

J. R. HILL.
Vehicle-Seat.

No. 165,331.

Patented July 6, 1875.

Fig. 1. x

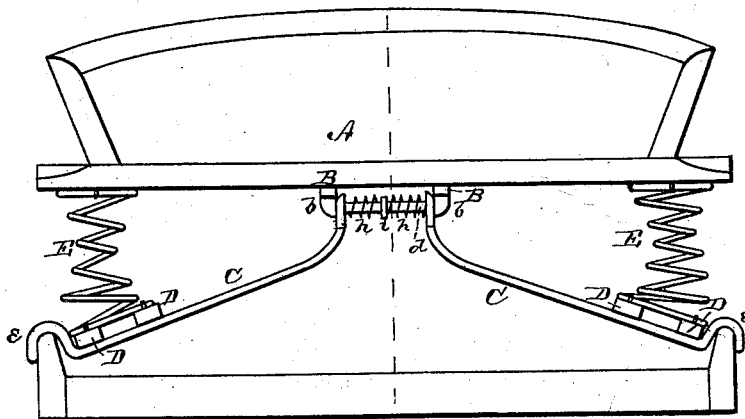
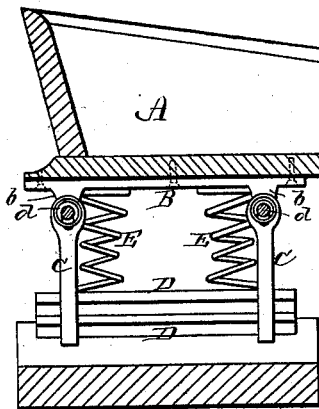


Fig. 2. x



WITNESSES

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By

INVENTOR

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UNITED STATES PATENT OFFICE.

JOHN R. HILL, OF REPUBLIC, ASSIGNOR OF ONE-HALF HIS RIGHT TO
JOSEPH M. DORKE, OF FOSTORIA, OHIO.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. **165,331**, dated July 6, 1875; application filed
April 23, 1875.

To all whom it may concern:

Be it known that I, JOHN R. HILL, of Republic, in the county of Seneca, and in the State of Ohio, have invented certain new and useful Improvements in Wagon-Seats; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a wagon-seat, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a front elevation of my wagon-seat; and Fig. 2 is a transverse vertical section of the same, through the line *x x*, Fig. 1.

A represents a wagon-seat of any ordinary construction. On the under side of the seat A are secured two metallic cross-bars, B B, at equal distances from the center. These cross-bars are formed near each end with downward-projecting lugs *b b*. In these lugs are held two rods, *d d*, one near the front edge, and the other near the rear edge, of the seat. On each rod *d* are placed the inner upper ends of two arms, C C, which are curved substantially as shown in Fig. 1, and extend toward the ends of the seat, the ends of the arms

being formed with hooks *e e*, to rest on the sides of the wagon-body. On each rod *d* are placed two spiral springs, *h h*, separated by a center collar, *i*, on the rod, and placed between said collar and the ends of the arms C. The outer lower ends of the arms C, at each end of the seat, are connected by slats D D, upon which are secured spiral springs E E, for supporting the ends of the seat A.

The wagon-seat thus constructed is very easy and yielding, simple in construction, and not liable to get out of order.

I am aware that a vehicle-seat supported at its ends on spiral springs resting on platforms attached to bars or arms, the inner ends of which are connected to the center of the seat, is not new, and I do, therefore, not claim such broadly as being my invention.

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

In combination with the seat A, spiral springs E, and slats D, the arms C, rods *d*, with center collars *i*, springs *h*, and cross-bars B, with lugs *b*, all constructed as described, and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 13th day of April, 1875.

JOHN R. HILL.

Witnesses:

J. V. JONES,
A. H. DAVIDSON.