

No. 892,692.

PATENTED JULY 7, 1908.

E. M. STANNARD.
LOCOMOTIVE CAB SEAT.
APPLICATION FILED SEPT. 10, 1904.

2 SHEETS—SHEET 1.

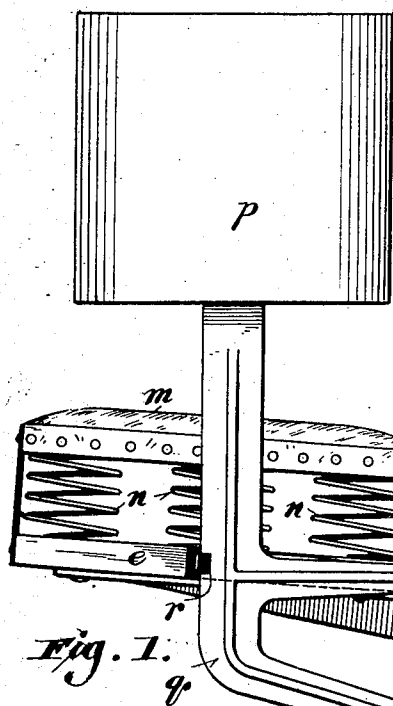


Fig. 1.



Fig. 2.

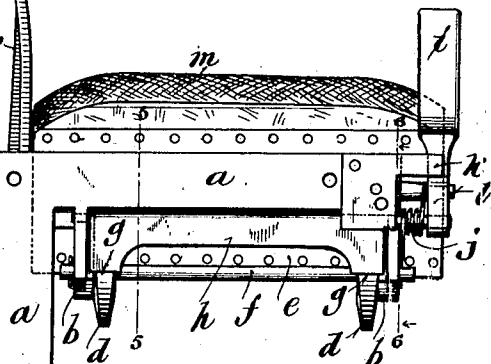


Fig. 6.

Fig. 3.

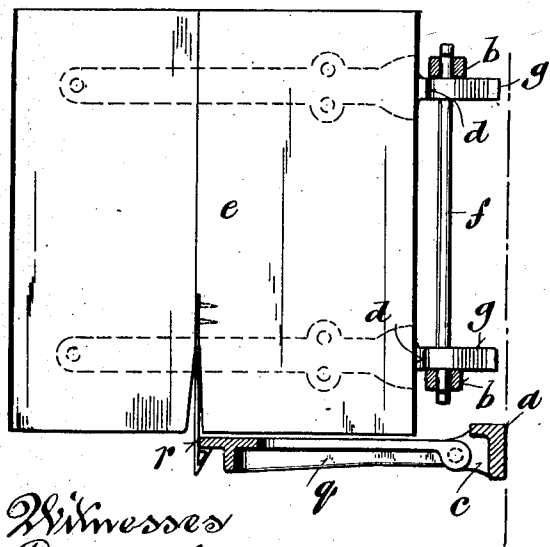
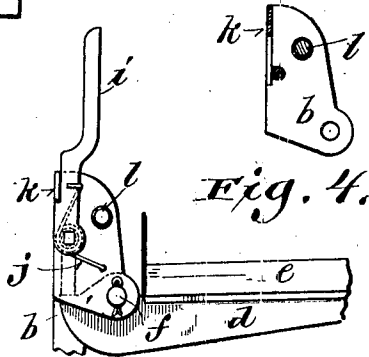


Fig. 4.

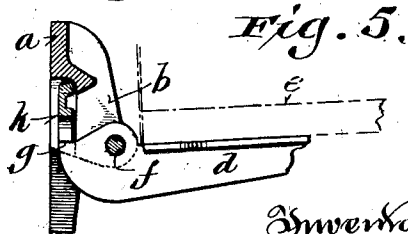


Fig. 5.

Witnesses
Geo. W. Young.
Chas. L. Goss.

Inventor:
Edward M. Stannard
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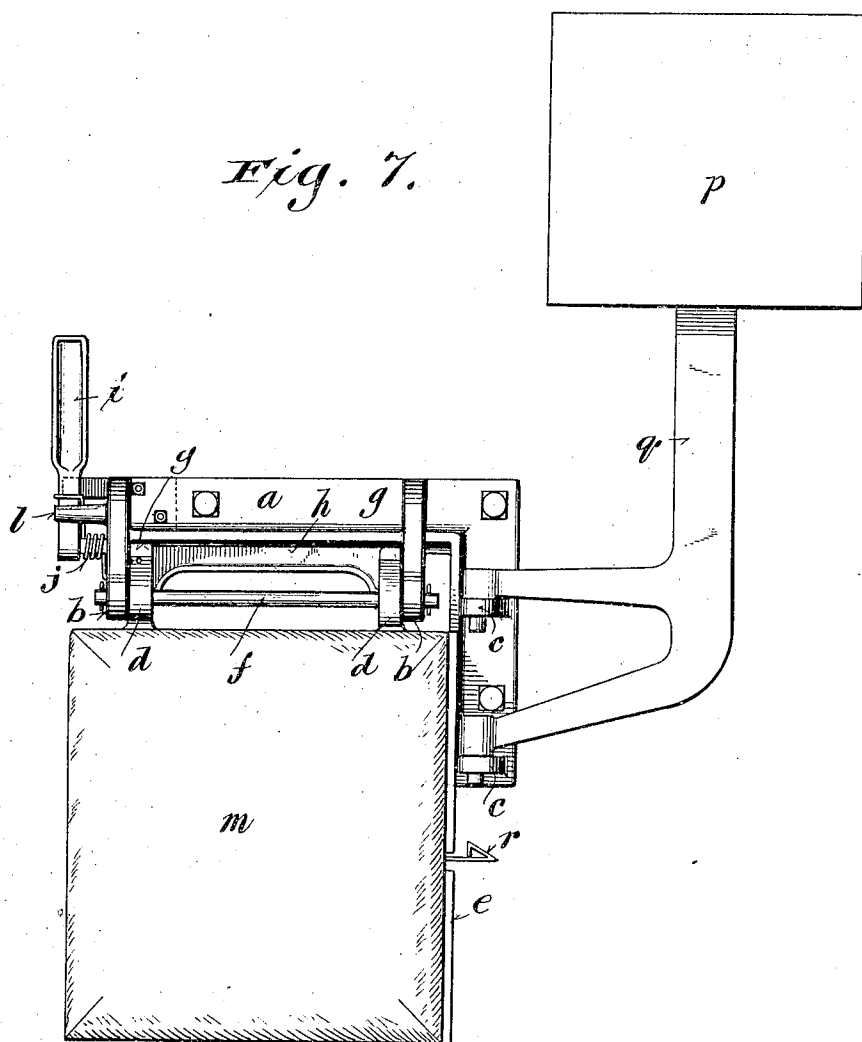
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2 SHEETS—SHEET 2.

Fig. 7.



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UNITED STATES PATENT OFFICE.

EDWARD M. STANNARD, OF APPLETON, WISCONSIN, ASSIGNOR OF ONE-HALF TO WILLIAM G. GITTINGS, OF RACINE, WISCONSIN.

LOCOMOTIVE-CAB SEAT.

No. 892,692.

Specification of Letters Patent.

Patented July 7, 1908.

Application filed September 10, 1904. Serial No. 223,953.

To all whom it may concern:

Be it known that I, EDWARD M. STANNARD, a citizen of the United States, residing at Appleton, in the county of Outagamie and

State of Wisconsin, have invented certain new and useful Improvements in Locomotive-Cab Seats, of which the following is a specification, reference being had to the accompanying drawing, forming a part thereof.

This invention relates more particularly to folding seats for locomotive cabs. Its main object is to provide a comfortable seat of simple construction adapted to be swung out of the way and to occupy the least space possible when not in use.

It consists in certain novel features of construction and in the peculiar arrangement of parts hereinafter described and pointed out in the claims.

In the accompanying drawing like letters designate the same parts in the several figures.

Figure 1 is a rear elevation of a cab seat embodying the invention; Fig. 2 is a side elevation of the same as viewed from the right with reference to Fig. 2; Fig. 3 is a horizontal section and plan view of the seat bottom, the cushion and springs being removed; Fig. 4 is a detail view of the seat supporting and dropping mechanism; Figs. 5 and 6 are sections on the lines 5 5 and 6 6 respectively of Fig. 2, showing in detail, parts of the seat hinge and locking device; and Fig. 7 is a side elevation showing the seat dropped and the back swung back.

a designates an angular plate or frame adapted to be bolted to the right hand side of a locomotive cab. It is formed on its horizontal limb with horizontally perforated lugs or ears *b b*, and on its vertical limb with vertically perforated lugs or ears *c c*.

d d are seat supporting arms, to which the base or bottom *e* of the seat is attached. They are hinged or pivoted at their ends, which project beyond the seat at one side thereof, to the ears *b* of the attachment plate or frame, by a horizontal pivot rod *f*, and they are rounded on the under side and ends adjacent to the pivot pin concentrically therewith, as shown in Figs. 4 and 5, terminating in shoulders *g* approximately in line with the seat base or bottom *e*.

A locking wing or detent *h* is pivoted horizontally by pintles or trunnions at its ends in the lugs *b*, and is adapted by engagement with the shoulders *g* on the arms *d* to hold

the seat in an approximately horizontal position, preferably however, inclined slightly downwards towards the plate *a*, as shown in Fig. 1.

A lever handle *i* is fastened on the pintle or trunnion at the front end of the locking wing, and a spring *j* coiled around said pintle and attached at one end to the adjacent lug *b* and at the other end to said lever handle, tends to turn and hold said handle against a back stop *k*, and the locking wing *h* in position to engage with the shoulders *g* on the arms *d*, as shown in Figs. 4 and 5.

A front stop *l*, consisting of a stud or projection formed on the front lug or ear *b*, serves to limit the inward movement of the handle *i* and to prevent overstraining the spring *j*.

A suitably upholstered cushion *m* supported by spiral springs *n* on the base or bottom *e*, affords an easy seat.

The back *p* which preferably consists of a board or frame suitably padded or upholstered, is supported by a metal standard or frame *q*, which has two lateral arms vertically hinged or pivoted at their ends to the lugs or ears *c c* on the plate or frame *a*, so as to permit of the back being swung into working position or back against the side of the cab, when not in use.

The base *e* of the seat is provided at the rear side with a beveled spring catch *r*, adapted to automatically engage with the frame *q* when it is swung forward, and to hold the back in place for use. The lower end of the standard or frame *q* is rounded, as shown in Fig. 1, so that when the seat is dropped the catch *r* will slip off and release it.

In practice the seat is adjusted for use by simply lifting the seat proper into its normal position as shown in Figs. 1 and 2, the locking wing or detent *h* being pressed by the spring *j* against the rounded ends of the supporting arms *d* and into engagement with the shoulders *g* when the arms reach or pass slightly beyond a horizontal position. When thus engaged with said shoulders the detent firmly and securely holds the seat in its working position. The back being swung out from the wall of the cab and forward, the spring catch *r* automatically engages with the standard or frame *q* and holds it firmly in place.

When not in use, the seat may be dropped

and the back released and swung against the side of the cab by simply pulling the handle *i* inward against the tension of spring *j* sufficiently to carry the lower edge of the locking wing or detent *h* clear of the shoulder *g* on the seat supporting arms *d*, the dropping of the seat releasing the back as hereinbefore explained.

When the seat is dropped and the back swung against the side of the cab, they project very little into the cab and offer little or no obstruction to the engineer or other person passing between the boiler and side of the cab, this space being quite narrow in some locomotives.

Various changes in details of construction and arrangement of parts may be made without departing from the principle and intended scope of the invention.

I claim:

The combination of an angular attachment plate or frame having horizontal and vertical limbs provided respectively with horizontally perforated ears and with vertically perforated ears, arms pivotally connected by a rod with the horizontally perforated ears and

having their adjacent ends rounded on the under side and formed into shoulders approximately in line with the seat base, a seat attached to said arms, a horizontally and eccentrically pivoted locking wing provided with an operating handle and adapted by the engagement of its lower edge with the shoulders formed on the projecting ends of said arms to support said seat in an approximately horizontal position, a spring tending to hold said wing in engagement with said arms, a back carried by a standard or support which has two lateral arms pivoted to the ears on the vertical limb of said attachment plate, and a beveled spring catch attached to said seat and adapted to automatically engage the back standard or support when the back is swung forward and to release it when the seat is dropped, substantially as described.

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

EDWARD M. STANNARD.

Witnesses:

A. J. TAYLOR,
W. F. FLOTOW.