(No Model.)

G. H. SAWYER.

VEHICLE SEAT.

No. 339,016. Patented Mar. 30, 1886.

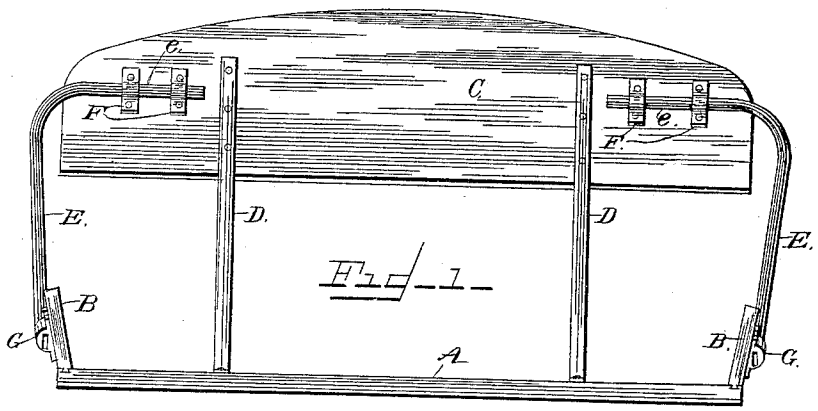


Fig. 1.

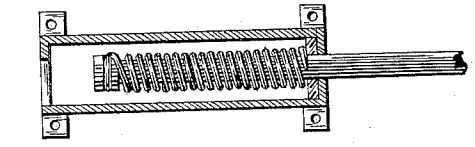


Fig. 3.

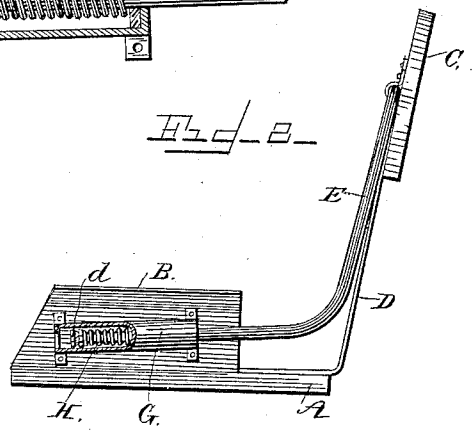


Fig. 2.

WITNESSES

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UNITED STATES PATENT OFFICE.

GEORGE H. SAWYER, OF LAMOILLE, ILLINOIS.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 339,016, dated March 30, 1886.

Application filed December 2, 1885. Serial No. 184,487. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. SAWYER, a citizen of the United States, residing at Lamoille, in the county of Bureau and State of Illinois, have invented certain new and useful Improvements in Vehicle-Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as 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 the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to vehicle-seats, and it has for its object to provide the same with a yielding back to compensate for and prevent any jolt or jar to the driver when the wheel of the vehicle strikes an obstruction, drops into ruts, or is driven fast over rough ground; and it consists in supporting the back to the seat by spring-bars, and combining therewith a pair of coacting bars, one attached to each end of the back at one end, and the other end of such bars passing loosely through a barrel connected with the end boards of the seat, said end being surrounded by a coil-spring inclosed by the barrel, as more fully hereinafter set forth and claimed.

In the drawings, Figure 1 is a front view of my improved seat, and Fig. 2 is an end or side view of the same. Fig. 3 is a sectional view of the casing.

The seat proper, A, has end or side rests, B. The back C is connected with the seat by spring-bars D, as shown. Side arms, E, are bent elbow-shaped, and their upper ends are bent at nearly right angles to the plane of the arms. These ends are secured to the back by clips F. Their lower ends pass through the end of and into a barrel or casing, G, extending upwardly, with a rubber washer secured inside of casing, and are surrounded by a set of coil stretch-springs, H, which are right and left coils and are held in place by two nuts screwed on the end of the arm—one each side of the end of the coils—which tighten or loosen the coils by screwing the nuts back or forward on the arms E, when desired.

The casing or barrel G is secured to the sides B of the seat below its upper edge, so as to be out of the way and not discomfort the rider, while at the same time the arms E will serve as a safeguard and render more secure the position of the occupant.

In practice, when the vehicle receives a jar or jolt, the spring-bars D and the yielding arms E will prevent the communication of the same to the back of the occupant of the seat, as will be manifest. When the back yields, the angle or inclination of the same with the seat changes; consequently the upper end, *e*, must have a partial rotary movement in its bearings; otherwise the purpose for which the device is designed would be defeated. The same result would be accomplished if the barrel or casing were pivotally secured to the sides of the seat, so as to accommodate its position to the direction of the strain. In this latter case the ends *e* may be rigidly secured to the back.

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

1. The combination, with a vehicle-seat, of a back connected therewith by spring-bars, and arms, one on each end of the seat, their upper ends connected with the back, their lower ends passed through a barrel secured to the sides of the seat below their upper edge, and coil-springs inclosed within such barrels and surrounding the ends of the arms and held thereon by adjusting-nuts, substantially as set forth.

2. The combination of the seat having sides, a barrel secured to each side below its upper edge, a spiral spring located within each barrel, the back spring-bars connecting the same to the seat, elbow-shaped arms having their upper ends bent at nearly right angles and secured by keepers to the back, one at each end, the lower ends of said arms being passed through the ends of said barrels and within the coil-springs, a packing interposed between the springs and the ends of the barrels, and nuts on the ends of the arms to adjustably confine the springs thereon, substantially as and for the purposes set forth.

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

GEORGE H. SAWYER.

Witnesses:

R. B. FRARY,

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