

(No Model.)

A. I. HARVEY.
LOCOMOTIVE CAB SEAT.

No. 594,792

Patented Nov. 30, 1897.

Fig 1

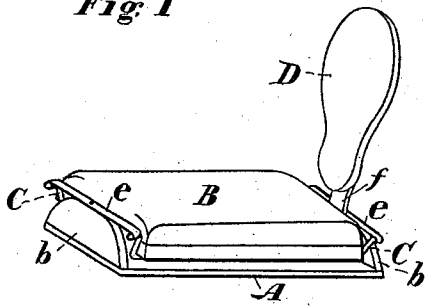


Fig 2

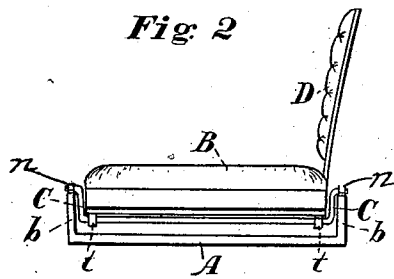


Fig 3

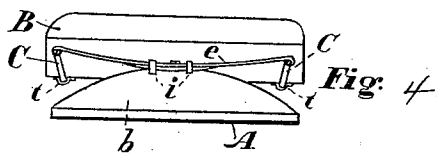


Fig 4

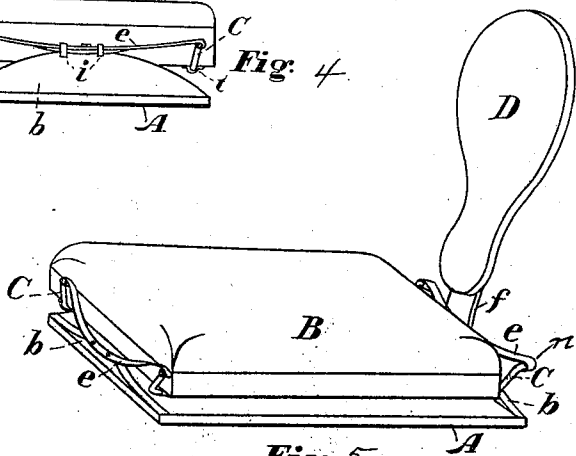


Fig 5

Fig 6.



Witnesses:

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Inventor:

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UNITED STATES PATENT OFFICE.

AUSTIN I. HARVEY, OF NEWPORT, MAINE.

LOCOMOTIVE-CAB SEAT.

SPECIFICATION forming part of Letters Patent No. 594,792, dated November 30, 1897.

Application filed May 23, 1892. Serial No. 433,992. (No model.)

To all whom it may concern:

Be it known that I, AUSTIN I. HARVEY, a citizen of the United States, residing at Newport, in the county of Penobscot and State of Maine, have invented a new and useful Locomotive-Seat; and I do hereby declare that the following is a full, clear, and exact description of my invention, which will enable others skilled in the art to which it appertains to make and use the same.

Throughout the description reference is made to the accompanying drawings, forming part of this specification, and the letters of reference thereon, in which—

Figure 1 represents a perspective view of my improved locomotive-seat complete. Fig. 2 is a side elevation of the same. Fig. 3 is a perspective view of the base of my device as usually made with the ends of hangers connected to terminals of the end springs. Fig. 4 shows an end view of my improved seat, showing relative position of its different parts. Fig. 5 is a perspective view of the seat complete, but showing a different form of springs from that shown in Fig. 1. Fig. 6 shows a like view of the clips of my invention used in attaching the springs of my device.

Similar letters of reference refer to correspondingly like parts throughout the several figures.

The main object of my invention is to overcome the side motion and lurching of railway-locomotives which is apparent when running and is caused more conspicuously when rounding curves, running over frogs and open rail-joints, and other imperfections in the track.

It is therefore the object of my invention to overcome the difficulties attending a locomotive-engineer's position by producing an oscillating or laterally-swinging engineer's seat that will when occupied practically remain stationary and allow the engine to vibrate from under the same without transmitting any of the motion to the sitter thereon.

In the drawings, A represents the bottom board of my device, which is made of sufficient size to cover the top of the usual tool-box carried by locomotive-engineers. To the ends of the bottom board A, I attach upright cleats *b b* and confine the crank ends of hangers C C (hereinafter to be described) in bearings *n*,

formed on or secured to the ends of slightly-curved end springs *ee*, as shown in the drawings.

The springs *ee* of my device can be constructed with any number of leaves desired and limited only by the intended weight to be placed thereon. I have provided clips *ii*, with their ends bent upward into a U shape, to be attached to the cleats *b b* for the reception of the springs and a single confining-bolt securing each spring to the said cleats between the clips. This provides a metallic contact for the bearings of the springs *ee* and prevents their wearing away the wood of the cleats *b b* by continuous use. The clips *ii* furthermore prevent the springs from turning upon their pivotal connection and the leaves of the same from separating. In order to increase or diminish the flexibility of the springs *ee*, it is only necessary to unscrew their single confining-bolts and take from or add the number of leaves desired.

The hangers C C of my device; which are two in number, are constructed from round material of sufficient length to extend the entire distance under the seat B and turn up at each end thereof into crank shape, projecting in equal and similar planes. The terminals of the hangers C C are adapted to turn in the bearings *n* at the ends of the springs *ee*. As the seat is swung laterally the hangers are also adapted to turn in the journal-boxes *tt*, that are secured to the seat, preferably on the under side, in such manner that the hangers lie in planes inclined toward each other. By the inclination of the hangers C C, I limit the side movement or oscillation of the seat B without producing a jar upon the latter when swinging to its greatest extent and, furthermore, prevent the hangers from swinging completely over when my device is turned upside down, as it would often be when hinged to the top of a tool-box.

The seat B of my device is composed of a board of sufficient size highly upholstered, with helical springs and padding. A back D, also upholstered, is attached to the seat B by means of an intermediate spring connection *f* at one end thereof.

It can now be readily understood with my device as thus described that all side jar is overcome by the swinging of the seat, or, rather,

the movement of the base is overcome by the action of the crank ends of the hangers C C, attached to the seat, as the latter will remain practically stationary. The hangers C could
 5 be merely cranks attached to the ends of the springs *e* and bottom of seat and not extend the entire length of the latter and the operation would be the same, but with continued use they would soon wear loose in their journal-
 10 boxes and cease to operate perfectly.

Having thus described my invention and the manner in which it is used, what I claim, and desire to secure by Letters Patent of the United States, is—

15 1. A laterally - swinging locomotive-seat consisting of a seat proper provided with longitudinally-extending crank-hangers having their crank-shaped ends attached to the extremities of lateral springs and lateral springs
 20 having their free ends adapted to receive the ends of the crank-hangers, and a base having means for connecting said springs for the purpose described and substantially as shown and set forth.

25 2. A locomotive-seat consisting of the combination of a rectangular-shaped seat; an upright back connected thereto at one end by a spring; longitudinally-extending rods having

crank-shaped ends passing under said seat and having their extremities connected to
 30 springs in such manner as to allow lateral swinging of the seat in a horizontal position; and a base-board extending under said seat upright cleats for attaching the springs there-
 35 to, lateral springs interposed between the crank-hangers and said cleats all for the purpose described and substantially as set forth.

3. An improved locomotive-seat consisting of the combination of a base-board having
 40 vertical cleats at each extremity; transverse springs of one or more leaves secured to said cleats; crank-hangers having their crank ends confined in the extremities of said springs; a
 45 seat attached to the shaft of said crank-hangers in such manner as to allow horizontal side movement; and a back secured to one end of said seat by a spring, all substantially as described and for the purpose set forth.

In testimony whereof I have hereunto subscribed my name this 19th day of May, A. D. 50
 1892.

AUSTIN I. HARVEY.

Witnesses:

JAMES T. MURCH,
 JOHN O. GILMAN.