G. BANKS.

SEAT.

APPLICATION FILED NOV. 20, 1906.

1,094,293.

Patented Apr. 21, 1914.

2 SHEETS—SHEET 1.

Fig. 1.

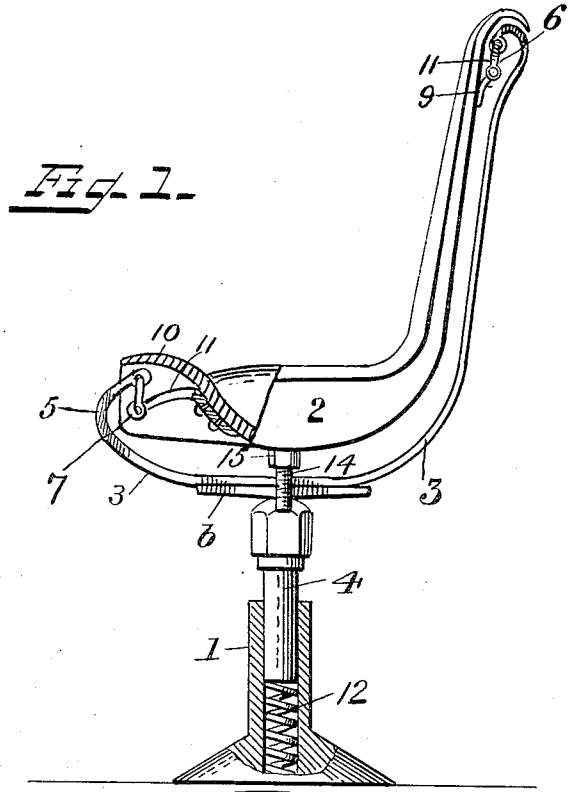


Fig. 2.

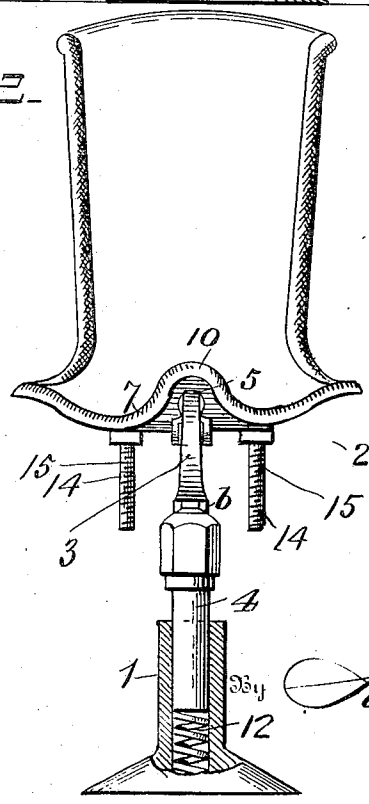


Fig. 6.

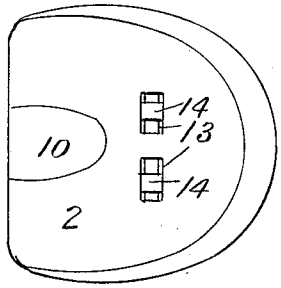
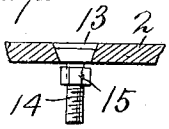


Fig. 7.



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2 SHEETS—SHEET 2.

Fig. 3.

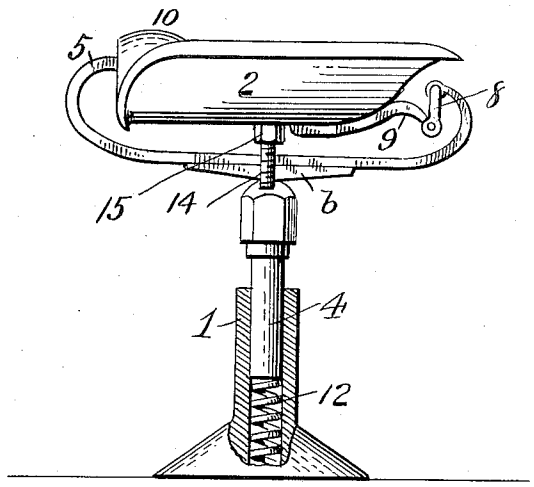


Fig. 4.

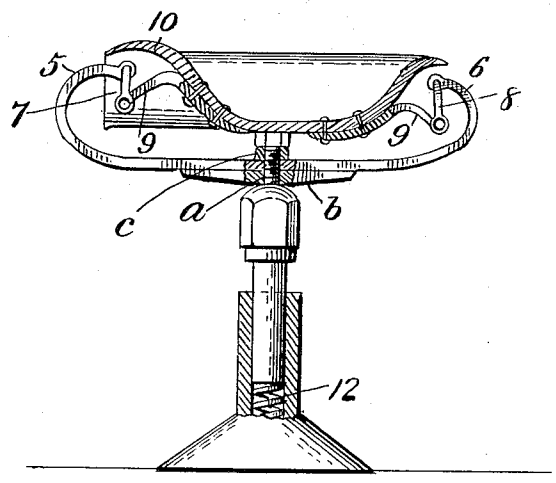
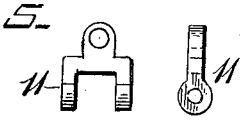


Fig. 5.



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UNITED STATES PATENT OFFICE.

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SEAT.

1,094,293. Specification of Letters Patent. Patented Apr. 21, 1914.

Application filed November 20, 1906. Serial No. 344,330.

To all whom it may concern:

Be it known that I, GEORGE BANKS, a citizen of the United States, residing at Greenville, in the county of Montcalm and State of Michigan, have invented certain new and useful Improvements in Seats, of which the following is a specification.

My invention relates to improvements in seats, which also formed the subject-matter of my previously filed and now abandoned application, numbered 208,568. Its objects are to guard against the discomfort of the seat-occupant by enabling the seat to maintain its normal position, or the horizontal, regardless of irregularities in the motion or jerking action of the vehicle, car or engine-cab to which the seat may be attached; and to carry out these ends in a simple, economic and effective manner.

Said invention consists of certain structural features or instrumentalities substantially as hereinafter fully disclosed and specifically pointed out by the claims.

In the accompanying drawing illustrating the preferred embodiment of my invention—Figure 1 is a side elevation of a chair for cars showing the application of said invention. Fig. 2 is a front elevation thereof. Fig. 3 is a side elevation of another form of seat with the invention applied thereto, the base thereof being partly broken away and partly in section. Fig. 4 is a sectional elevation of the same. Fig. 5 is an edge or side view of a detached link and a view at right-angles thereto, respectively. Fig. 6 is a plan view of the seats showing the slots. Fig. 7 is a detail longitudinal sectional view of one of the slots showing one of the threaded stops.

In the disclosure of my invention, I provide a suitable upright support or standard 1 preferably tubular, having its base or foot suitably bolted or otherwise fixed in position to the floor of the vehicle, car, engine-cab or other inclosure wherever needed.

Suitably superposed or mounted in position is a seat 2 of the chair-type, in this instance, and to the same is connected a bar or support 3, conforming in general outline to the seat proper and its back but arranged to stand out of contact therewith and having fixed thereto about in a line centrally of said seat proper a tubular stem or leg-member 4 entering or telescoping the tubular standard 1, again more fully referred to later. Said stem or leg-member 4 has embedded in its upper end a screw *a*, which is passed through registering openings in the seat-supporting bar 3 and preferably a metal packing bar *b*, interposed between the first-noted bar and the upper end of said stem or leg-member but which may be dispensed with, said screw having applied thereto, above said bar 3, a nut *c*, effectively holding said leg-member to the latter. Said seat-supporting bar or member 3 has its end-portions inturned, being preferably curved inward as at 5, 6, respectively, and having swiveled-link or shackle-like connection 7, 8 with the down-turned or outstanding ends of brackets 9 fixed to the underside of the seat 2, near the forward edge of the seat proper and near the top edge of the back thereof, respectively. The seat proper or bottom has formed therewith a pommel-like upstanding portion 10 at its forward edge, astride of which the seat-occupant's legs depend, and the recess or depression formed by which is utilized as a housing for the upward-curved forward end of the seat-supporting bar or member 3 as well as the adjunctive parts or connection at that point. Said swiveled link or shackle connections 7, 8, comprise each a shackle or link proper 11, articulated or pivoted to its respective bracket 9 preferably after the fashion of forming the yielding connection between the upper and lower members of a vehicle elliptical spring, the opposite end of said shackle having a swiveled connection with its respective end of the bar 3, which would allow a forward and rearward rocking or jerking motion of the seat-support, without disturbing the normal position of the seat, as would be experienced especially upon cars or an engine-cab, and which would also allow of lateral motion or careening of the seat-support and yet the seat be enabled to still maintain its horizontal or normal position. Thus the occupant of the seat is perfectly free from the discomfort which would otherwise arise from that source, and constantly maintains an undisturbed level or horizontal position, which is so desirable especially in an engine-cab and in trains.

As previously noted, the seat-supporting bar 3 has its tubular stem or leg-member 4 let into, or telescoping, the hollow or tubular standard 1 whereby the seat may be free to revolve, for the greater convenience of the seat-occupant as will be readily appreciated. Said stem or leg-member is also cushioned within said standard upon a helical spring

12, or other resilient cushion placed therein, to compensate any jarring or jerking motion which would otherwise be experienced in its use.

Suitably arranged to depend upon opposite sides of the leg-member 4, through opposite slots 13 in the seat 2, are preferably angular-headed screw-threaded stops 14 held adjustably or movably in place by jam-nuts 15 threaded thereon and jamming against the underside of the seat, for restricting any tendency to the lateral displacement of the seat when subjected to unusual thrusts, or careening.

In the form of the invention as disclosed by Figs. 3 and 4, it will be noted that the same principle is still observed, the seat-supporting bar simply being shortened because of the omission of the back-extension and adapted for application to the bottom or seat proper alone.

I claim—

1. A device of the character described comprising a supporting stem, a seat supporting bar secured to the stem, said bar provided with inturned end portions and conforming in general outline to the seat, links having a swivel connection with said inturned portions and a hinged connection with outstanding brackets fixed to the seat, said connection between the links and brackets so formed that the seat can move with respect to the links only in a forward and rear swinging path, and the connection between the links and bar constructed to permit swinging movement of the links in any direction around the said connection.

2. A device of the character described comprising a seat-supporting-bar provided with inturned end portions and conforming in general outline to the seat, but arranged out of contact therewith, a seat, brackets rigidly secured to the front and rear portions of said seat, links having a hinged connection at their one end with said brackets and having a swivel connection at their remaining end with the inturned portions of the supporting bar, the connection between the links and brackets so formed that the seat has movement only in a forward and rear swinging path, and the connection between the links and the bar so constructed that the links and the seat carried thereby may swing in any direction with respect to the swivel connection.

3. A device of the character described comprising a seat-supporting bar provided with inturned end portions, a seat, brackets secured to the front and rear portions of said seat, links hinged to said brackets to have a swinging movement only in a plane parallel to the extent of said bracket, a swivel connection formed between the remaining end of said links and the inturned portions of the bar, said parts so arranged that the seat can move in a horizontal plane from front to back and is permitted to swing in an arc from side to side around said swivel connection, and means carried by the seat on either side of said seat-supporting bar to permit of said horizontal movement and acting to preclude too great circular swinging.

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

GEORGE BANKS.

Witnesses:
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D. D. HORTON.