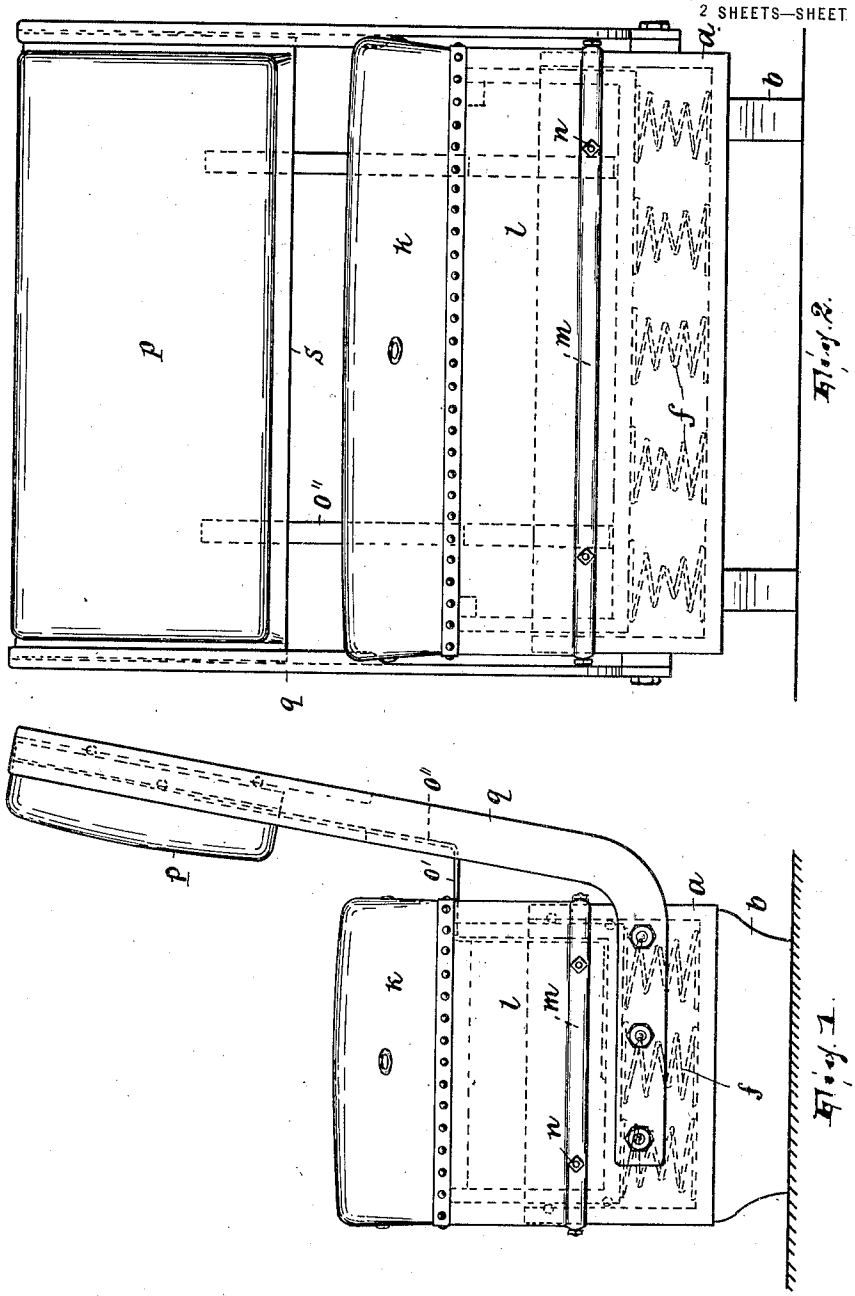
F. G. PARKER.

SEAT.

APPLICATION FILED AUG. 13, 1920.

1,369,047. **Patented Feb. 22, 1921.**

2 SHEETS—SHEET 1.



WITNESS:

Wm. Bell.

INVENTOR,

Fred G. Parker,

BY

ATTORNEY

F. G. PARKER.

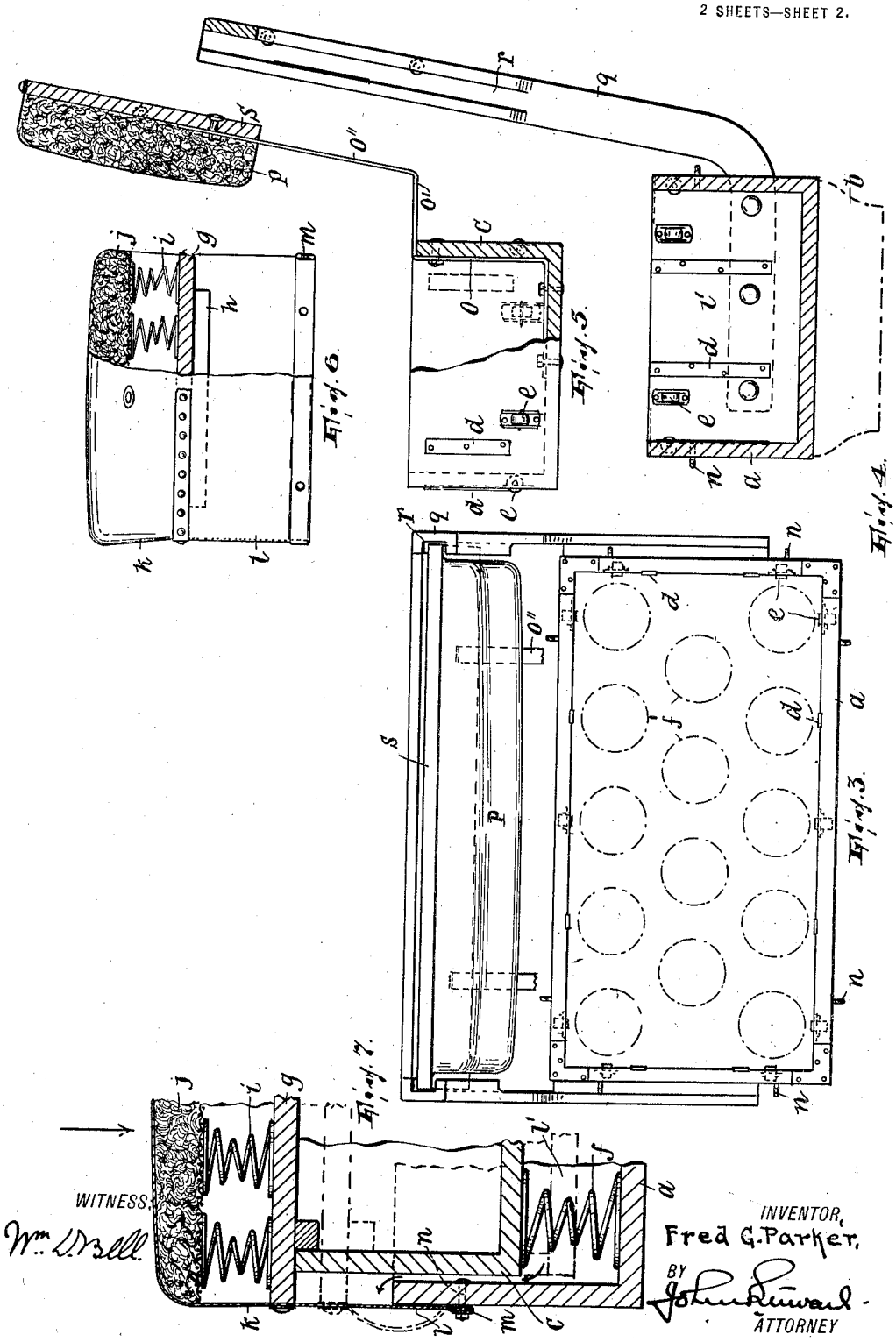
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2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

FRED G. PARKER, OF PATERSON, NEW JERSEY.

SEAT.

1,369,047. Specification of Letters Patent. Patented Feb. 22, 1921.

Application filed August 13, 1920. Serial No. 403,245.

To all whom it may concern:

Be it known that I, FRED G. PARKER, a citizen of the United States, residing at Paterson, in the county of Passaic and State of New Jersey, have invented certain new and useful Improvements in Seats, of which the following is a specification.

This invention relates to seats of the class in which there are a basal section and an upper section, the latter being cushioned on the lower section. The improved seat herein set forth is especially designed for automobiles and other vehicles, and the principal objects are to provide a seat in which the shocks incident to the vehicle traveling over rough places will be absorbed by an air cushion dependent for its effectiveness largely on a flexible element which gives a finish to the seat, as by being or simulating the cover of the upholstery of its seat proper, and in which the back of the occupant will be supported by a back which moves up and down with the seat proper or upper section.

In the drawings,

Figure 1 is a side elevation and Fig. 2 a front elevation of the improved seat;

Fig. 3 is a plan, with the seat-proper or upper section removed;

Figs. 4, 5 and 6 show the lower or basal section in section, and the lower and upper parts of the upper section partly in side elevation and partly in section; and

Fig. 7 is a vertical sectional view taken longitudinally of the seat.

The lower section of the improved seat consists of a rectangular box *a* closed at all sides excepting the top, where it is open for its full length and breadth. It may be supported on suitable base-pieces *b* designed to rest on the floor of the vehicle.

The upper section is made in two parts as herein shown and described, though this is not essential. The part *c* of this section is also a rectangular box closed at all sides excepting the top, where it is open for its full length and breadth; it may afford a receptacle for tools and the like, as will appear. Part *c* has somewhat less external dimensions than the inside dimensions of section *a*, so that it fits therein fairly snugly. Part *c* at the outside and section *a* at the inside may be provided with coacting vertical ways *d* and rollers *e* to ease the up and down movements of the former, which rests on springs *f* interposed between the bottoms of section *a* and part *c*, and prevent forward and back or lateral lost-motion of part *c* during such movements. On part *c* rests the upper part of the upper section, the same consisting of a board or plate *g* having cleats *h* attached to its under side and upholstered on its upper side, as by the springs *i*, padding *j* and cover *k*, which latter is suitably secured all around to the edge of the board *g*. This upper part is removably arranged on the part *c*, its cleats fitting in the latter and so keeping it from lateral movement; it forms a cover to the receptacle afforded by the lower part *c*.

An apron or flexible sheet *l*, preferably of the same material as and herein shown to be a continuation of the cover *k*, depends from the upper part of the upper section and extends all around (that is, incloses) the upper portion of the lower section when the two sections are assembled as shown in Figs. 1, 2 and 7. This not only gives a finish to the structure, covering the joint between the telescoped lower and upper sections, but it acts to damp the inflow to and outflow from an air chamber *l'* within the lower section and beneath the upper section of air, which it will be seen coacts with the springs *f* to afford a shock-absorbing cushion for the upper section. The apron *l* has its margin bound all around with a substantial metal strip *m*, which not only keeps it hugging the lower section fairly closely but reinforces it, the latter quality being important in the best form of the invention, where the apron limits the upward movement of the upper section under pressure of springs *f*, *n*, being bolts or equivalent devices whereby said reinforced edge of the apron is clamped to the lower section.

The back for the seat is attached to the upper section, moving up and down therewith so as to avoid rubbing of the occupant's back against the same, but it is supported against backward pressure of the occupant by rigid guides projecting up from the lower section, thus: Suitable somewhat yielding metal strips *o*, angular at their lower portions, are bolted to the back and bottom of and at the inside of parts *c* of the upper section, being bent backwardly above the back of said part of the upper section, as at *o'*, and then upwardly at an incline, as at *o''*, carrying at their upper ends the back-proper, *p*, which is suitably secured thereto. These strips do not materially in-

crease the weight of the upper section, and their form and arrangement are such that they do not interfere with its free up and down movement. Substantial rigid guides *q*, formed approximately L-shaped but with their upper legs backwardly inclined, are bolted to the sides of the lower section below the apron, and they are formed at their inner faces with vertical guideways (grooves) *r* in which the lateral edges of a board *s*, forming part of the back-proper, are received.

The back construction of the seat is such that when the seat moves up and down under the weight of the occupant the board *s* slides up and down in the guideways *r*, the strips *o* yielding forward and back to allow for the want of parallelism between the (vertical) path of travel of the upper seat section and the (inclined) position of the guiding grooves *r*.

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

1. A seat including a lower section, an upper section, one section being telescoped in and forming an air chamber with the other and the upper section being movable up and down, spring means interposed between the sections, a flexible air-flow-damping apron extending around said sections and depending from the upper section, the lower edge of said apron having a rigid reinforcement all around holding it in hugging relation to the lower section, and means on the lower section engaged with the reinforced edge of the apron to secure said edge against upward movement relatively to the lower section.

2. The combination of an up-and-down movable structure including a seating portion and a backwardly inclined back yieldable forwardly and back relatively to said seating portion, said structure being spring-held upwardly, and a supporting structure including means to guide the seating portion of said movable structure substantially vertically and upstanding means, inclined backwardly relatively to the path of movement of said seating portion, to limit backward yielding of said back.

3. The combination of an up-and-down movable structure including a seating portion and a backwardly inclined back yieldable forwardly and back relatively to said seating portion, said structure being spring-held upwardly, and a supporting structure including means to guide the seating portion of said movable structure substantially vertically and means, inclined backwardly relatively to the path of movement of said seating portion, to guide said back in an inclined plane when the movable structure moves up and down.

In testimony whereof I affix my signature

FRED G. PARKER