

(No Model.)

2 Sheets—Sheet 1.

J. W. DANIEL.
SPRING BACK FOR VEHICLES.

No. 462,655.

Patented Nov. 3, 1891.

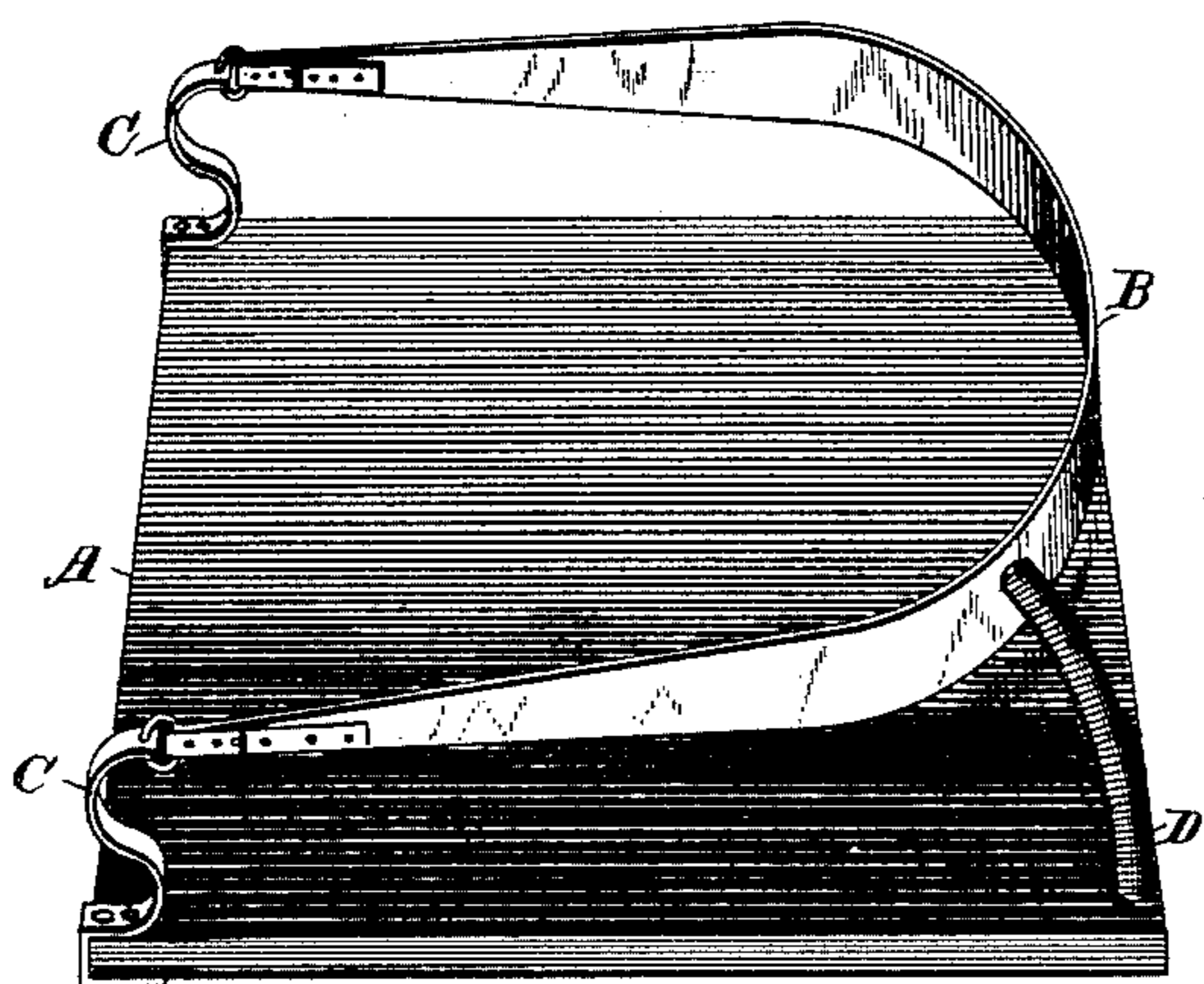


Fig. 1.

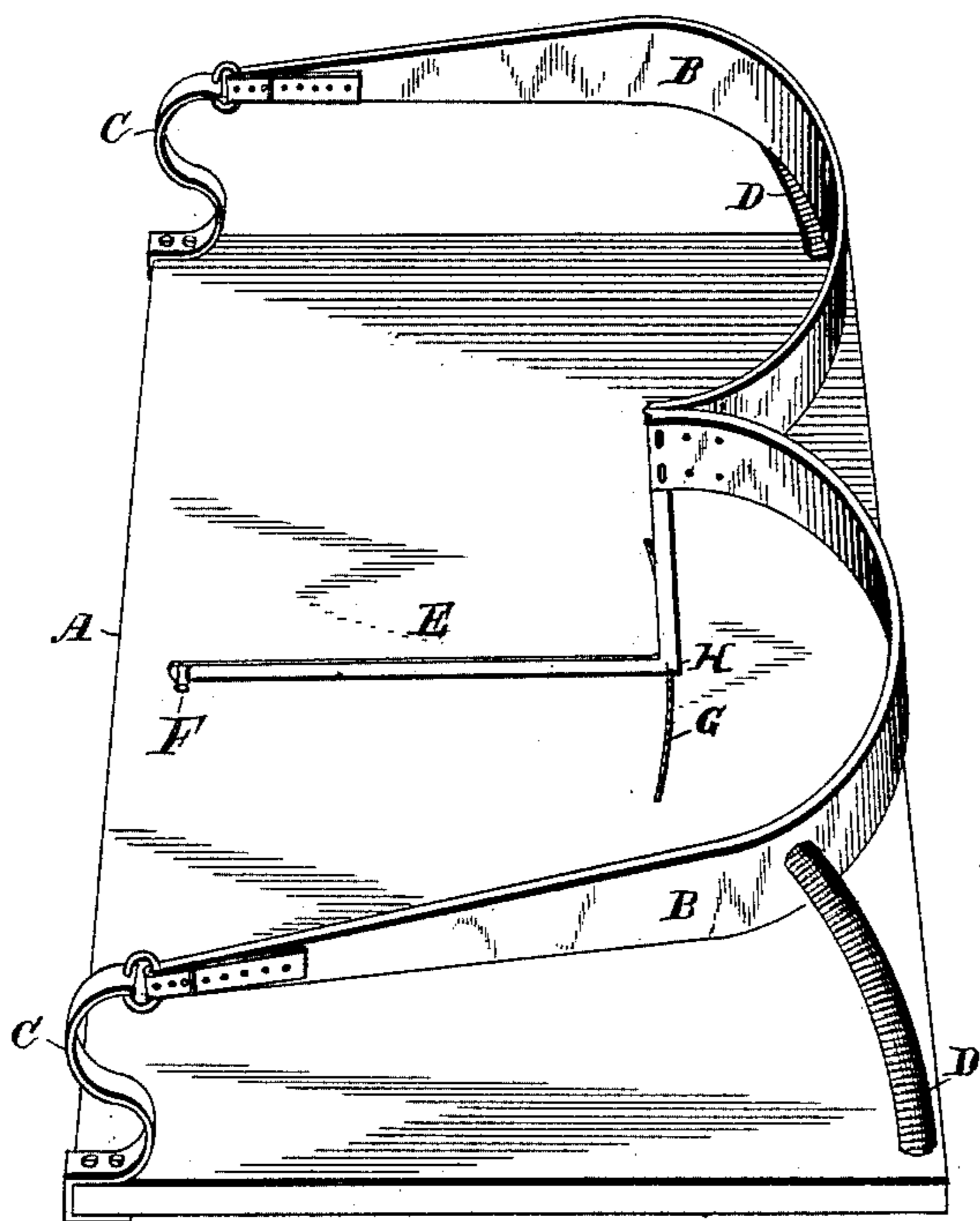


Fig. 2.

Witnesses

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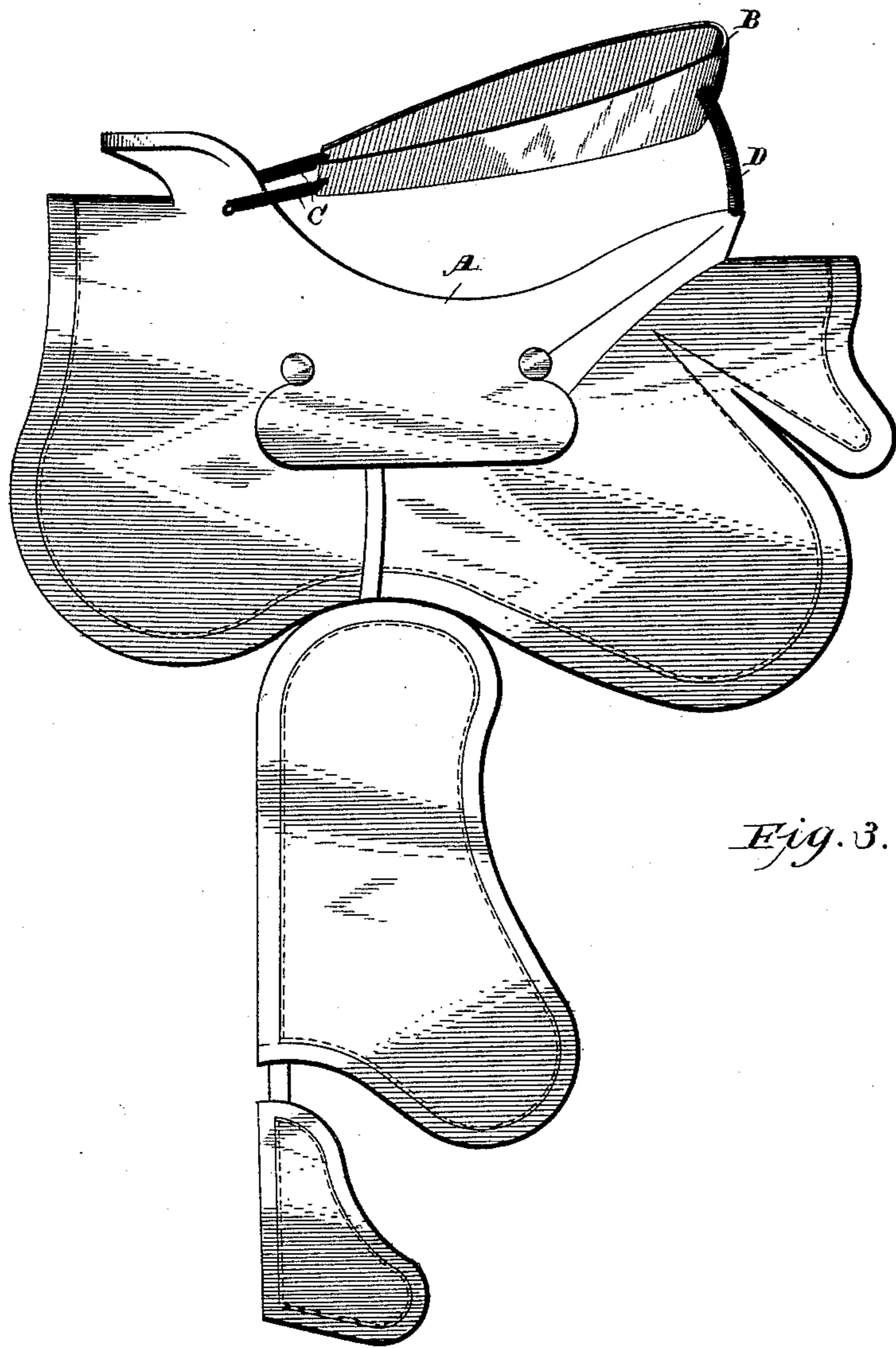


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JAMES W. DANIEL, OF SAVANNAH, GEORGIA.

SPRING-BACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 462,655, dated November 3, 1891.

Application filed April 6, 1891. Serial No. 387,825. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. DANIEL, of the city of Savannah, county of Chatham, and State of Georgia, have invented a certain new and useful Improvement in Spring-Backs for Vehicles, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce a back adapted to be fastened to any sort of a vehicle-seat, such as a sulky, riding-saddle, or the like, and when in position to yieldingly and comfortably support the body of a person occupying the seat.

In the accompanying drawings, Figure 1 is a perspective view of my back adapted for use on the seat of an ordinary vehicle—such as a sulky, for instance. Fig. 2 shows the same, adapted for two persons. Fig. 3 shows my flexible back applied to a saddle.

Referring to the letters on the drawings, A indicates a seat of a vehicle, which in Fig. 1 is shown as applied to a sulky and in Fig. 3 a saddle.

B indicates the flexible back-supporter, which preferably consists of a strap of leather or any other suitable material, which may be padded or upholstered in any desirable manner.

C indicates springs fastened at one end to the forward part of the seat and adapted to be secured at their other ends to the flexible back. A preferable means of fastening these parts together are buckles, by which the length of the strap may be adjusted to fit the back of the occupant of the seat. The form of the springs is immaterial. For instance, in Fig. 3 spiral springs attached directly to the horn of the saddle are shown, while in Figs. 1 and 2 a stiff strong upright strap-spring of steel is shown, which is the preferable form where the forward end of the strap needs to be supported above the level of the seat.

D indicates springs, preferably two in number, and made of coiled wire, which are fastened at their lower ends to the rear end of the seat and at their upper ends to the flexible back, in order to support it yieldingly in position upon the back of the wearer.

In order to adapt my device for use by two persons, I employ a middle support E, as illustrated in Fig. 2 of the drawings. This support preferably consists of a right-angle piece, which may be made of metal and which is pivoted at its forward end to the seat at F.

G indicates a guide-slot, in which a pin H, projecting from the bottom of the part E, slides to hold the part E in position. At its free end the part E is adapted to be secured by any suitable means to the flexible back B, in order to adjust the bend in the flexible back to the person of each respective user.

My flexible back is adapted to be used wherever such a support is needed. On account of its flexibility, it conforms readily to all the movements of the body of the wearer, so as to cause no stiffness, and to prevent as far as possible all weariness in riding.

What I claim is—

1. The combination, with a seat, of a flexible back resiliently secured at its ends to the forward part thereof, whereby the body of an occupant is effectually supported at all points, and perfect ease of movement is at the same time permitted in all directions, substantially as set forth.

2. The combination, with a seat, of a flexible back resiliently secured to the forward part thereof and an elastic support between the rearward part thereof and the seat, substantially as set forth.

In testimony of all which I have hereunto subscribed my name.

JAMES W. DANIEL.

Witnesses:

J. E. FULTON,
G. E. BEVANS.