No. 737,398. PATENTED AUG. 25, 1903.

H. G. GROTE.

SUSPENSION SEAT.

APPLICATION FILED APR. 17, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

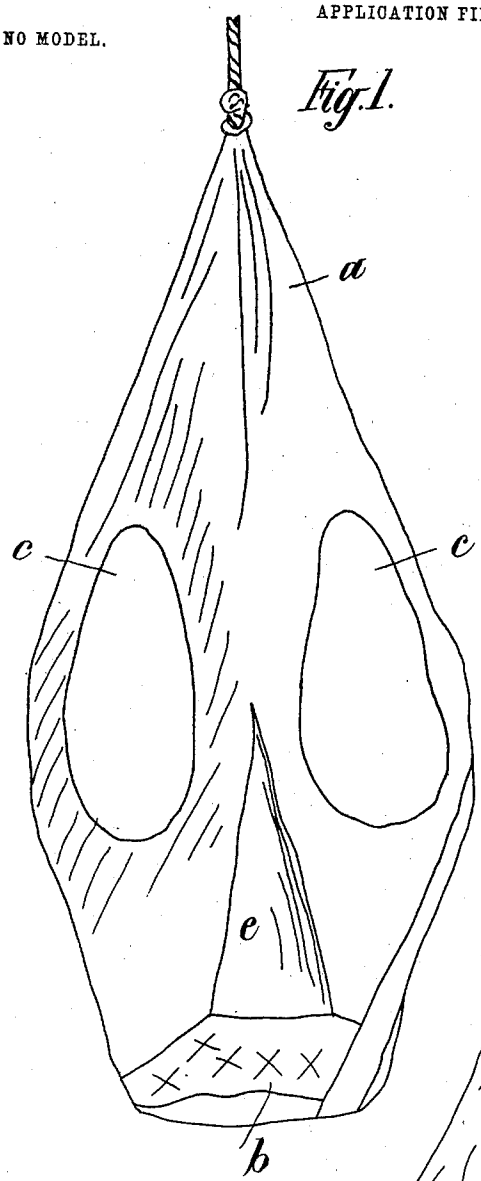
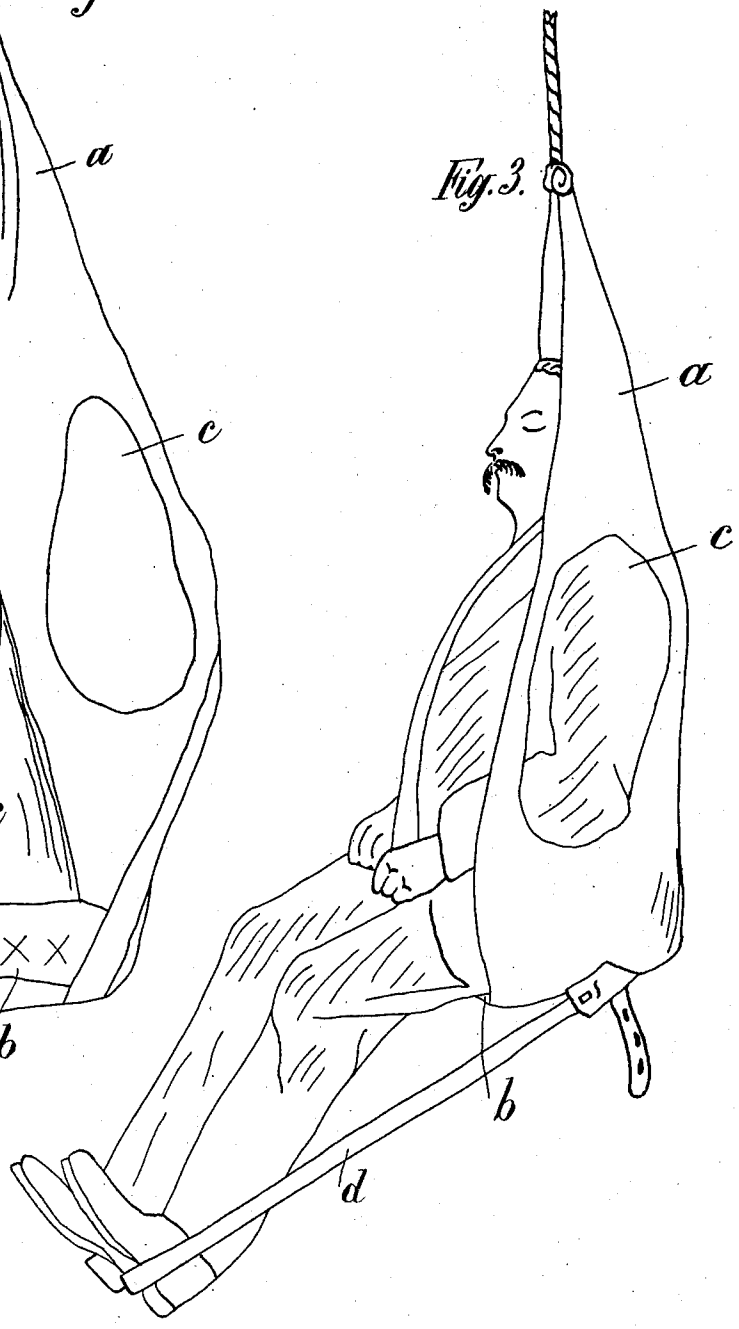


Fig. 3.



WITNESSES:

INVENTOR

Herman Gustav Grote.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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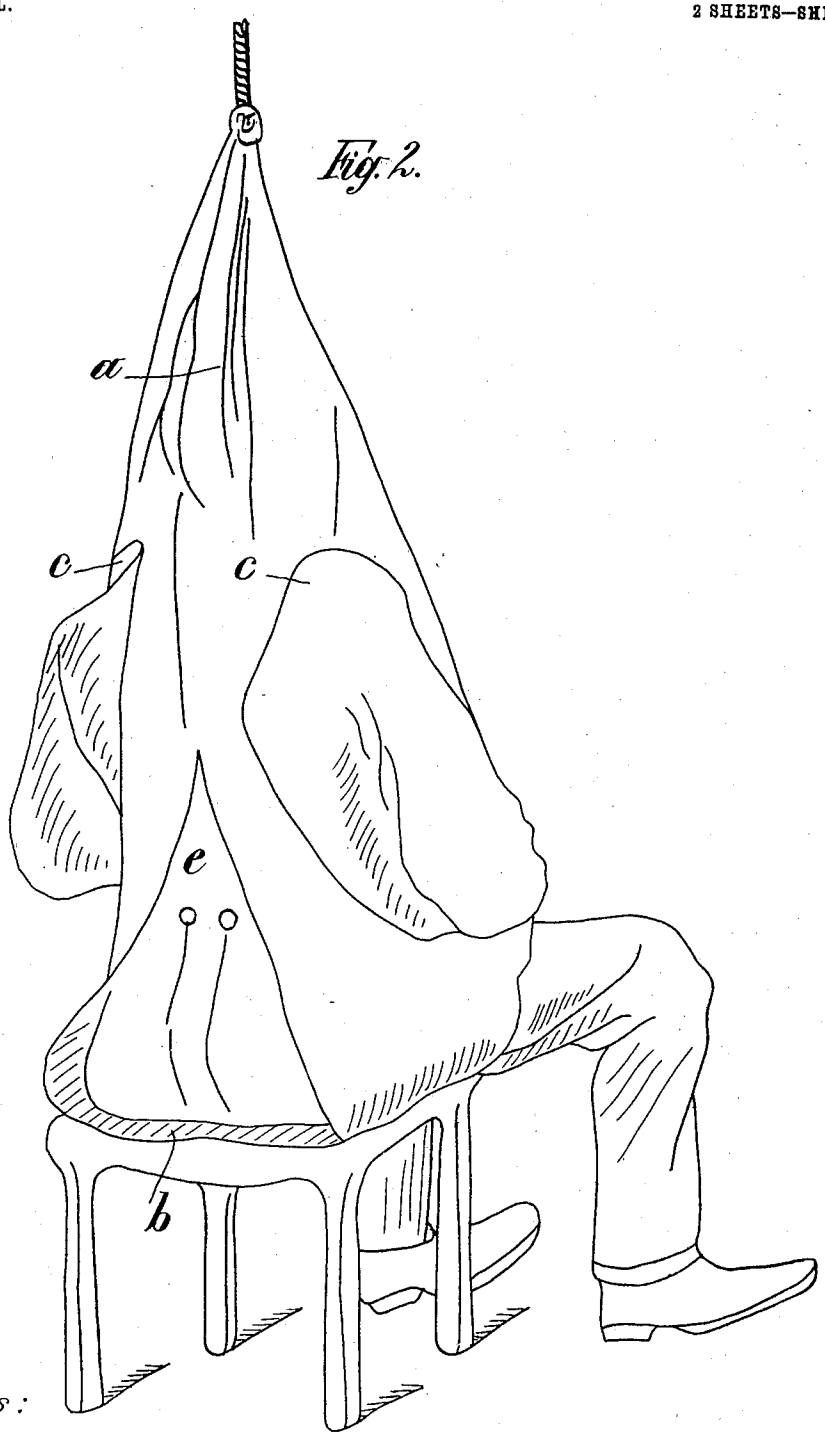
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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 2.



WITNESSES:

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No. 737,398. Patented August 25, 1903.

UNITED STATES PATENT OFFICE.

HERMAN GUSTAV GROTE, OF BREMEN, GERMANY.

SUSPENSION-SEAT.

SPECIFICATION forming part of Letters Patent No. 737,398, dated August 25, 1903.

Application filed April 17, 1903. Serial No. 153,054. (No model.)

To all whom it may concern:

Be it known that I, HERMAN GUSTAV GROTE, a subject of the King of Prussia, German Emperor, residing at 5–7 Doventhorsteinweg, in the free city of Bremen, German Empire, have invented a certain new and useful Suspension-Seat, of which the following is a description.

This invention is a suspension-seat, with or without support for the feet, for the use of travelers on the railroad or other means of transportation of passengers; for soldiers, even if they have to be transported in freight-cars; for the transportation of the wounded in war and in case of accidents or wherever it can add to the comfort of travelers. If used on shipboard, the improved suspension-seat affords a protection against seasickness, as the body is always maintained in a vertical position.

In suspension-seats as heretofore constructed the body was not satisfactorily supported from all sides or these devices interfered with the freedom of movement and in particular with that of the arms of the person. In my improved construction, however, the body of the user is sufficiently supported from the back and sides while maintaining its natural position. The material of the suspension-seat shapes itself to the body of the user, and it is of advantage that the arms of the user maintain their freedom of movement.

The new suspension-seat is shown on the accompanying drawings, in Figure 1 in front view, while Figs. 2 and 3 illustrate the manner of using the seat.

The suspension-seat is manufactured of suitable fabric, including such of net-like appearance. The ends of a strip of cloth which may be used, for instance, are made narrower than the rest of the cloth and are connected with each other, whereby the head end is formed. A rope or a strap or the like is fastened to the upper end of the suspension-seat and serves to suspend the seat in railroad-cars from a hook in the ceiling or from the baggage-rack.

The suspension-seat constitutes a kind of casing which is closed at the back and sides and at the lower end is provided with a seat which may be stiffened or cushioned, as clearly shown in Fig. 1 of the drawings. The suspension-seat is suspended in such a manner that the seat *b* itself rests upon the bench of the car, so that the traveler can easily seat himself in the new appliance, as shown in Fig. 2 of the drawings. The cut-out parts *c*, which are provided at the sides of the suspension-seat in the region of the arms, are of such shape that the user may conveniently put his upper arms and shoulders through the openings, and as the side parts of the seating appliance are unable to give way the suspension-seat will shape itself snugly to the upper part of the user's body, such furnishing a firm support, while the tapering head end of the appliance constitutes a most natural and very convenient support for the head. As the head part of the seating appliance is closed, it protects the head and neck of the user from draft and guards against germs of infectious diseases left in the cars by former travelers. The openings *c*, through which the shoulders and the upper part or the entire lower part of the arms of the user may be passed, insure the largest possible extent of free movement to the user of the suspension-seat.

In Fig. 2 is shown the suspension-seat suspended in such a manner that the lower seating-surface of the appliance rests upon the bench; but it is obvious that the suspension-seat may also be freely suspended, as shown in Fig. 3 of the drawings. When so suspended, the bottom of the seating-surface should be stiffened in some manner to be more comfortable. If the suspension-seat is freely suspended, as illustrated in Fig. 3, it is preferably provided with a foot-support *d*. It is evident that the suspension-seat described may also be provided with back-cushions, which may be put in or suspended at the inside of the appliance, according to requirements. Such back-cushions afford great convenience to travelers on railroads, particularly in cars where there are no cushioned seats. The back of the suspension-seat is preferably provided with a slot *e* at its lower part and above the seat proper in order to facilitate the free movement of the sitting person.

The construction of the seat described is marked by its simplicity. There is no necessity for special supports except for the feet

if the appliance is hanging free. The suspension-seat is merely suspended at its upper end and is then ready for immediate use. It offers great advantages compared with other appliances of the kind which have to be put together first before they can be used.

What I claim, and desire to secure by Letters Patent of the United States, is—

1. A suspension-seat, comprising a flexible body portion forming a bag-like receptacle, tapering to a pointed hood at the upper end thereof, said bag-like receptacle being open at the front and having side openings, the bottom portion of the receptacle having a seating-surface, substantially as set forth.

2. In a suspension-seat, a flexible bag-like receptacle having a hood formed at the upper end thereof, the construction being such that the hood forms a support for the head, a seat at the bottom of the receptacle, and a flexible support for the feet attached thereto, substantially as set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

HERMAN GUSTAV GROTE.

Witnesses:
W. MENKE,
WERNER H. MENKE.