

MARY G. BRIGGS.

Improvement in Spring-Seats for Furniture or Cars.

No. 132,350.

Patented Oct. 22, 1872.

Fig. 1.
Reduced.

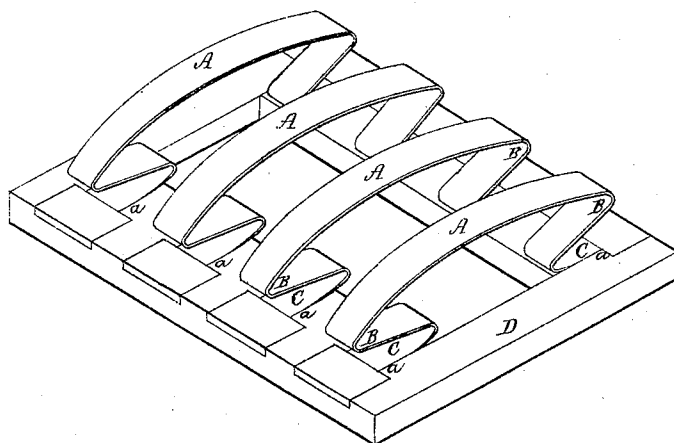
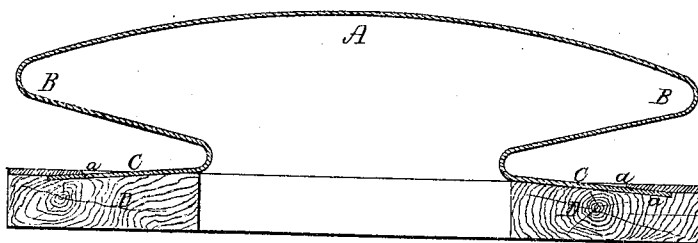


Fig. 2.



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UNITED STATES PATENT OFFICE.

MARY G. BRIGGS, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN SPRING-SEATS FOR FURNITURE OR CARS.

Specification forming part of Letters Patent No. **132,350**, dated October 22, 1872.

To all whom it may concern:

Be it known that I, MARY G. BRIGGS, of Boston, Suffolk county, Massachusetts, have invented a new and useful Improvement in Seats for Furniture and Cars, of which the following is a specification:

The spring of this seat is fashioned from a flat ribbon of thin metal, preferably steel, of a uniform width, the form of the spring when completed being, in its greater portion, an arch or bow, terminating at each end in a sloping bend, projected to a greater or less extent, or in two or more bends disposed in a zigzag order, substantially as hereinafter explained. Several of these springs are used in forming the seat or bottom of the article of furniture to which they are applied, and each one is held to the frame of the article by means of sockets arranged substantially as hereinafter described, into which its ends are sprung. The expansion of the spring serves to keep its ends home in the sockets, while at the same time, as there is no rigid and fixed connection between the spring and its sockets, the spring can, at any time, be removed by contracting or drawing together its ends, so as to draw them out of the sockets. My invention consists in this combination of the frame, the spring, and the socket.

The drawing accompanying this specification represents, in Figure 1 a perspective view, and in Fig. 2 a transverse section of my invention.

In the drawing, A represents a flat ribbon of tempered steel or other suitable metal, of uniform width, the central and greater portion of which is fashioned into the form of a bow or arch, while its extremities, after complet-

ing said arch, are bent and turned inward at an acute angle to a horizontal plane, as shown at B, in order to produce an auxiliary spring and lessen the rigidity which would otherwise exist at the ends of the greater portion A, these auxiliary springs or bends being separated, if desired, to any extent, but in all cases terminating in one which projects outwardly from the center of the whole in order to obtain a base or foundation, C, by which to support each end of the general spring. The ends C of the spring, above described, are to be inserted within or attached to a frame, D, of any size or form, according to the purposes to which it is to be put. By inserting them within sockets *a* in the frame or other support the spring may be removed at any time, in case of fracture, with ease and celerity, and a new one inserted in its place with equal convenience.

In fact this feature is one of the most valuable points of my invention, for the reason that any one spring of an article of furniture, whether of a railway-car seat, a lounge, chair, or otherwise, may be removed and its place supplied without reference to the remainder or remaking, or in anywise disturbing the general construction of such article.

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

The combination, in a seat for furniture or cars, of frame D, sockets C, and springs A, constructed and arranged as herein shown and set forth.

MARY G. BRIGGS.

Witnesses:

W. GEORGE ALDEN,
W. E. BOARDMAN.