

(No Model.)

S. E. OVIATT.
SPRING SEAT FOR WAGONS.

No. 260,313.

Patented June 27, 1882.

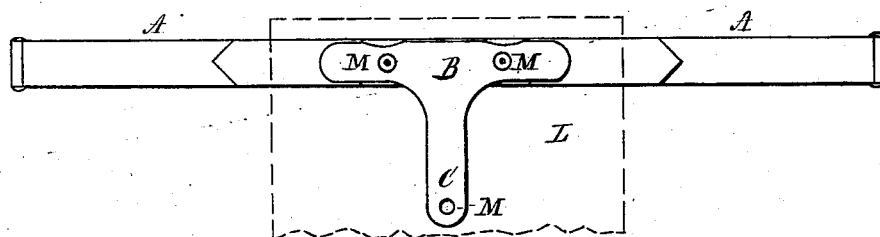


Fig. 1.

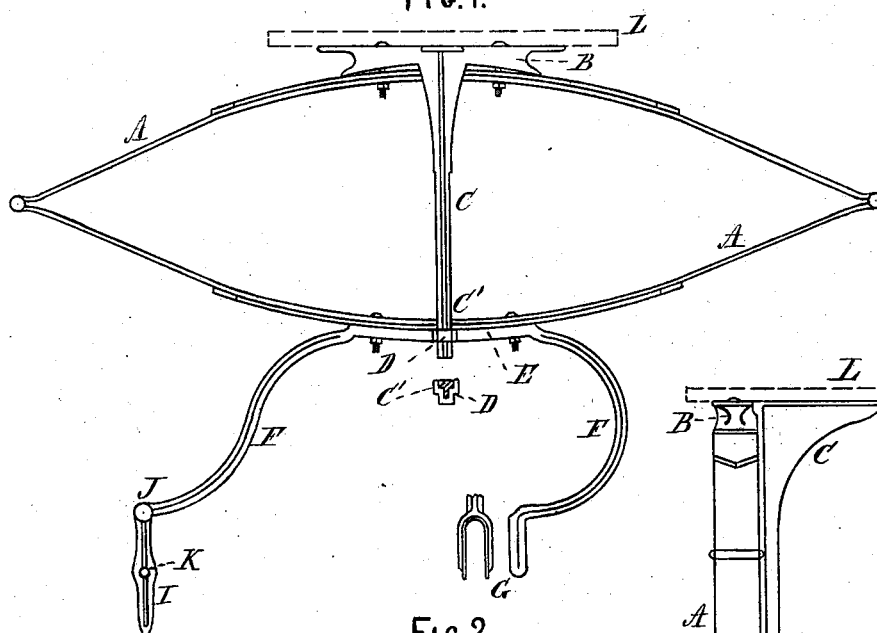


Fig. 2.

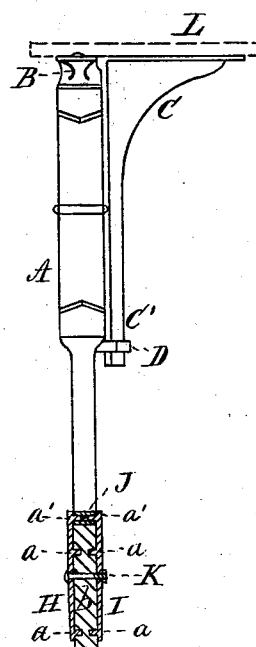


FIG. 3.

WITNESSES.

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SOLOMON E. OVIATT, OF WILLOUGHBY, OHIO.

SPRING-SEAT FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 260,313, dated June 27, 1882.

Application filed May 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, SOLOMON E. OVIATT, of Willoughby, in the county of Lake and State of Ohio, have invented a certain new and Improved Wagon-Seat-Spring Attachment; and I do hereby declare that the following is a full, clear, and complete description thereof.

My invention relates to a wagon-seat-spring attachment; and it consists in the means employed to prevent lateral strain upon the spring connecting the same to the box or body, and the peculiar arrangement of the several parts for supporting and strengthening the said invention for the purpose designed.

That the improvement may be more fully understood, and for a more full and complete description thereof, reference will be had to the following specification, and to the annexed drawings, making part of the same.

In the drawings, Figure 1 is a top view of the invention; Fig. 2, a side view; Fig. 3, an end view.

Like letters of reference refer to like parts in the several views.

In practical operation two springs and attachments, as represented in the drawings, are used, upon which the seat is placed. As both are alike in construction and operation, for brevity one only will be described.

In the drawings, A represents the spring of one or more leaves, or it may be of a single or half-elliptic spring.

To the top of the spring is bolted the block B, Figs. 1 and 2, to which is connected the bracket-brace C, forming an integral part of the block.

The depending stem C', Figs. 2 and 3, of the bracket passes freely therein through the eye D, which projects from the plate E of the riser F, one end, G, of which is forked, as seen in Fig. 2, for the purpose of clasping or spanning the side of the body or box of the wagon. To the other end of the riser are connected clip-plates H I, Figs. 2 and 3. From the inside of these plates project lugs a and a', Fig. 3, the lugs a being forced or fitted into the sides b of the box. The lugs a' a' are fitted into the socket J at the end of the riser in such way as to form a joint or hinge connection.

The plates H I are provided with a screw-bolt, K, by which the two plates are secured

together, with the side b of the box between, and the lugs a' a' in the socket J. The lugs a enter the wood of the box-sides, so that the inside face of the plates will fit upon the face of the wood side and the lugs a' a' in the socket. By this means the risers on each side of the box are securely held in place, with the seat L extending across the box from one spring to the other, as referred to.

The jointed connection at J is for the purpose of allowing the seat to be turned forward or back, as may be needed in using, the sides of the box securing the riser and seat at this end.

The bracket-brace C has the advantage of being a brace for the seat and spring, while the section or block B of the brace dispenses with the ordinary wooden block between the spring and seat, and gives a secure and durable support for the seat-connection with the spring by means of screw-bolts M not attained by the ordinary wood block for this purpose.

The bracket-brace C, in connection with the stem C', sliding freely in the eye D, causes the springs and seat to move up and down in line with the springs, preventing lateral strain and thrust upon the springs and seat. In ordinary lumber and freight wagons this is an important and desirable feature for obvious reasons.

By means of the lugs a a' on the clip-plates H I the rivets usually used for securing the clips are not needed in this case. The rivets cannot be readily removed, when required, without more or less injury to the box and plates; but with my improvement the seat-springs and plates H I can easily be removed without injury to parts or box and replaced by withdrawing the screw-bolt K. The lugs or dowels a a' take the place of screws and rivets, at less cost, with greater strength, and of more ready adjustment than in the ordinary way.

The ordinary manner of attaching the seat-riser to the box is by riveting double clips, one to the upper and one to the lower box, and the same to any separate box of a carriage; but with my improvement only one set of clips is required, which, with the riser, springs, and seat, can readily be taken from one box and attached to another by means of the screw-bolt, and thereby secured thereto without injury to the parts.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In wagon spring-seats, the brace-bracket C, having a depending stem loosely fitted in an eye in the plate E of the riser, in combination with the spring A, substantially as and for the purpose set forth.

2. The clip-plates H I, provided with lugs or dowels, whereby the plates are secured to the wagon-sides by means of a screw-bolt and the riser and springs hinged thereto, substantially as and in the manner set forth.

3. The brace-bracket C and block B, forming an integral part thereof, in combination

with the spring and riser, substantially in the manner as described, and for the purposes specified.

4. The riser F, having clip-plates provided with lugs hinged thereto, in combination with the brace-bracket C, as arranged in relation to said riser and spring A, substantially as described, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

SOLOMON E. OVIATT.

Witnesses:

JAMES TRIPP,
E. T. LUFKIN.