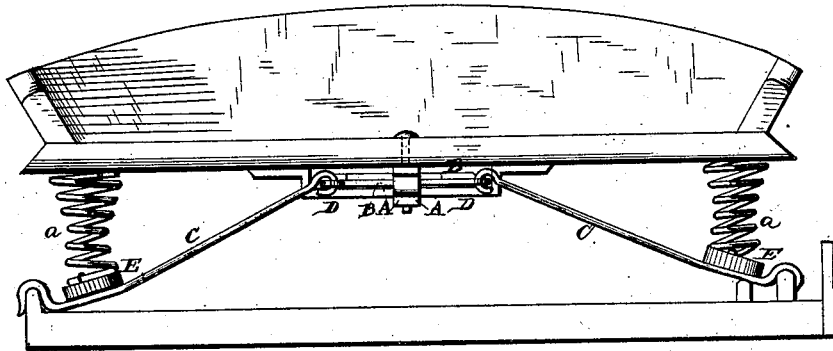


J. HEYMANN & P. KIEHL.  
Wagon-Seat.

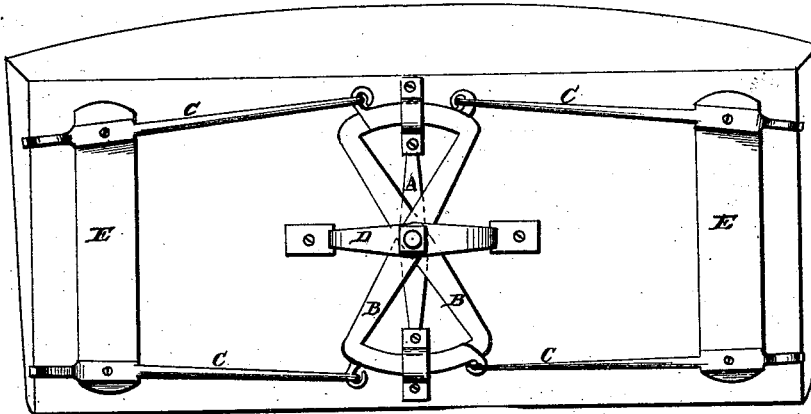
No. 211,512.

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*Fig. 1.*



*Fig. 2.*



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# UNITED STATES PATENT OFFICE.

JACOB HEYMANN AND PETER KIEHL, OF CONWAY, OHIO.

## IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. **211,512**, dated January 21, 1879; application filed July 24, 1878.

*To all whom it may concern:*

Be it known that we, JACOB HEYMANN and PETER KIEHL, of Conway, in the county of Van Wert and State of Ohio, have invented certain new and useful Improvements in Wagon-Seats; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is an upright and front view of a wagon-seat with our improvements attached, with the support on which the seat rests, and Fig. 2 is a bottom view of a wagon-seat showing our said improvements and the mode in which they operate.

Our invention relates to adjustable spring wagon-seats, so arranged that the same seat may be used on wagons of different widths, and at the same time make an easy and safe seat, and which we shall more fully describe as follows:

In the drawings, A is a metallic plate, of iron or steel, running transversely across the bottom of the seat, in the center of the same, and to which it is securely fastened by screws, and each end of the plate having a slot, through which pass and work the curved ends of two working-beams, B B. B B are two working-beams, of iron or steel, the center of each resting on the center of the plate A, and crossing the same in opposite directions at angles of about fifteen degrees, and each end of the working-beams, when opposite the slots in the plates A, curving right and left, respectively, and passing longitudinally through the slots, where, near the outer angle of each working-beam, they are connected with rods C C C C, having hooks at the end of each.

D is a bridge, of iron or steel, running longi-

tudinally with the seat, in its center, extending over the plate A at its center, also over the center of each of the working-beams B B, the said bridge D being securely fastened to the seat by screws at the ends, and bolted in the center by and with a bolt extending down through the center of the seat, and also through the center of each of the plates A and the working-beams B B and of the bridge D, the bolt being made secure by a nut screwed upon the end.

E E are two broad bars of firm wood, extending from one connecting-rod to the other, and to which each is securely fastened by a screw, and upon each of which bars of wood are fastened three spiral springs, *a*, extending up to the bottom of the seat at each end of the same, and upon which it rests.

We are well aware that wagon-seats have been made adjustable by means of working-beams and rods; yet the devices used are liable to get out of order, and, to some extent, are unsafe. We think our improvement covers these defects; and, while we do not claim, broadly, an adjustable wagon-seat,

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

In an adjustable spring wagon-seat, the beams or levers B B, secured and kept in position by the plate A and bridge D, in combination with the rods C C, provided with hooks at their lower ends and connected by the bar E, substantially as shown, and for the purpose set forth.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

JACOB HEYMANN.  
PETER KIEHL.

Witnesses:

JAS. PETTIT,  
R. L. CROOKS.