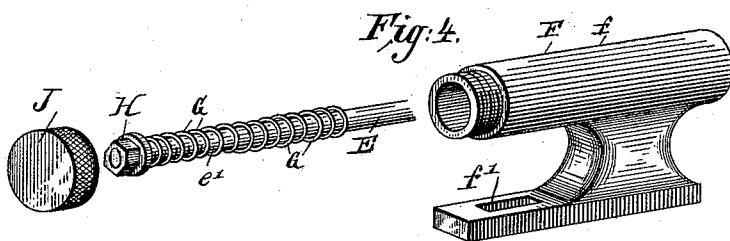
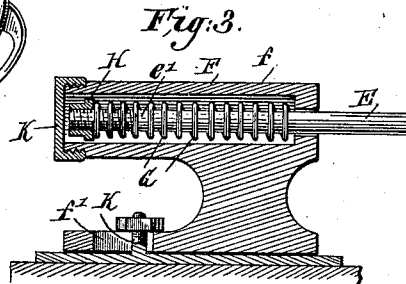
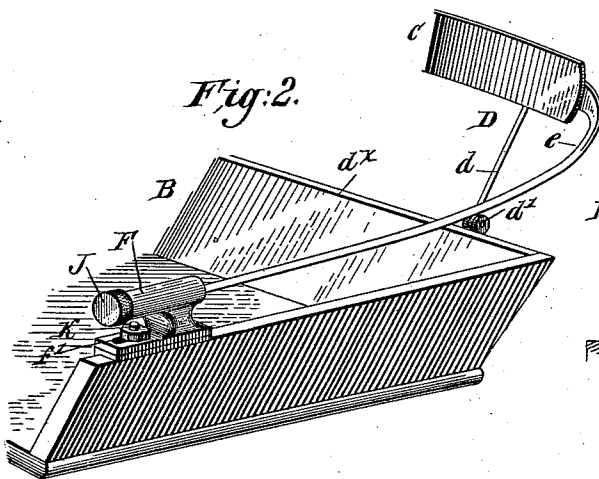
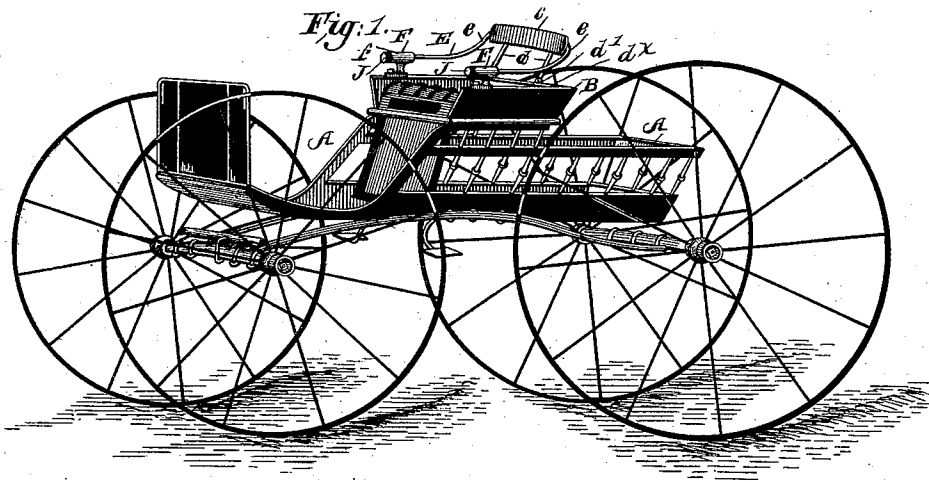


(No Model.)

J. P. COOPER.
BUGGY SEAT.

No. 566,141.

Patented Aug. 18, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

JACOB P. COOPER, OF EDINBURG, ILLINOIS.

BUGGY-SEAT.

SPECIFICATION forming part of Letters Patent No. 566,141, dated August 18, 1896.

Application filed May 6, 1895. Serial No. 548,297. (No model.)

To all whom it may concern:

Be it known that I, JACOB PRESTON COOPER, residing at Edinburg, in the county of Christian and State of Illinois, have invented certain new and useful Improvements in Buggy-Seats, of which the following is a specification.

My invention relates to improvements in buggy, road-cart, or wagon seats, and it primarily has for its object to provide the side rails of the seat with simple yielding connections, which will form a substitute for the spring devices usually provided in the back cushion and which will render the back of the seat more yielding and reduce the back jar or jolt to a minimum.

My invention also has for its object to provide a device for the purpose described which is of very simple and inexpensive construction, which can be easily applied, and which will not mar the general effect or arrangement of the buggy-seat rails.

With other minor objects in view, which hereinafter will be referred to, the invention consists in the peculiar combination and novel arrangement of parts, such as will be first described in detail and then be particularly pointed out in the appended claim, reference being had to the accompanying drawings, in which—

Figure 1 is perspective view of my improvements as applied to a road-wagon seat. Fig. 2 is a detail perspective view of the spring-rail section. Fig. 3 is a longitudinal section thereof, taken practically on the line 3 3 of Fig. 2; and Fig. 4 is a perspective view of several of the parts detached.

Referring to the accompanying drawings, A indicates the buggy or wagon, which may be of any form, and B the seat, which, as shown, is equipped with a flat back piece C, instead of the cushion-back usually employed in wagons or buggies having rail-supported back supports.

In my improved arrangement of parts the back piece C is connected with the back member d^x of the seat B by the bars D D, which are rigidly connected to such back piece C, and have a hinge connection with the back member d , as at d' . (See Fig. 2.) E E indicate the side rails, which are connected at the rear end to the back piece C,

are curved, as at e , and extended forward into keepers F, which keepers are in the nature of a longitudinal housing, the members f of which have bores of a greater diameter than the rail E, extending to near the rear end, as at e , where they are reduced so as to form a shoulder for the springs G, which encircle the ends of the rails and which are held in place thereon by the nuts H, screwed on the ends of the rails, as most clearly shown in Fig. 3.

In practice the ends of the rails are passed through the rear ends of the keepers and projected at the forward end to receive the springs G, which are secured by the nuts H, as stated. The nut ends are then forced into the keepers and the rails held from moving forward by the screw-caps J, which are screwed over the front ends of the said keepers and serve to hold the rails to their proper or normal position.

The keepers F are secured to the upper edges of the sides by the headed bolts K, which pass through elongated slots f' on the keepers, such fastening means being provided for adjusting the tension of the springs in the keepers, it being obvious that by moving the keepers F outward upon the seat the tension of such springs will be increased. By having the keepers adjustable the tension of the spring can be adjusted either independent of the nuts H or in connection therewith, and a double adjustment can thus be had. The cap K also serves an important function, as it prevents the ends of the rails E being projected too far forward by the springs when pressure is removed from the back C.

From the foregoing, taken in connection with the accompanying drawings, it will be seen my improvements can be readily applied, do away entirely with the necessity of providing cushions for the back member, render the said back member easy and comfortable, and avoid the shocks and jars usually incident to back seat members rigidly connected to the buggy or wagon seat.

While I prefer to employ the hinged back stay or member d shown, it is manifest such member may be in the nature of a bar of spring metal rigidly secured at the lower end to the back of the seat.

Having thus described my invention, what

I claim, and desire to secure by Letters Patent, is—

The combination with the seat B, and back C, of the bars D D, rigidly connected to the
5 back and hinged to the seat at *d'*, the side rails E E, curved at *e e* and secured at their rear ends to the rear of back; the keepers F F, secured to the side of seat near the forward end, said keepers comprising a tubu-
10 lar portion *f*, and a base portion slotted longitudinally at *f'*, whereby said keepers are adjustable upon the seat, by means of a

screw K, the ends of rails E E, resting in the tubular portions of keeper, the spiral spring G surrounding the rail, the nut H, for hold- 15 ing the spring in place and a cap J, screwed upon the forward end of the tubular portion, all of said parts being constructed, arranged, and operated substantially as shown and described.

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Witnesses:

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