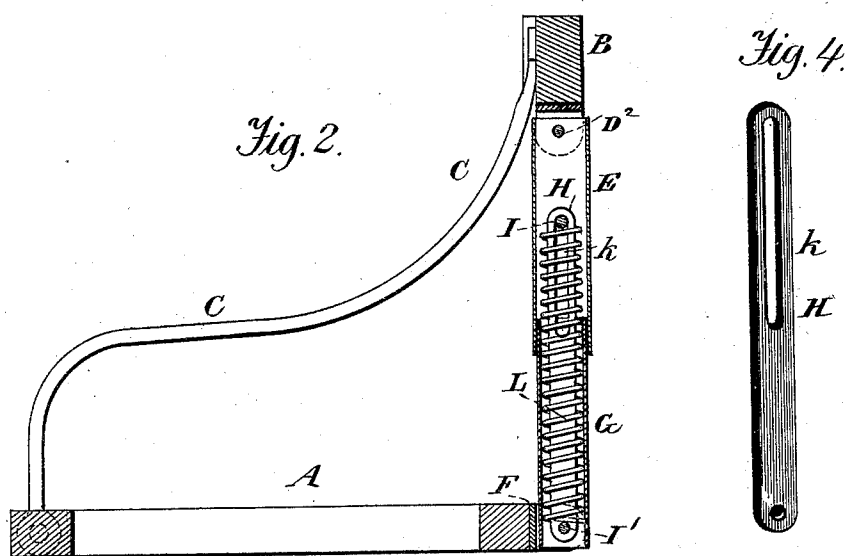
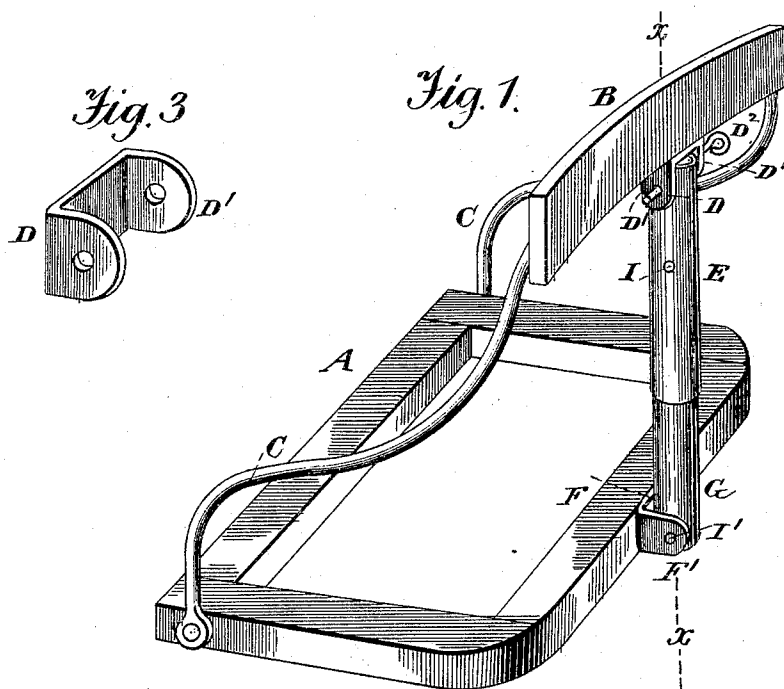


(No Model.)

G. T. WILSON.
SPRING BACK FOR ROAD CARTS.

No. 431,098.

Patented July 1, 1890.



Witnesses.
A. Ruppert.
J. Luck.

Inventor:
George T. Wilson
by Franklin H. Fought
his Attorney

UNITED STATES PATENT OFFICE.

GEORGE T. WILSON, OF LOWVILLE, NEW YORK.

SPRING-BACK FOR ROAD-CARTS.

SPECIFICATION forming part of Letters Patent No. 431,098, dated July 1, 1890.

Application filed November 30, 1889. Serial No. 332,087. (No model.)

To all whom it may concern:

Be it known that I, GEORGE T. WILSON, a citizen of the United States, residing at Lowville, in the county of Lewis and State of New York, have invented certain new and useful Improvements in Spring-Backs for Road-Carts and other Vehicles; 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 of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in seat-backs for road-carts and other vehicles; and it has more particular reference to that class of vehicle-seats in which a spring is interposed between the back and body of the seat, and it has for its object to improve upon the construction and render more serviceable and durable this class of vehicle-seats.

To these ends and to such others as the invention may pertain the same consists in the peculiar combination and in the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, and in which drawings—

Figure 1 is a perspective view of a seat-back embodying my invention. Fig. 2 is a vertical section upon the line *xx* of Fig. 1. Figs. 3 and 4 are enlarged detail views in perspective, which will be more fully hereinafter referred to.

Reference now being had to the details of the drawings by letter, A represents a vehicle-seat, B represents the back of the seat, and C the arms. The arms C are pivotally attached to the outer side edges of the body of the seat near its front corners, the opposite ends of the arms are secured to the seat-back, while the body or intermediate

portion of the arms may be bent into any desired or suitable form.

Secured beneath the lower edge of the seat-back, preferably at its longitudinal center, is a metallic plate or casting D, which is provided with downwardly-extended ears D', and between these ears is pivotally secured the upper end of the metallic tube E by means of the transverse pivot D² passed through said ears and tube.

F is a metallic plate secured to the rear edge of the seat at its longitudinal center, said plate being provided with rearwardly-extending ears F', and pivotally secured between these ears is the lower end of the tube G, which tube is of a diameter slightly less than the diameter of the tube E, and its upper end is adapted to enter the lower end of the tube E and to move freely therein.

H is a strip or plate of metal secured at its upper end within the tube E by means of a rivet I passed transversely through the tube and through a longitudinal slot or opening K, formed in the strip, while at its lower end the strip is secured upon the pivot I, passed transversely through the tube G.

L is a spiral spring which is sleeved upon the strip H within the tubes E and G, the ends of the said spring bearing against the pivots within the tubes, as shown. The spring should be of sufficient tension to properly support the seat-back.

The operation and advantages of the seat-back above described will be readily understood. When a sudden jolt or jar is imparted to the seat-back, the tube E will be forced downward against the tension-spring. The pivot or rivet I' serves the double purpose of retaining the spring in position within the tube, and passing as it does through the slot in the strip H its contact with the upper and lower ends of the said slot will serve as a stop, whereby the throw of the spring will be limited.

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

1. In a seat-back for road-carts and other vehicles, the combination, with the seat and its back, having arms pivotally connected to the body of the seat near its front edge and secured at their opposite ends to the back of

the seat, of the telescopic tubes interposed between the back of the seat and the rear edge of the body of the seat, and a spring inclosed within the tubes, substantially as and
5 for the purpose described.

2. The herein-described improvements in spring-backs for road-carts and other vehicles, the same comprising, in combination, a seat and its back, arms pivoted at their front
10 ends to the seat near its front edge and at their opposite ends secured to the seat-back, the tube E, pivoted at its lower end to the rear edge of the seat and adapted to be tele-

scoped within the lower end of the tube E, the strip H, slotted, as described, and pivot- 15 ally attached at its lower end within the lower portion of the tube G, and a rivet passed through the tube E and the slot in the strip H, substantially as described, and for the purpose specified.

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

GEORGE T. WILSON.

Witnesses:

CHAS. E. PELTON,

WM. BICKFORD.