

R. RAKESTRAW
Vehicle-Seat

No. 162,310.

Patented April 20, 1875.

Fig 1

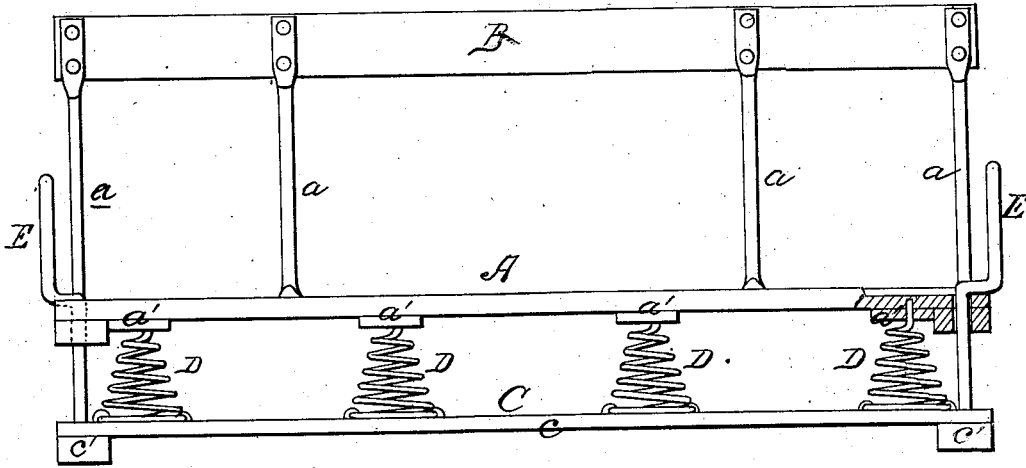


Fig 2

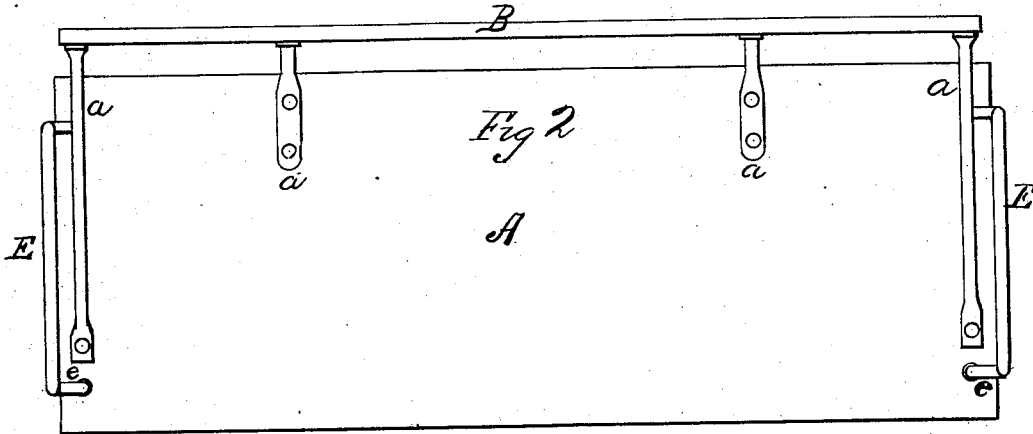


Fig 3

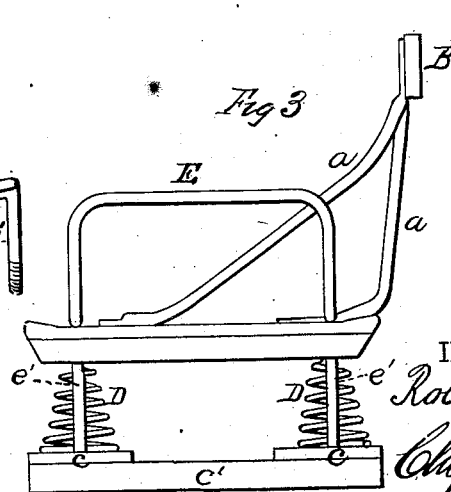
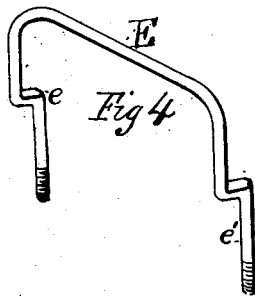


Fig 4



WITNESSES
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ROLAND RAKESTRAW, OF WYOMING, ILLINOIS.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. **162,310**, dated April 20, 1875; application filed August 29, 1874.

To all whom it may concern:

Be it known that I, ROLAND RAKESTRAW, of Wyoming, in the county of Stark and State of Illinois, have invented a new and valuable Improvement in Spring Wagon-Seats; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a front view of my wagon-seat. Fig. 2 is a plan view, and Fig. 3 is an end view. Fig. 4 is a detail view of the same.

This invention has relation to detachable spring-seats for buggies or wagons; and the nature of the invention consists in metal arms rigidly secured to the spring-frame, and passing through perforations in the lateral edges of the seat, whereby the said arms also serve as guides to prevent undue wobbling of the said springs, and to correct any deviation thereof. It also consists in bending the stem of the seat-arm to form a shoulder above the seat, whereby undue upward spring action of the said seat is prevented, as will be hereinafter more fully explained.

In the annexed drawings, A designates the seat proper of my improved spring-seat, having a lazy-back, B, secured to it by means of metal braces *a*. C designates the spring-frame, consisting of two longitudinal bars, *c*, connected rigidly together by means of transverse strips *c'*, upon which a suitable number of conical spiral wire springs, D, are secured in any suitable manner. The upper ends of these springs are terminated by a straight vertical portion, which is received into a corresponding hole in the transverse braces *a'* of the buggy-seat A, and they are thereby in a measure guarded against displacement. E designates the side handles, of metal, having a shoulder, *e*, formed by bending it at right angles to the stem, and again in line with the stem *e'*. These stems are inserted from above in registering perforations through both ends of the seat and of the spring-frame, the shoul-

der *e* being preferably outward. They are then rigidly but removably secured to the latter. The arms are of sufficient solidity to resist successfully any strain to which they would be subjected, and while they prevent both lateral and endwise displacement of the said seat, they yet allow it to yield freely to the vertical springing action produced by the inequalities of the road upon the springs. The shoulder *e* of the seat-arms will restrain a too violent upward action of the said springs, whereby they would be disengaged from the transverse braces of the seat proper, and then injured by a subsequent jolt, causing the seat to descend.

It will be seen from the above description that in my improved spring-seat, the seat-arms are attached to the spring-frame instead of to the seat, and that in this manner, while the vertical movement of the seat upon its springs is in no wise impaired or obstructed, any endwise or lateral deviation thereof is effectually prevented.

I am aware that double-bent vertical rods attached to the seat, and preventing a free oscillation of the latter, have heretofore been employed in combination with springs placed under the seat, and I therefore lay no claim to such invention.

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

1. In a spring-seat for vehicles, the U-shaped seat-arm E at each side of a seat, A, its legs passing loosely through the seat, and their ends rigidly secured to the spring-frame C, all combined substantially as and for the purpose set forth.

2. The notch *e* of the U-shaped vehicle seat-arm E, in combination with the springs D and the seat A, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ROLAND RAKESTRAW.

Witnesses:

E. H. PHILP,
E. O. SWIFT.