

AMOS FASSETT.

Improvement in Spring Wagon Seats.

No. 115,454.

Patented May 30, 1871.

Fig 1.

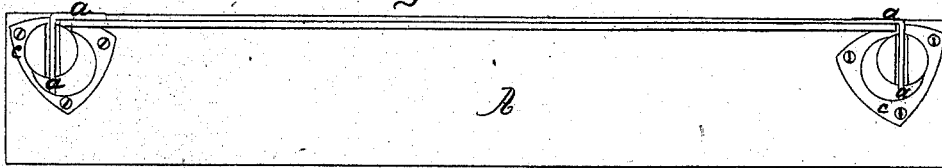


Fig 2

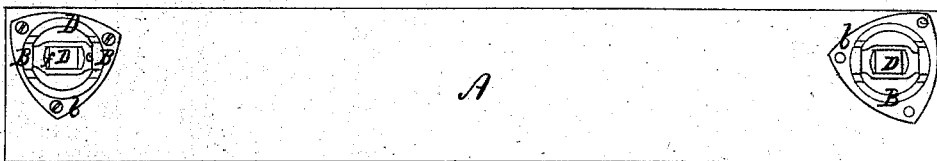


Fig 3

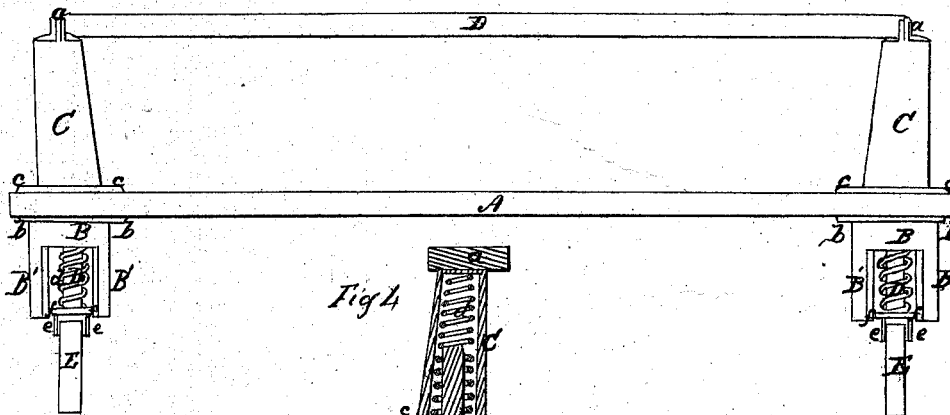
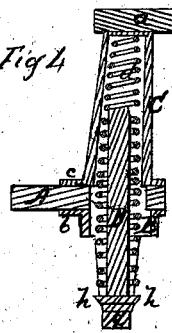


Fig 4



Witnesses:
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UNITED STATES PATENT OFFICE.

AMOS FASSETT, OF STERLING, ILLINOIS.

IMPROVEMENT IN SPRING WAGON-SEATS.

Specification forming part of Letters Patent No. 115,454, dated May 30, 1871.

To all whom it may concern:

Be it known that I, AMOS FASSETT, of Sterling, in the county of Whitesides and State of Illinois, have invented a new and useful Improved Spring Wagon-Seat; and I do hereby declare and make known that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters and figures marked thereon which form part of this specification.

My said invention consists in a novel mode of arranging the springs, and their case or hollow post, with a wagon-seat, whereby the said posts form the vertical corner supports for the back and side arms of the seat, as hereinafter fully described.

To enable those skilled in the art to understand how to construct and use my said invention, I will proceed to describe the same with particularity, making reference, in so doing, to the aforesaid drawings, in which—

Figure 1 represents a plan view of my invention; Fig. 2 is a bottom view thereof; Fig. 3 is a front elevation of the same; and Fig. 4 is a vertical section thereof on the line *x* in Fig. 3.

Similar letters of reference in the several figures indicate the same parts of my invention.

A represents the seat, and B B are short cylinders, provided with flanges *b*, whereby the said cylinders are secured to the ends of the seat upon the under side thereof, C C being tubes closed at the top and provided with flanges *c*, whereby said tubes are secured upon the top of the seat, directly over the tubes B, as shown, an opening being made through

the seat connecting said tubes, through which pins or bolts D pass, as seen in the drawings in Fig. 4. At the lower end of said pins is a flange, *h*, upon which is the lower end of a spiral spring, *d*, surrounding said bolt D, the upper end of said spring resting against the cap or top of the tubes C, as shown. To the tubes B are attached arms B' B', extending down, in which ways are formed to receive lugs *f* upon the bolt, serving as a guide for said bolt as it moves up and down in the tubes. Upon the lower end of said bolts are lips *e e*, forming a notch which strides the sides of the wagon-box or other suitable supports, marked E. Upon the top of said tubes C C, forming the posts of the seat-back, are secured angular irons *a a*, to which the back rail and side arms of the seat may be secured.

Thus the device for holding the springs of the seat serves also to form a part of the seat itself, while the springs serve to give an easy, springy seat, as desired.

Having described the construction and operation of my invention, I will now specify what I claim and desire to secure by Letters Patent—

The combination of the hollow posts C, ferule B, guides B' B', rod D, and springs *d*, when said posts C serve as the standards for the seat-rail, and the whole is arranged in connection with the seat so as to operate in the manner and for the purposes herein set forth.

AMOS FASSETT.

Witnesses:

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