

(No Model.)

E. H. McLAUGHLIN.
ENGINEER'S SEAT.

No. 516,314.

Patented Mar. 13, 1894.

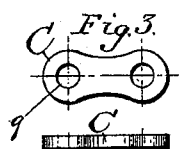
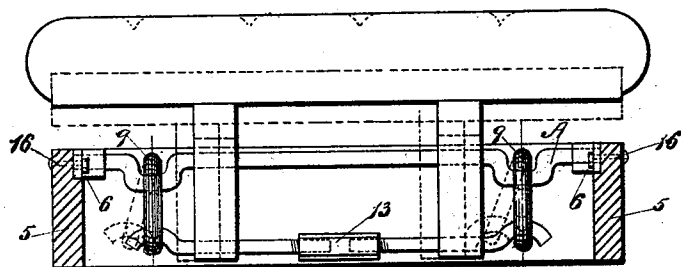
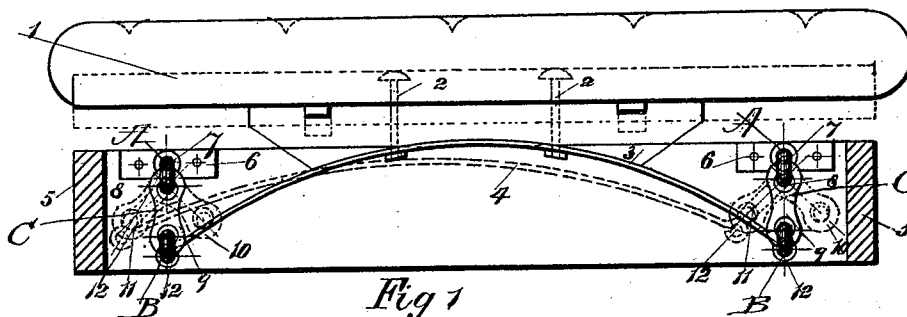
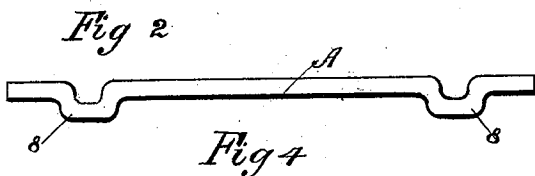
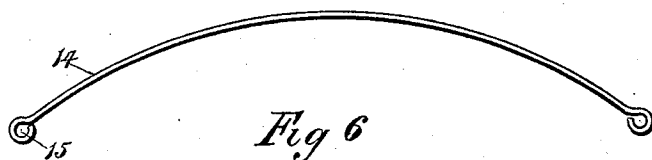


Fig 3^a



Figs



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EDWARD HENRY McLAUGHLIN, OF PARSONS, KANSAS.

ENGINEER'S SEAT.

SPECIFICATION forming part of Letters Patent No. 516,314, dated March 13, 1894.

Application filed May 20, 1893. Serial No. 474,932. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HENRY McLAUGHLIN, a citizen of the United States, residing at Parsons, in the county of Labette and State of Kansas, have invented certain new and useful Improvements in Engineers' Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to locomotive cab-seats and has for its object the provision of a simple, portable, inexpensive and comfortable seat for the engineer of a locomotive which will relieve him of the side, endwise and jolting movements of the engine.

The invention consists in certain novel features of construction and combinations of parts of the seat or yielding platform structure, all as hereinafter described and claimed.

Reference is to be had to the accompanying drawings forming a part of this specification in which similar reference letters and numerals indicate corresponding parts in all the figures.

Figure 1 is a side elevation, in partial section, of the base frame, seat and connecting parts. Fig. 2 is an end elevation in partial section. Figs. 3 and 3^a are respectively a plan and edge view of a link. Fig. 4 is a detail in elevation of one of the upper crank bars. Fig. 5 is a similar view of one of the lower crank bars. Fig. 6 is a view of one of the seat supporting springs.

Referring to the drawings, 5 represents a rectangular base frame or support at each of the upper inside corners of which is secured a journal box 6 in which the bars A having the cranked portions 8 are journaled. Links C provided with eyes 9 at their upper and lower ends are suspended by means of the upper eyes from the cranked portions of the

bars A and carry in the lower eyes other crank bars B. These latter bars for convenience in assembling the parts and for adjustment thereof are made in two parts the inner adjacent ends thereof being threaded to receive a connection 13 correspondingly threaded and the said bars B are also in their outer end portions formed with the bends 12. Secured to the bent portions 12 through the medium of eyes 15 are the bow springs 14 which springs carry the seat proper. The seat is composed of a base piece 1, which may be upholstered if desired, said base piece being connected to the springs by the bolts 2—2, the heads of which are countersunk in the base board 1.

As seen by the dotted lines in Fig. 1 a weight imposed on the seat causes a deflection of the seat carrying springs and a lateral movement of the links C thus insuring an easy vertical play of the seat. Sidewise motion of the seat is allowed by the play of the upper crank bars A in their journal boxes and the movement of the links C on the bars, while endwise motion is taken up or compensated for by the play of the links C on the bars A and the pivotal movement of the bars B in the links C.

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

A locomotive-cab seat comprising a stationary frame bars A journaled in the upper portion of said frame and provided with cranked portions, swinging links pivotally held in the said cranked portions of the journaled bars, a two part adjustable bar B pivotally held in the swinging links, springs connected to the bars B and a seat carried by the springs, substantially as described.

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

EDWARD HENRY McLAUGHLIN.

Witnesses:

GEO. K. RATLIFF,
E. C. WARD.