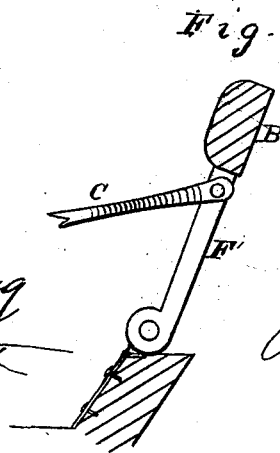
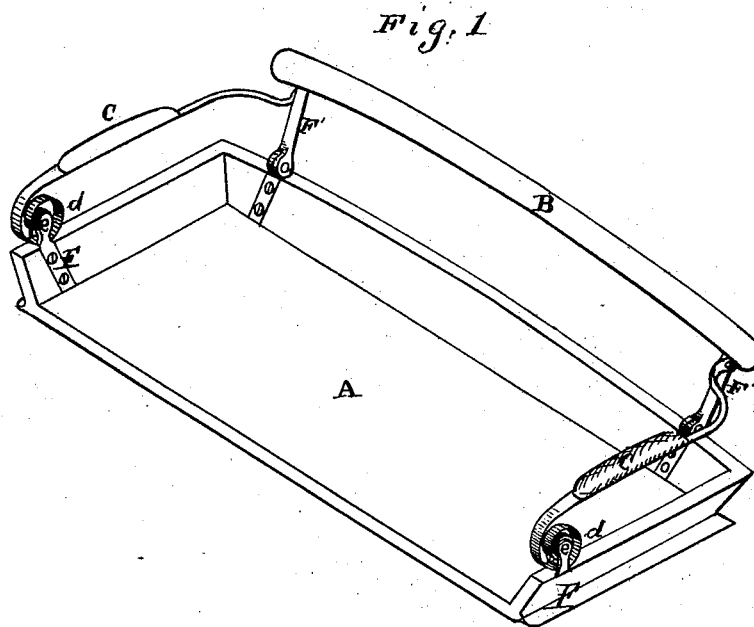


J. J. NEWSOM.  
 Lazy-Backs for Vehicle-Seats.  
 No. 196,377.      Patented Oct. 23, 1877



**Witnesses**  
*Geo. H. Strong*  
*Oliver T. Shady*

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# UNITED STATES PATENT OFFICE.

JOHN J. NEWSOM, OF SAN FRANCISCO, CALIFORNIA.

## IMPROVEMENT IN LAZY-BACKS FOR VEHICLE-SEATS.

Specification forming part of Letters Patent No. **196,377**, dated October 23, 1877; application filed June 27, 1877.

*To all whom it may concern:*

Be it known that I, JOHN J. NEWSOM, of the city and county of San Francisco, and State of California, have invented an Improved Spring Lazy-Back for Vehicles; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings.

My invention relates to an improved arrangement for obtaining a yielding or elastic motion in the lazy-back of a carriage or other vehicle seat.

Referring to the accompanying drawings, Figure 1 is a perspective view of my invention, and Fig. 2 a partial section.

Let A represent a seat such as is used in vehicles. B is the support for the back of the person who sits upon the seat A, and is commonly known as the "lazy-back." Ordinarily, this back or support is rigidly secured to the back proper of the seat by standards, and the elbows are similarly attached.

My invention consists in supporting the rail or lazy-back B upon hinged standards, and then connecting the elbow at each end to the standards, so as to allow the loose or free motion, while the front end of each arm is mounted on a coiled spring, as follows:

The front end of each arm or elbow rest C is formed into or has attached to it a coiled spring, *d*. The inside end of this spring is attached to a standard, *e*, which projects upward from the fixed arm F, near its front end. The

lazy-back or rail B is supported from the fixed back by a hinged standard, F', near each end, and the rear end of each arm C is hinged to this standard near its top, so that a perfectly free action of the spring *d* is obtained when pressure is applied against the rail.

The standards *e* support the coiled springs in a perfectly natural position, so that they act easily when a pull or strain comes upon them.

I am aware that lazy-backs have been supported by spring arm-rails rigidly attached, in combination with supporting-springs; but such is not my invention, the essential feature of my invention being the hinging of the lazy-back, so as to allow it full play on the spring arm-rails.

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

The combination, with a lazy-back for carriage-seats, supported by hinged standards F', of the arm-rails C, hinged to the standards F', each of said rails C being provided with a coiled spring, *d*, at its forward end, attached to an upright arm, *e* F, whereby a perfectly free action of the springs is obtained, as specified.

In witness whereof I have hereunto set my hand and seal.

JOHN J. NEWSOM. [L. S.]

Witnesses:

J. L. BOONE,  
OLWYN T. STACY.