

(No Model.)

J. ROBINSON.

VEHICLE SEAT.

No. 283,922.

Patented Aug. 28, 1883.

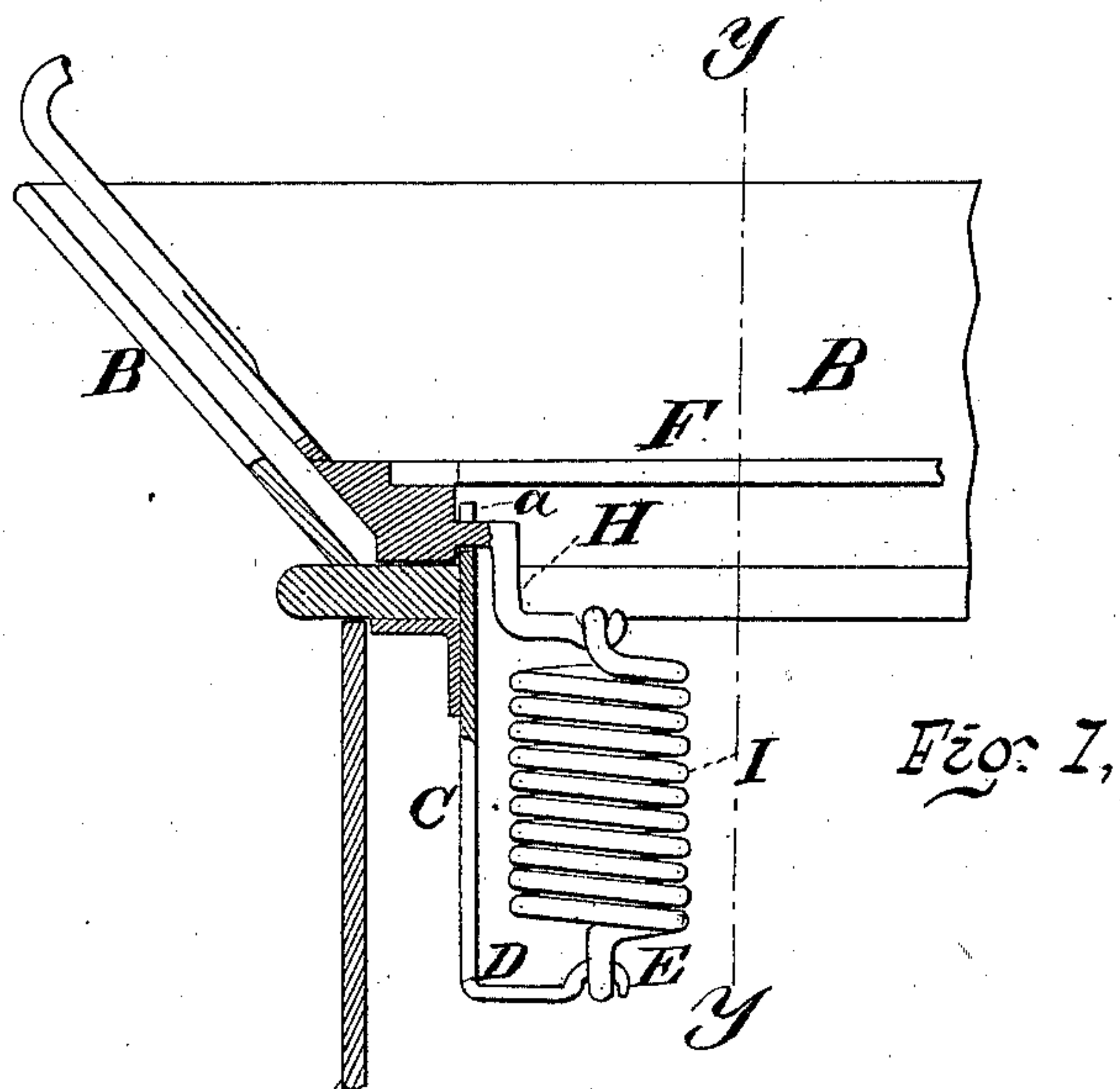


Fig. 1.

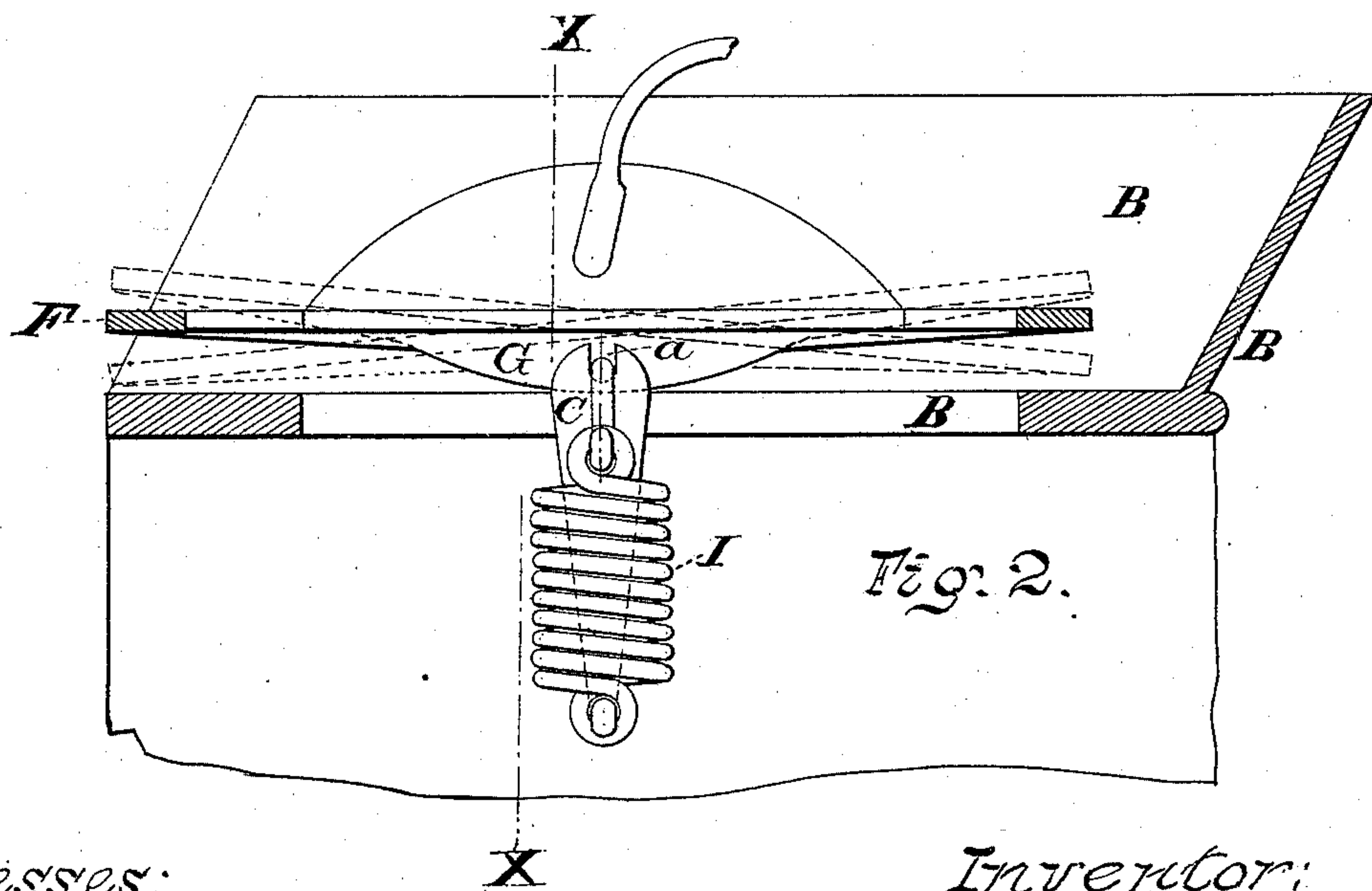


Fig. 2.

Witnesses:

J. West Wagner.  
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# UNITED STATES PATENT OFFICE.

JOHN ROBINSON, OF OTTUMWA, IOWA.

## VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 283,922, dated August 28, 1883.

Application filed January 5, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN ROBINSON, a citizen of the United States, residing at Ottumwa, Wapello county, Iowa, have invented new and useful Improvements in Seats for Vehicles, of which the following is a specification.

My invention relates to certain new and useful improvements in seats for wagons and other vehicles.

It has for its object to provide an easy automatic adjustment of the seat to a horizontal plane while the vehicle is in motion; and with these ends in view my invention consists of a seat or seat-frame pivotally connected to the side-boards of the body, or to any suitable support connected thereto, as will be hereinafter explained; and my invention further consists of the peculiarities in the details of construction hereinafter referred to and specifically claimed.

In order that those skilled may fully understand my invention, I will proceed to describe the construction and operation of the same, referring by letters to the accompanying drawings, in which—

Figure 1 is a longitudinal section of one end of the seat and its connection with the side-board of a wagon-body, taken at line *x x* of Fig. 2; and Fig. 2 is a transverse section taken at the line *y y* of Fig. 1, but with the back broken away.

Similar letters denote like parts in both figures of the drawings.

A represents the side-boards of the wagon-body, to which, in the instance I have illustrated, is secured in any suitable manner a seat-frame, B, from each end of which extends a vertical leg, C, the upper end of which projects slightly above the horizontal plane of the frame B, and in which is formed a bearing, *a*. The lower end of the leg is formed with a foot, D, the end of which has a slightly-curved toe, E, adapted to connect with one end of a spiral spring, presently explained. F is the bottom of the seat proper, which may be upholstered in any suitable manner, and provided with back and arm supports, as may be desired. Each end of this seat-frame, on the under side, is formed with a curved face, G, adapted to rest on the top surface of the frame B, or, where no such frame is used, to rest upon the edges of the wagon-body sides, and serve as a rocker.

Extending inwardly from each end of the frame F are angle-irons H, as most clearly shown at Fig. 1, adapted to rest within the bearings *a* in the legs C to serve as a pivot, and having the inner end hook-shaped to engage one end of a spiral spring, I, the opposite end of said spring being connected with the toe E of the leg C, thus holding the seat securely down to its bearing, and tending by its vertical draft through the axis of motion of the seat to bring it to its normal position of parallelism with the frame or wagon-body.

It will be readily understood from the construction shown that the longitudinal vibration of any ordinary vehicle to which my seat may be attached will be compensated for by the positions assumed by the seat, as indicated in broken lines at Fig. 2. It will also be understood that in lieu of attaching the legs C to a seat-frame B they may be secured directly to the sides of the wagon-frame and the seat connected to produce same results, and that instead of forming the seat with the rocker ends G the pivotal connections between the angle-iron H and bearing *a* in the leg C may be located sufficiently above the plane of the seat-frame or wagon-body to permit of the necessary vibration of the seat.

It will be seen that the bearing *a* is open to permit of any necessary vertical movement of the angle-iron H within the same.

The spring I may be entirely dispensed with, and the connection between iron H and leg C be made a simple pivotal connection; but I prefer to construct the parts as shown to produce the best results.

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

The seat F, provided with rockers G and right-angled downwardly and inwardly projecting iron H, in combination with the leg C, having bearings *a* and toe E, and the intermediate spring, I, substantially as and for the purposes set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JOHN ROBINSON.

Witnesses:

BERT WHITE,  
G. W. MAGERS.