly-flanged tops, the bottom plates secured to and closing the

lower ends of the sockets, the spiral springs or cushions seated in said sockets and resting on the bottom plates, and the rods secured at their upper ends to the seat and having enlarged lower ends or feet playing within the sockets and resting on the springs or cushions therein, substantially as herein described.

In witness whereof I have hereunto set my hand.

WILLIAM H. H. WRIGHT.

Witnesses:
S. H. NOURSE,
H. C. LEE.