

M. HALFPENNY.
Backs for Vehicle-Seats.

No. 157,816.

Patented Dec. 15, 1874.

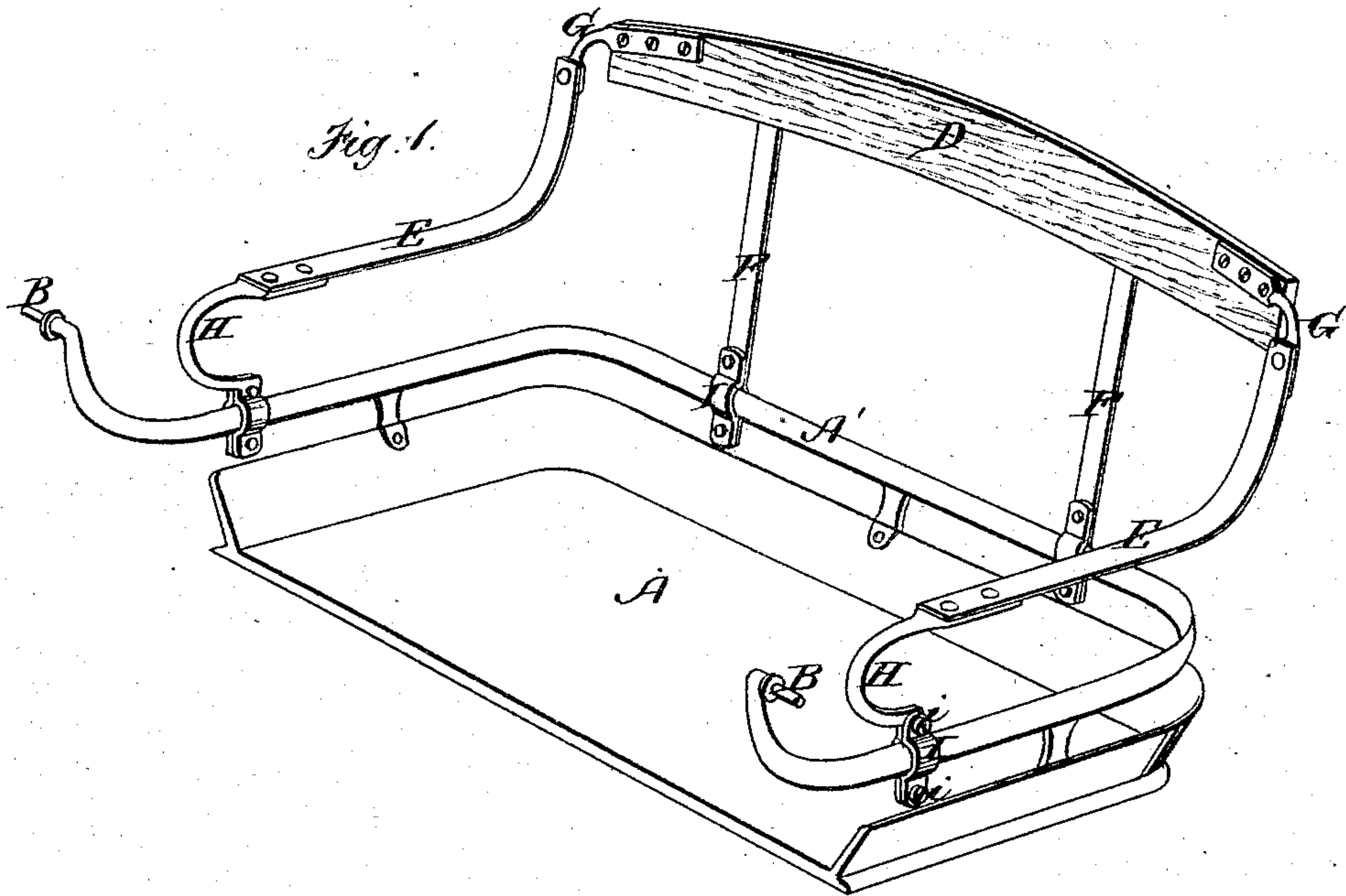


Fig. 2.

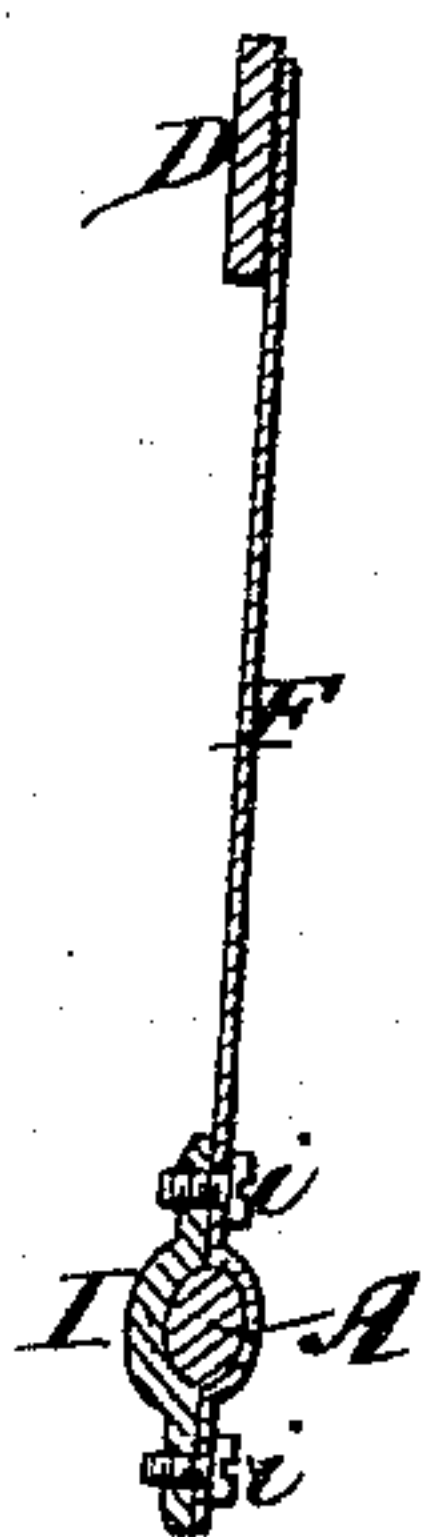


Fig. 3.

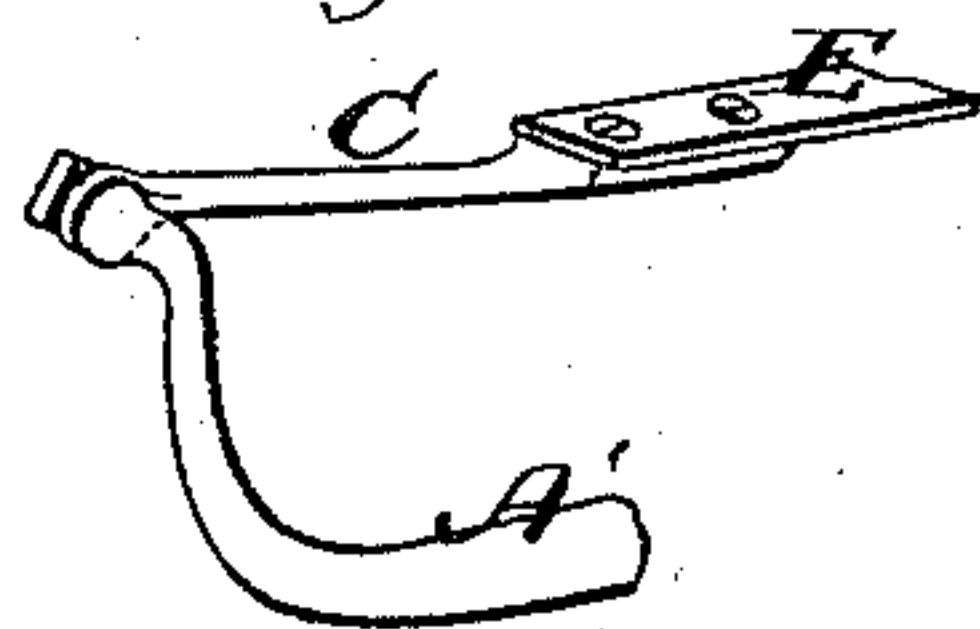
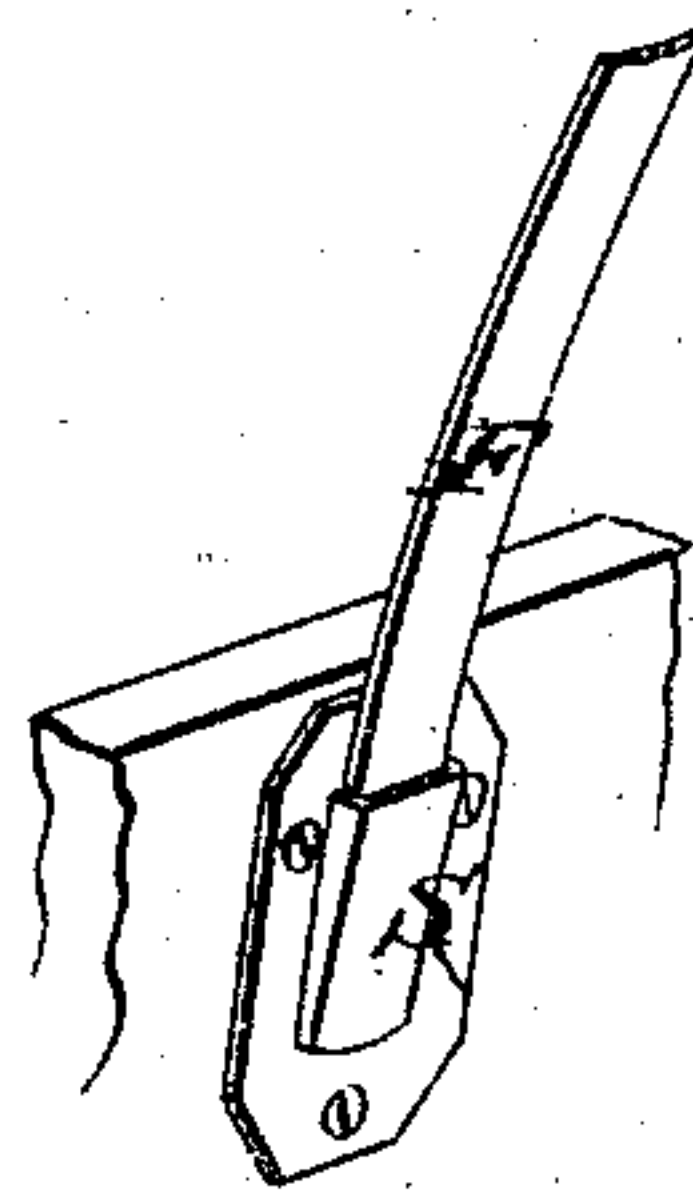


Fig. 4.



Witnesses.
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MARTIN HALFPENNY, OF PONTIAC, MICHIGAN.

IMPROVEMENT IN BACKS FOR VEHICLE-SEATS.

Specification forming part of Letters Patent No. 157,816, dated December 15, 1874; application filed October 30, 1874.

To all whom it may concern:

Be it known that I, MARTIN HALFPENNY, of Pontiac, in the county of Oakland and State of Michigan, have invented a new and Improved Spring-Back for Vehicles; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 is a perspective view of my invention; Fig. 2, a section showing the attachment of the springs to the seat-rim, and Figs. 3 and 4, views showing modifications.

Similar letters of reference in the accompanying drawings denote the same parts.

My invention relates to the spring attachments for the seats of vehicles termed "lazy-backs." These devices are usually composed of a wooden back-piece supported from the seat of a vehicle by springs, in such manner as to form a yielding back-rest for the occupants. The object of my invention is to provide cheap, simple, and effective means for attaching the springs to the lazy-back, and the seat or other support, in such manner as to obviate the welding of the springs to any of the parts employed. To this end the invention consists in the means employed for connecting the springs to the lazy-back and seat, which I will now proceed to describe and point out in the claims.

In the drawings, A represents the seat of the vehicle provided with a metallic rail, A', which extends around the back and ends, and is preferably turned up, as shown in Fig. 1, to form pivots B B, for the carriage-top, or as shown in Fig. 3, for the attachment of eyebolts C, to be hereinafter referred to. D represents the back-piece supported by the springs E E and F F, at a convenient height above the seat. The side or end springs E E are substantially horizontal at their front ends, and are curved upward at their rear ends, where they are riveted or otherwise attached to brackets G G, projecting from the back-

piece D, the front ends being similarly attached to curved brackets H, rising from the rail A', as shown in Fig. 1, or to the flattened ends of the eyebolts C, as shown in Fig. 3. The back-springs F F are straight, and substantially vertical, extending from the rail A' to the back of the piece D, to which they are screwed or bolted. The springs F and brackets H are attached to the rail A' by means of clip-plates I, which are so constructed as to fit over one side of the rail, and meet the springs or brackets above and below the same, as shown in Figs. 1 and 2, the springs and brackets being attached to the plate I by screws or bolts *i i* passing through the ends of the plates.

From the foregoing it will be seen that the springs are connected to the other parts entirely by rivets or screws, instead of being welded.

By this arrangement the attachment can be readily removed, while the expense of the springs is materially reduced, as the spring metal has only to be punched for the rivets or screws to be ready for application, and can be readily and cheaply replaced when broken. In case the rail A' is not employed, as in an open vehicle, the seat is provided with sockets S, adapted to receive the lower ends of the back-springs F, as shown in Fig. 4. The eyebolts C are adapted to turn on the pivots B, so as to accommodate themselves to the motion of the springs E.

I claim as my invention—

1. The combination of the back-springs F and brackets H, with the rail A' and clip-plates I, substantially as and for the purpose specified.

2. The combination of the sockets S, applied to the seat and back-springs F, substantially as and for the purpose specified.

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Witnesses:

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