

T. FLEMING.
Seats for Vehicles.

No. 155,371.

Patented Sept. 29, 1874.

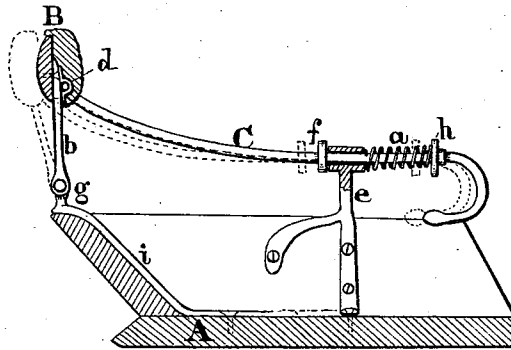


Fig. 1. (Vertical cross-section.)

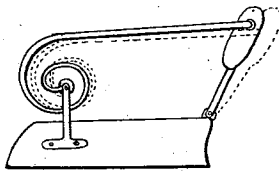


Fig. 3.
(Another form
of Spring).

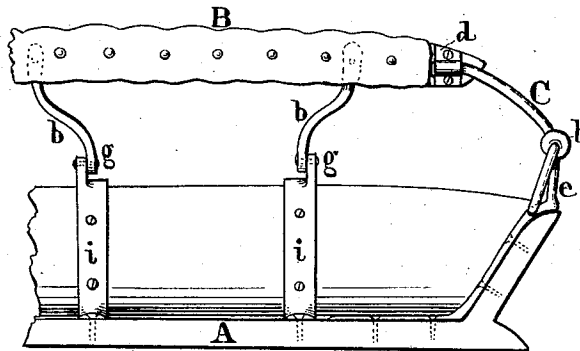


Fig. 2.
(Front elevation.)

Witnesses:
James Thurston
Clarence Thurston

Inventor
Thomas Fleming
(*by E. Thurston*
his atty)

UNITED STATES PATENT OFFICE.

THOMAS FLEMING, OF WYOMING, ILLINOIS.

IMPROVEMENT IN SEATS FOR VEHICLES.

Specification forming part of Letters Patent No. **155,371**, dated September 29, 1874; application filed June 19, 1874.

To all whom it may concern:

Be it known that I, THOMAS FLEMING, of Wyoming, in the county of Stark, in the State of Illinois, have invented an Improvement in Vehicle-Seats, consisting of a spring-back for the same; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawings, making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 represents a vertical cross-section; Fig. 2, a front elevation; Fig. 3, a view of seat from the end, showing another form of constructing the spring.

This invention relates to an improvement in the construction of the back of a vehicle-seat, which supports the backs of the occupants of the same, with springs, in such a manner as to render the same resilient under pressure when the back of the rider or occupant is thrown against it by any sudden motion forward of the horse or other motive power. My improvement in such seats consists in retaining each arm of the seat-back in a socket in the head of a standard rising from the seat, each arm provided with a spiral spring around it in front of the standard and behind a shoulder on the arm. The back is, of course, pivoted on hinged standards behind the seat. A more particular description I now give.

A represents the seat proper; B, its back, which is hinged at *g g* to the said seat by well-known devices—*i. e.*, by means of joints in the supporting irons or rods *b b* and the seat irons or cleats *i i*. The back B is also hinged to the elbows or side rails of the seat by means of a socket or staple, *d*, on the ends of the

same, which admit their respective rails, which here form a short elbow with a short button or bend on the end within the staple to prevent their escape, all of which may be hidden by the final covering or stuffing of the back. The rails each slide in the head of an upright or post, *e*, which forms the stay of the side of the seat on each end of same, and are each provided with a collar, *h h*, between which and the post *e* a spiral spring, *a*, is coiled around the rail C in front of the post, by which means the back B of the seat is always brought back to its normal position, or nearly so, after pressure. A second collar, *f f*, on the other side of the post *e*, prevents the spring from drawing the back too far forward, and preserves its normal position. The spring *a* and the collars *f h f h* should be covered with a casing of metal, wood, or leather, with a slot provided at the under side of said casing to allow it to pass the neck of the post *e*.

What I claim as my invention is—

The hinged back B, pivoted to the seat A by means of hinges *g g*, and jointed at either end to one of the side rails C C by means of the eyes or staples *d d*, and sliding in eyes in the heads of the posts *e e*, said rails each provided with a spiral spring, *a a*, and collars *f h*, all combined substantially as and for the purposes set forth.

In testimony that I claim the foregoing improvement in vehicle-seats I have hereunto set my hand this 5th day of June, A. D. 1874.

THOMAS FLEMING.

Witnesses:

CLARENCE THURLOW,
H. W. WELLS.