

J. G. & J. S. ARMSTRONG.

Wagon-Seats.

No. 136,123.

Patented Feb. 25, 1873.

Fig. 1.

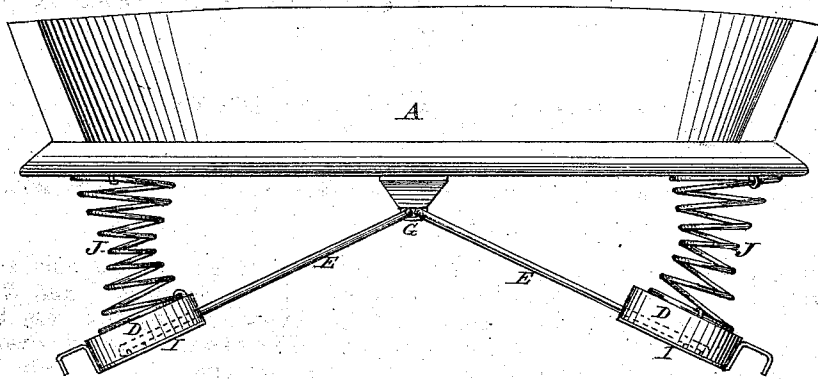
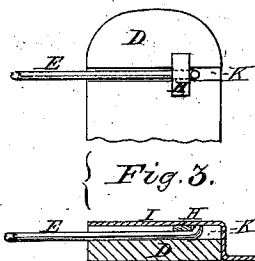
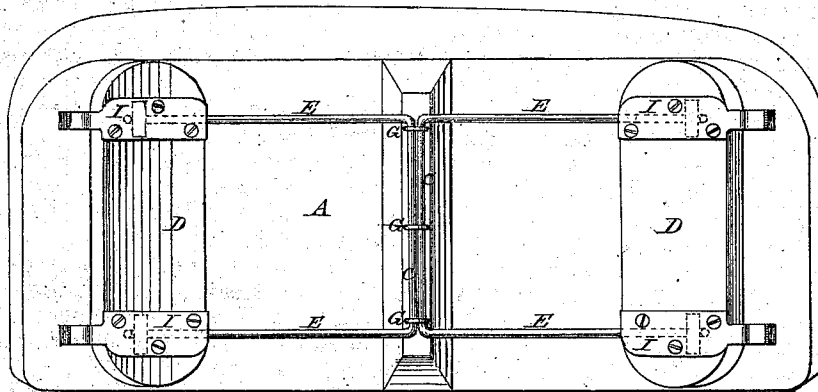


Fig. 2.



Witnesses:

Alexander New
Ephraim Norton

Inventor:

John S. Armstrong
Jacob S. Armstrong

UNITED STATES PATENT OFFICE.

JOHN G. ARMSTRONG AND JACOB S. ARMSTRONG, OF REED TOWNSHIP,
SENECA COUNTY, OHIO.

IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. 136,123, dated February 25, 1873.

To all whom it may concern:

Be it known that we, JOHN G. ARMSTRONG and JACOB S. ARMSTRONG, of Reed township, in the county of Seneca and State of Ohio, have invented new and useful Improvements in Spring-Seats for Wagons; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawing and letters of reference marked thereon.

The nature of our invention consists in the construction and arrangement of a spring-seat for wagons, as more fully hereinafter set forth.

Figure 1 represents a front view of our seat, showing the general arrangement of its parts. Fig. 2 is a bottom view of the same. Fig. 3 is a detail view of the block D, with the recess K, in which the compensating-rods E work, and the locking-piece H.

The seat A may be made in any convenient form. Across the center, on the under side, we attach a strip of wood, C, Fig. 1, to which we secure the compensating-rods E by staples G G. The compensating-rod E is made of one piece, bent as shown. The two ends of rod E are turned up so as to engage the locking-piece H. The locking-piece H is fitted into the block D flush, and is firmly held there by the hooked plate I being screwed or bolted to block D. The hook of plate I is intended to rest and slide on the edge of the wagon-box.

The spiral springs J are fastened at each end, respectively, to the block D and the seat A.

The operation of the seat may be thus described. The depression of the seat A closes the spiral springs J, and thereby brings the compensating-rods E to a horizontal plane, causing them to require more space than in the former position. To permit this they are longitudinally free, except so far as the locking-piece H restrains them when withdrawn to a given point, as shown in Fig. 2.

We are aware that spiral springs have been heretofore patented, and we expressly disclaim them as any part of our invention.

What we do claim, and wish to secure by Letters Patent, is--

1. The compensating-rods E, the lock-piece H, and the recess K, constructed and operated substantially as described, and for the purpose set forth.

2. The seat A, the spiral springs J, the strip C, the compensating-rods E, the block D, the locked piece H, and the hooked plate I, constructed substantially as described, and for the purpose set forth.

JOHN G. ARMSTRONG.
JACOB S. ARMSTRONG.

Witnesses:

ALEXANDER PEW,
EPHM. PORTER.