Oct. 6, 1931. H. E. ANDERSON 1,826,643

FOLDING ADJUSTABLE LOCOMOTIVE CAB SEAT

Filed Feb. 1, 1930 2 Sheets-Sheet 1

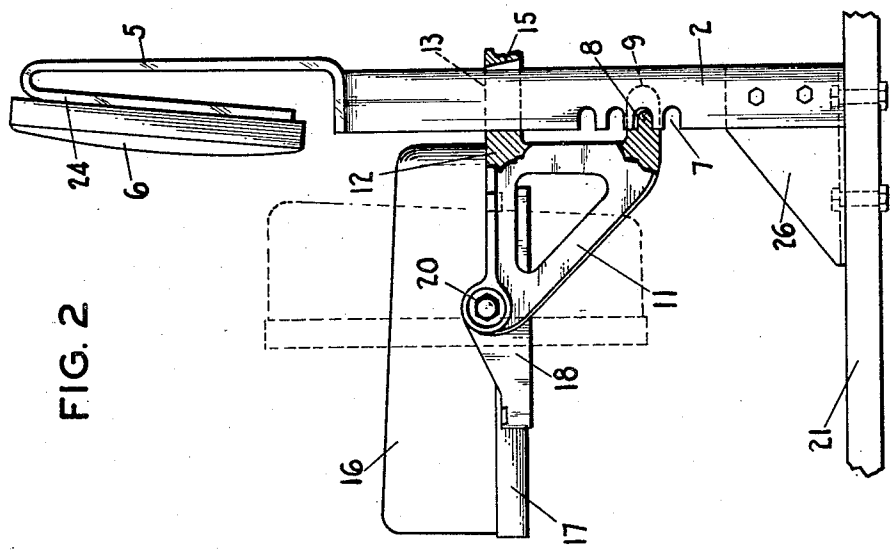


FIG. 2

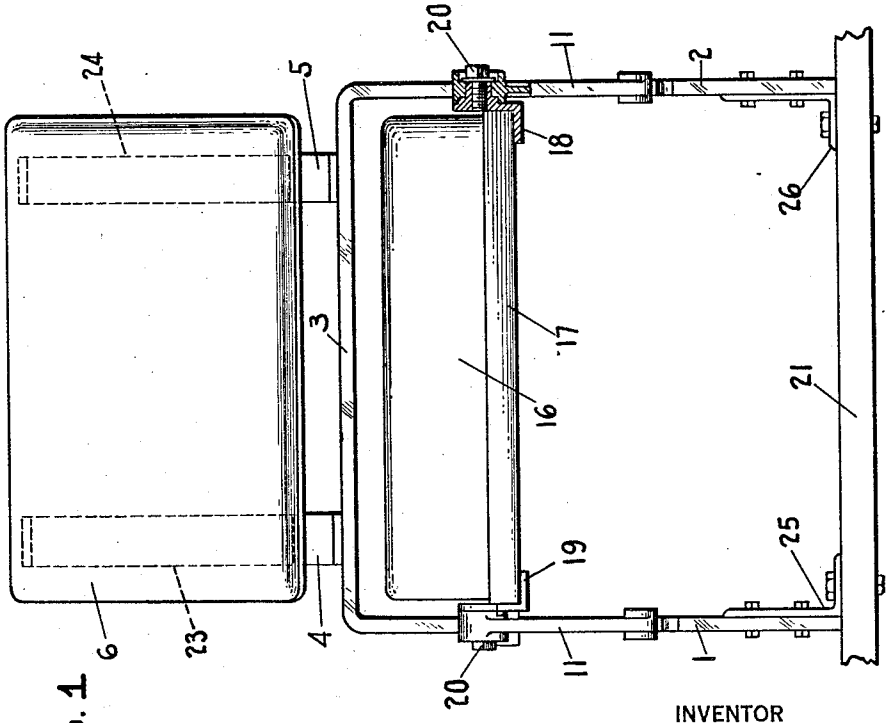


FIG. 1

INVENTOR
Harley E. Anderson
BY
Harry Lea Dodson
ATTORNEY

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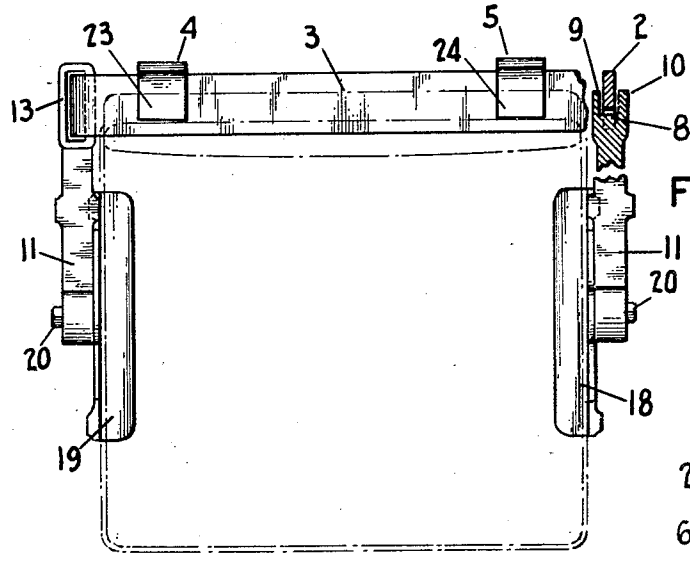


FIG. 4

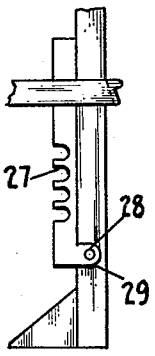


FIG. 6

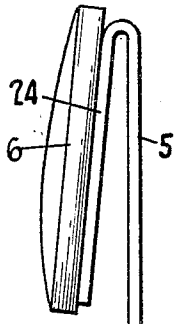


FIG. 3

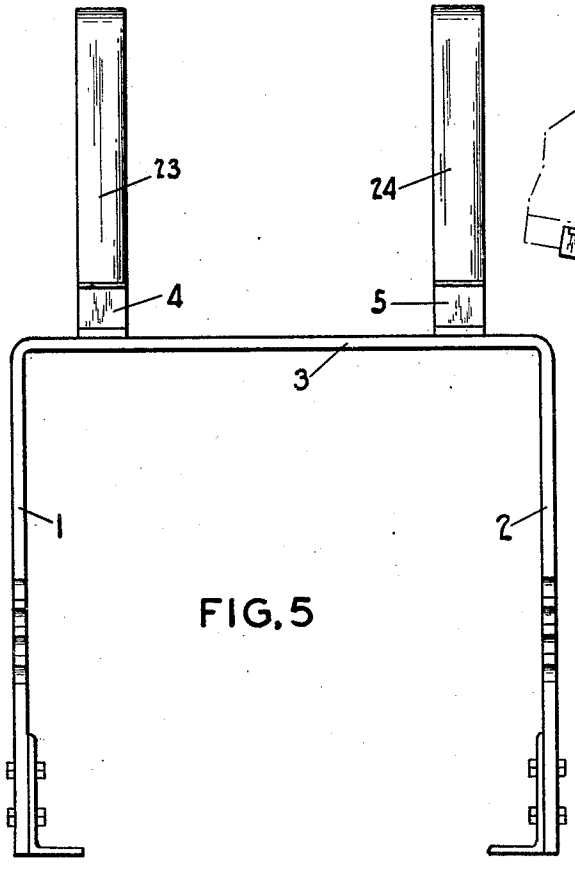
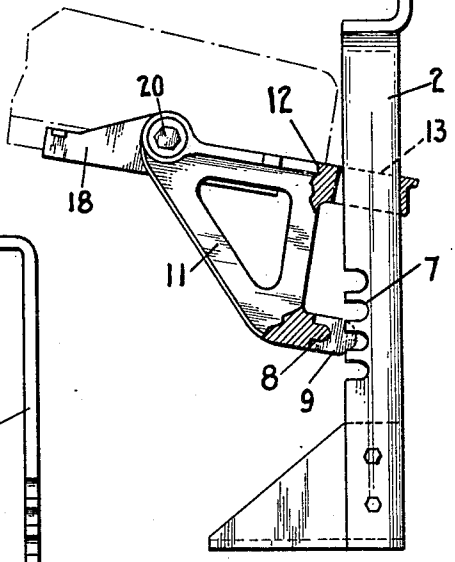


FIG. 5



INVENTOR
Harley E. Anderson
BY
Harry Lee Dodson
ATTORNEY

Patented Oct. 6, 1931 1,826,643

UNITED STATES PATENT OFFICE

HARLEY E. ANDERSON, OF KANSAS CITY, MISSOURI, ASSIGNOR TO GUSTIN-BACON MANUFACTURING CO., OF KANSAS CITY, MISSOURI, A CORPORATION OF MISSOURI

FOLDING ADJUSTABLE LOCOMOTIVE CAB SEAT

Application filed February 1, 1930. Serial No. 425,097.

My invention relates to that class of seats, intended to be adjustable so as to bring the eyes of the engineer to the desired level, regardless of his stature.

My invention has for its principal object, to provide a seat which is adjustable as to height, but which is a unitary structure fastened securely only to the floor of the cab, and not in any way secured to the back or side of the cab, thus getting away from the vibration of the back and sides of the cab, which is much greater than the vibration of its rather sturdy floor.

Another object of my invention is, to have the seat so constructed that the seat cushion can be folded up out of the way, thus permitting the engineman to stand up while switching, etc., free from any hindrance due to his seat.

A further object of my invention is, to have all castings interchangeable, i. e. no rights and lefts, thus greatly reducing the labor cost in assembling.

Still another object of my invention is, to do away entirely with ratchets, pawls or springs in the adjustment of the seat to various levels, the adjustment being held securely by the weight of the seat, to which is added the weight of the person seated therein.

A concrete device embodying my invention is illustrated in the accompanying drawings, which are to be considered as a part of this specification, in which—

Fig. 1 is a front view, partly in section, showing my improved seat;

Fig. 2 is a side view, also partly in section;

Fig. 3 is a side view, showing the seat raised to change its elevation;

Fig. 4 is a top or plan view, partly in section;

Fig. 5 is a front view of the frame; and

Fig. 6 is a fragmentary detail view of a modified form of construction.

Similar reference numerals refer to similar parts throughout the entire description.

As shown in the drawings, the seat frame comprises uprights 1 and 2, which are connected by a top or cross bar 3. To this are secured the supports 4 and 5 for the back cushion 6. In the front edges of the uprights 1 and 2 are formed racks 7, each consisting of a plurality of notches which are fitted to receive ribs 8, cast between guides 9 and 10 formed on a supporting element 11 which supports the entire sliding unit.

There are two of these supports 11, each of which has a rearwardly extending arm 12 which terminates in a rectangular guide 13 which encircles one of the uprights 1 and 2 respectively. The rear wall 15 of the guide 13 slants outwardly to enable the seat 16 to be tipped, as is more clearly seen in Fig. 3. The seat cushion is carried on a frame 17 of angle iron, the sides of which are supported by brackets 18 and 19. These brackets 18 and 19 are secured, by means of bolts 20, to the supports 11. This construction permits the seat 16 to be tipped up, as shown in Fig. 2, to enable the engineman to stand without in any manner changing the position of the support 11 with relation to its height from the floor 21 of the cab.

The back cushion 6 is supported by steel framework, comprising two members 23 and 24, which are clearly seen in Figs. 1 and 5 (and in side elevation, in Figs. 2 and 3), thus producing a double spring action which makes for a restful back, a single straight upright being too rigid to be at all comfortable.

The uprights 1 and 2 are preferably supported by detachable feet 25 and 26, which are constructed to give a wide flat bearing on the floor 21 of the cab. By making the feet 25 and 26 detachable, it becomes very convenient to slip the uprights 1 and 2 through the guides 13, as well as making it easier to attach the feet 25 and 26 to the floor 21 than would be the case if they were underneath the supports 11 and the frame 17.

From the foregoing description, it will be clearly seen that in order to raise or lower the seat 16, it is only necessary to tip supports 11 up, as seen in Fig. 3, the slanting of the rear walls 15 of the guides 13 permitting this movement. This lifts the ribs 8 out of the notches in the racks 7 in which they were resting, and the seat 16 can be freely moved either upwardly or downwardly. It is important that guides 9 and 10 be made of a length sufficient so that, when

the supports 11 are pulled out to the fullest extent possible, these guides 9 and 10 will still perform their office of keeping the supports 11 lined up with the racks 7. In some cases it may be found desirable to cast racks 7 separately, instead of forming grooves in the edges of the uprights 1 and 2.

This manner of construction is shown in Fig. 6, in which the rack 27 is a separate casting, bolted or riveted to the upright 1. As shown, it is secured by a rivet 28, which extends through a lug 29, cast or formed integral with the rack casting 27. This construction permits the use of very much lighter uprights, and hence effects a saving in the cost of manufacture without sacrifice of strength.

Having described my invention, what I regard as new, and desire to secure by Letters Patent of the United States, is:

1. A cab seat for locomotives, comprising a pair of uprights, feet therefor, secured to the cab floor, a rack on the edge of each upright, a cross member connecting said uprights, a pair of seat supports, comprising downwardly depending members terminating in a pair of guides, into which said pair of uprights fit, a rib between said guides which fits the notches in said rack, rearwardly extending arms on said supports, which terminate in guides which encircle said uprights and which are slidable on said uprights, the rear wall of said guides slanting outwardly and downwardly, a frame pivoted to said supports, a seat cushion therefor, a back cushion, and supports therefor, secured to said cross member.

2. A cab seat for locomotives, comprising an inverted U-shaped frame, means to connect same to the floor of the cab and spaced from the wall of the cab, there being a plurality of notches on each upright arm of said U, a pair of triangular shaped seat supports, a collar on each seat support which slides on said upright arms, a rib at the lower end of said seat support to engage said notches.

3. A cab seat for locomotives, comprising an inverted U-shaped frame, means to connect same to the floor of the cab and spaced from the wall of the cab, there being a plurality of notches on each upright arm of said U, a pair of triangular shaped seat supports, a collar on each seat support which slides on said upright arms, guides at the lower end of said seat supports which contact the sides of the upright arms and a rib intermediate said guides to engage said notches.

4. A cab seat for locomotives, comprising an inverted U-shaped frame, means to connect same to the floor of the cab and spaced from the wall of the cab, there being a plurality of notches on each upright arm of said U, a pair of triangular shaped seat supports, a collar on each seat support which slides on said upright arms, a rib at the lower end of said seat support to engage said notches, a pair of spring supports secured to the cross-member of said U and a back carried by said spring supports.

5. A cab seat for locomotives, comprising an inverted U-shaped frame, means to connect same to the floor of the cab and spaced from the wall of the cab, there being a plurality of notches on each upright arm of said U, a pair of triangular shaped seat supports, a frame pivoted to said supports, a seat cushion in said frame, a collar on each seat support which slides on said upright arms, a rib at the lower end of said seat support to engage said notches.

HARLEY E. ANDERSON.