

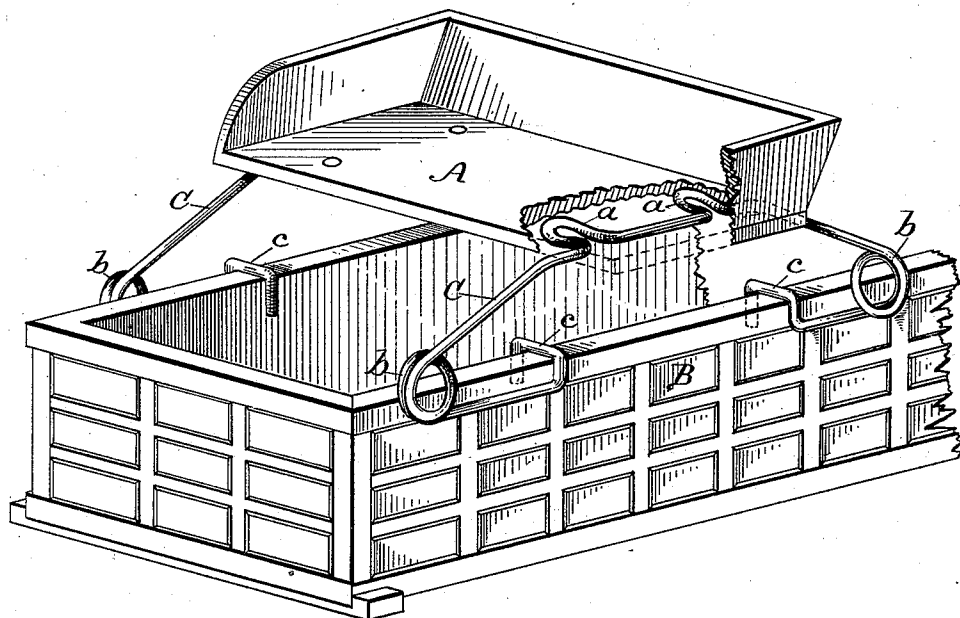
(No Model.)

T. S. KING & C. E. STIVERS.

SEAT SPRING FOR VEHICLES.

No. 314,138.

Patented Mar. 17, 1885.



WITNESSES:

*Thos. Houghton.*  
*Edw. W. Ryan.*

INVENTORS:

*Thos. S. King*  
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BY *Munn & Co.*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

THOMAS S. KING, OF ATLANTA, GEORGIA, AND CHARLES E. STIVERS, OF  
CHATTANOOGA, TENNESSEE.

## SEAT-SPRING FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 314,138, dated March 17, 1885.

Application filed October 22, 1884. (No model.)

*To all whom it may concern:*

Be it known that we, THOMAS S. KING, a citizen of the United States, residing at Atlanta, in the county of Fulton and State of Georgia, and CHARLES E. STIVERS, a citizen of the United States, residing at Chattanooga, in the county of Hamilton and State of Tennessee, have invented certain new and useful Improvements in Wagon-Seat Springs, of which the following is a description.

Our invention relates to springs for sustaining the seat-boards of wagons for the purpose of rendering the same more comfortable to the driver.

Our invention consists in a spring composed of a single rod of steel bent to a peculiar shape, and secured to the bottom of the seat by bolts, and having a fork or bend that fits over the side of the wagon, as hereinafter fully described.

In the drawing, A represents the seat, and B the side, of a wagon-body; and C is the spring. This spring is composed of a single rod of steel having two eyes, *a a*, bent in it about ten inches apart, and the ends then bent downwardly and around into several coils, *b b*, and the ends then brought horizontally toward each other, and then bent upwardly or vertically, then laterally in horizontal direction, and then downwardly again, forming a fork, bend, or seat, *c*, that straddles the side-board of the wagon-body. These springs are very cheaply made, and are easily applied, as they fit the sides of any wagon, and may be

bolted to the wagon-seat or an ordinary board. These springs are also reversible, and may be placed either upon the inside or the outside of the wagon-body.

In modifying our invention we may flatten the rod at the eyes and drill bolt-holes through them; but as this weakens the metal we prefer to bend the eyes as before described.

If desired, the spring may be made in two parts with the portion of the rod between the eyes *a* left out.

Having thus described our invention, what we claim as new is—

1. The seat-spring C, composed of a rod of steel having eyes *a a*, coils *b b*, and forks or sockets *c c*, substantially as and for the purpose described.

2. The seat-spring C, composed of a single rod of steel bent to form eyes *a a*, coils *b b* at its outer extremities, and forks or sockets *c c* on its inturned ends, substantially as described.

3. A seat-spring for a wagon, consisting of a rod of steel bent to form a socket or fork, *c*, coil *b*, and an eye, *a*, as and for the purpose described.

THOS. S. KING.  
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