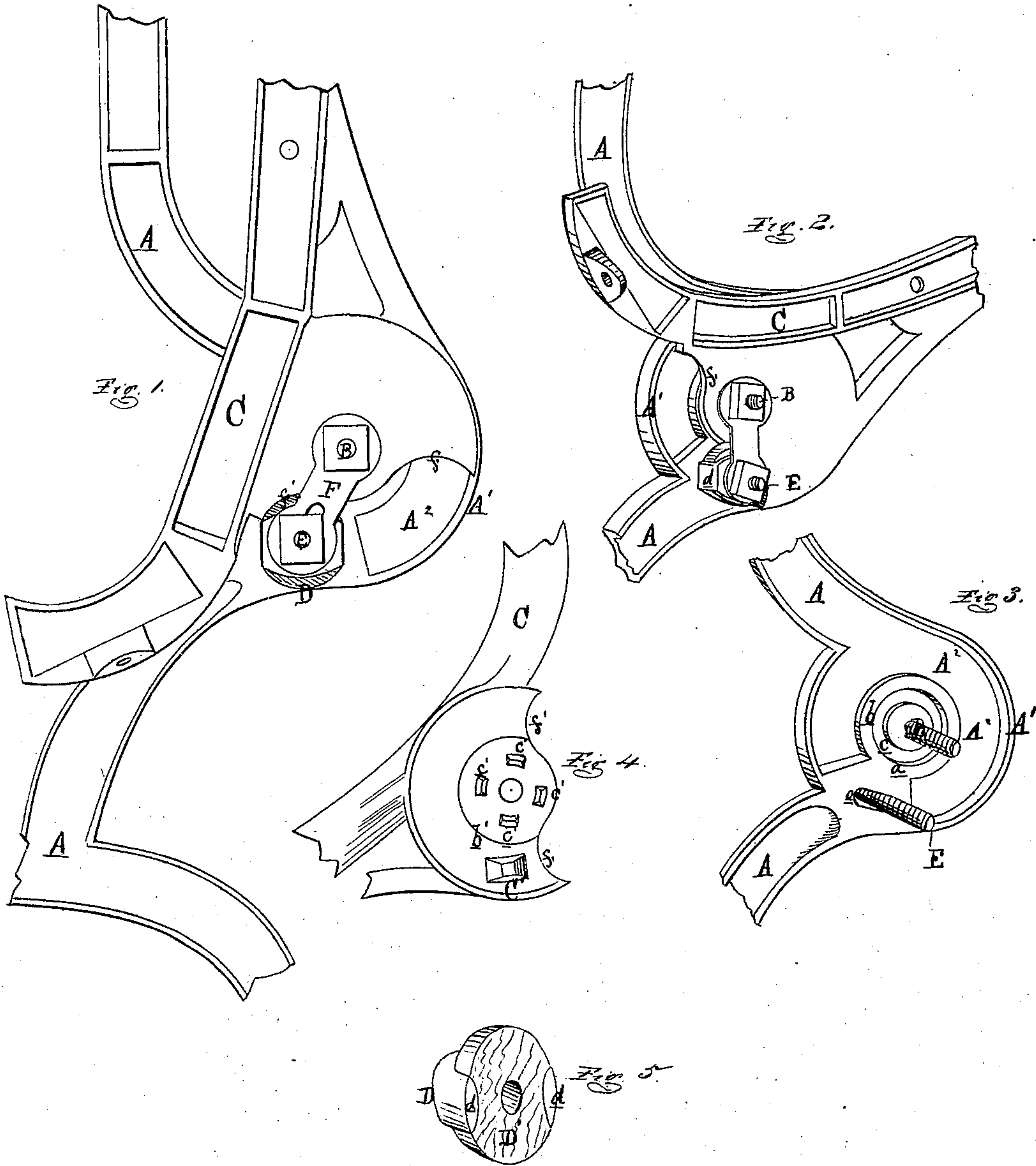


S. C. CLARK.

Improvement in School-Seat Joints.

No. 128,114.

Patented June 18, 1872.



WITNESS:

N. S. Sprague  
Chas. J. Hunt

INVENTOR:

S. C. Clark  
Per Atty.  
Thos. S. Sprague

# UNITED STATES PATENT OFFICE.

SPENCER C. CLARK, OF NORTHVILLE, MICHIGAN, ASSIGNOR TO CHARLES G. HARRINGTON, OF SAME PLACE.

## IMPROVEMENT IN SCHOOL-SEAT JOINTS.

Specification forming part of Letters Patent No. 128,114, dated June 18, 1872.

*To whom it may concern:*

Be it known that I, SPENCER C. CLARK, of Northville, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in School Seats and Desks; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is an elevation of the inner side of a portion of the end standard-frame and a seat-arm, the latter raised. Fig. 2 is a perspective view of the seat-arm lowered. Fig. 3 is a similar view of the bracket on which the seat-arm is pivoted. Fig. 4 is a view of the face of the arm which moves in contact therewith; and Fig. 5 is a perspective view, from the inner face, of the adjustable buffer.

Like letters refer to like parts in each figure.

The nature of this invention relates to an improvement in the construction of that class of school-desks which are provided with a folding seat on the front sides thereof; and it consists in the peculiar construction, and in a novel and peculiar buffer for preventing the jar and noise when the seat is raised or lowered.

In the drawing, A represents a portion of the cast-metal frame which forms the end standard of a school-desk, with a circular projection,  $A^1$ , at the front edge, in which is a segmental groove,  $A^2$ , on the inner face, with a segmental stop,  $a$ , in the lower part of the said groove, leaving a raised plane in the center, which forms a hub,  $b$ , through the center of which a hole is drilled, through which is passed a bolt, B, on which is pivoted the seat-arm C, which is held in place by a nut on the inner end of the bolt. A concentric groove,  $c$ , is formed on the face of the hub  $b$ , and segmental lugs  $c'$  are cast on the face of the hub  $b'$  of the seat-arm, concentrically arranged with relation to its bolt-hole, which studs, in connection with the groove  $c$ , serve as guides to govern the radial movement of the arm, and to prevent undue strain on the bolt when the latter becomes worn. On the face of the seat-arm is a

stud,  $C'$ , which projects into the groove  $A^2$  of the standard, and, coming into contact with the front end of the stop  $a$ , sustains the seat-arm at the proper plane when lowered to place for occupancy.

To prevent noise when the seat is thrown down, and the breaking off of the lugs or studs  $C'$ , I employ a buffer, applied to the standard in the following manner: D is a circular casting, with two studs,  $d$ , projecting inwardly from opposite sides of its periphery. It has a bolt-hole in the center, and is the buffer-holder. The buffer  $D'$  is a thick rubber ring squeezed into the space between the studs, being thereby expanded longitudinally so as to project endwise from each edge of the holder. Through the lower part of the segment-stop  $a$  is a slot,  $e$ , through which is passed from the outside a bolt, E, and also through the holder, with the buffer next the face of the standard, to receive a screw-nut, which, when tightened up, draws the studs  $d$  firmly against the standard and secures the buffer and its holder thereto. The inner lower edge of the hub of the seat-arm is cut away, leaving two segmental bearing-faces,  $f f'$ ; and the buffer should be so adjusted through the slot  $e$  as that the face  $f$  should first strike and compress the rubber buffer before the stud  $C'$  strikes or comes into contact with the stop  $a$ .

When the seat-arm is thrown up against the desk-front the other face,  $f'$ , will be arrested by the rear end of the rubber buffer, so that, whether the seat be thrown up or down, no noise can be made by the contact of the metal of the seat-arm with that of the standard.

A bar-washer, F, under the nuts of both bolts, prevents said nuts from working loose.

What I claim as my invention, and desire to secure by Letters Patent, is—

The buffer-holder D and elastic buffer  $D'$ , adjustably secured by the bolt E to the standard, in combination with the bearings  $f f'$  of the seat-arm C, substantially as and for the purpose set forth.

SPENCER C. CLARK.

Witnesses:

W. D. WHALEN,  
JNO. S. LAPHAM.