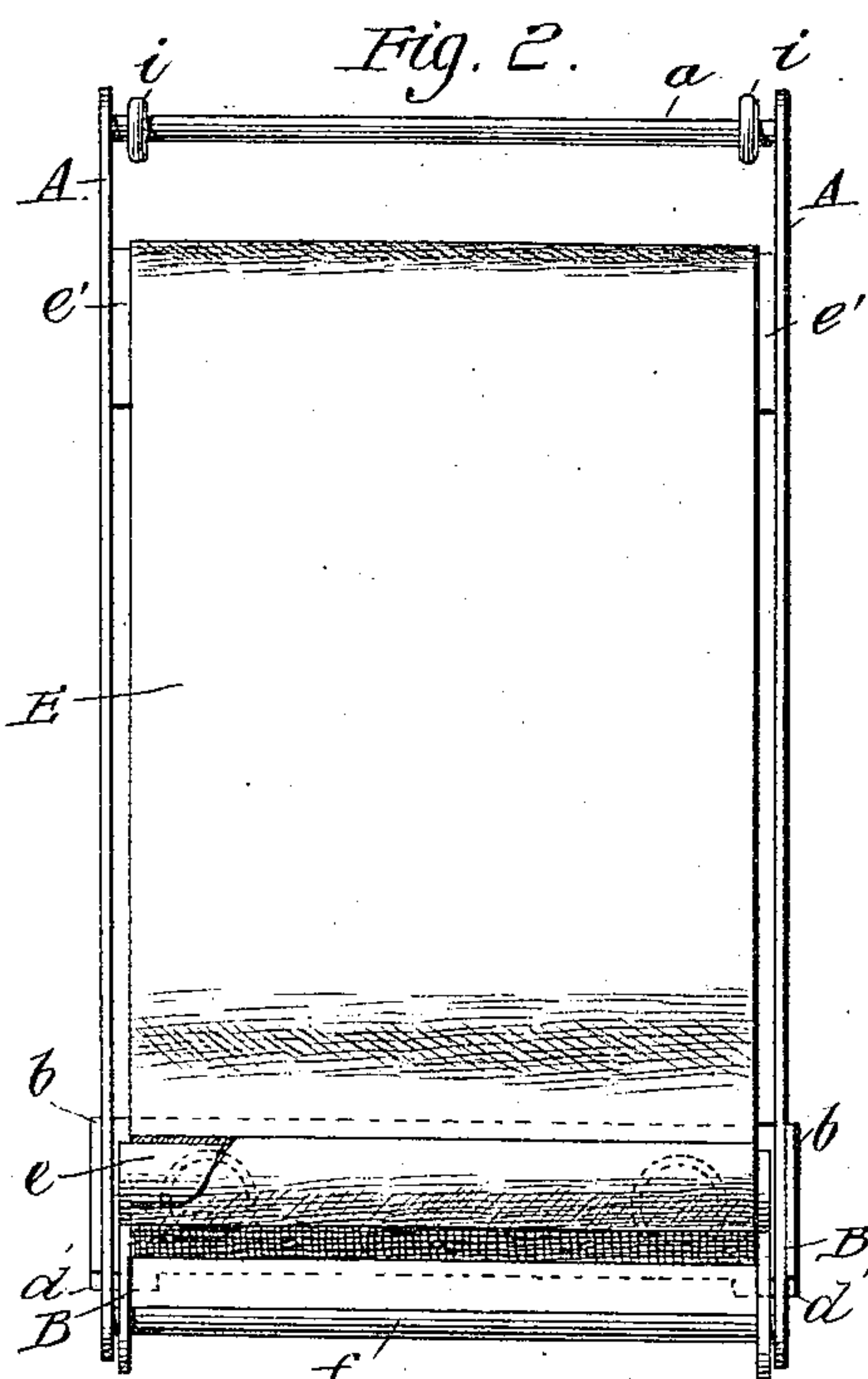
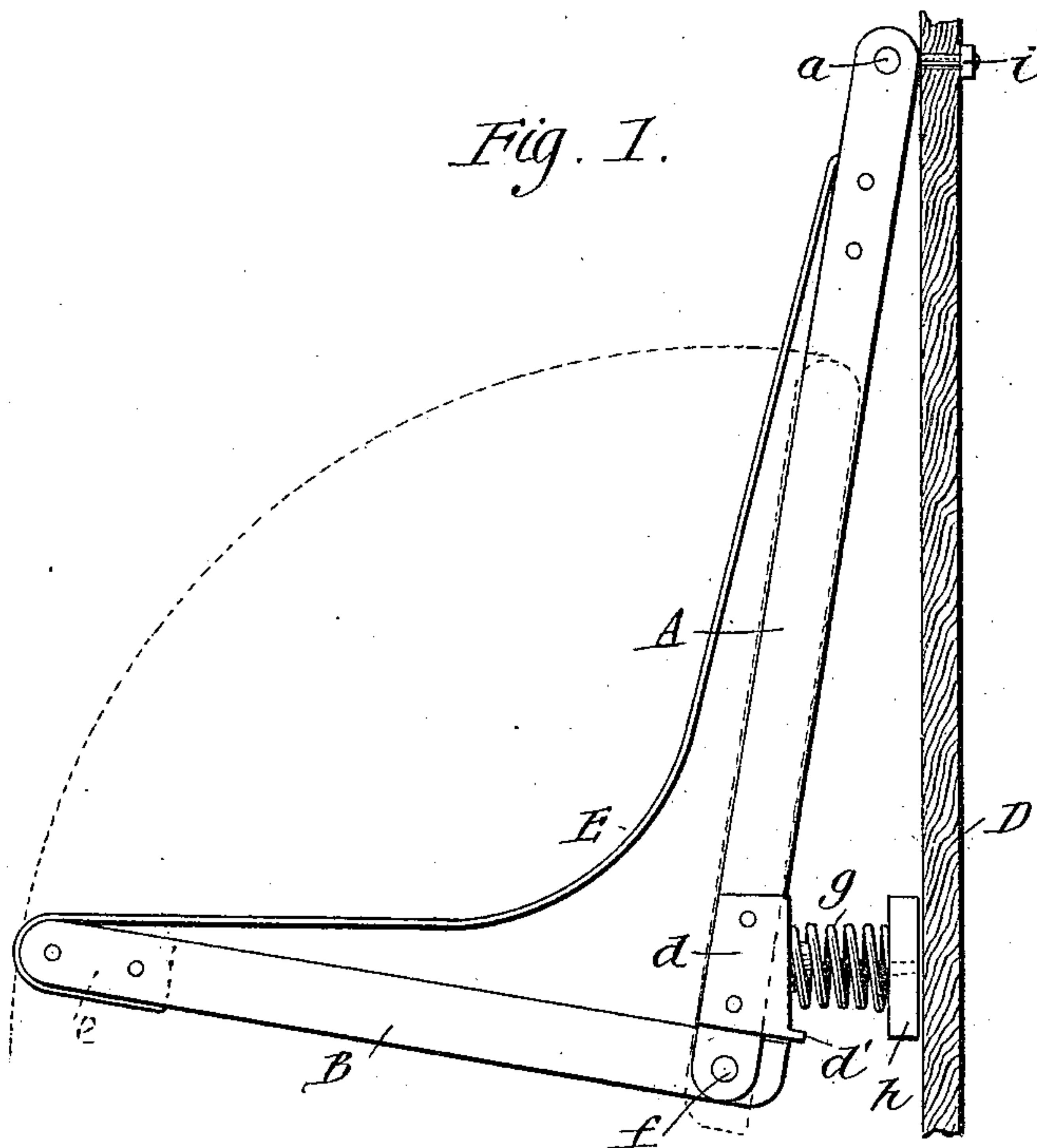


(No Model.)

G. E. McCORMICK & W. B. McLEAN.
SPRING SEAT.

No. 451,291.

Patented Apr. 28, 1891.



WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE EMMETT MCCORMICK AND WILLIAM BERNARD McLEAN, OF JAMESTOWN, NORTH DAKOTA.

SPRING-SEAT.

SPECIFICATION forming part of Letters Patent No. 451,291, dated April 28, 1891.

Application filed March 27, 1890. Serial No. 345,517. (No model.)

To all whom it may concern:

Be it known that we, GEORGE EMMETT MCCORMICK and WILLIAM BERNARD McLEAN, of Jamestown, in the county of Stutsman and State of North Dakota, have invented a new and Improved Spring-Seat, of which the following is a full, clear, and exact description.

Our invention relates especially to improvements in spring-seats for locomotive-cabs, although the seat may be used in other places; and the object of our invention is to provide a simple and easy seat that may be easily suspended from a wall or other support, and that may be folded vertically, so as to occupy but little space.

To this end our invention consists in a folding seat adapted to be suspended from a suitable support, said seat having suitable springs fixed to the back thereof, so as to bear against the wall and produce a yielding and easy seat. This construction will be hereinafter fully described, and specifically pointed out in the claims.

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

Figure 1 is a side elevation of the seat suspended from a section of a cab-wall or other support, and Fig. 2 is a front elevation of the same.

The seat has two uprights A of flat bar-iron, which are united at the top by the rod *a*, and at or near the bottom by the cross-strip *b*, which is attached to the back of the uprights, the ends of which are shown in Fig. 2, and the body of which is indicated by dotted lines in the same figure. As shown, the ends of the strip *b* are bent over at *d* and secured to the bars A, so that the strip will stand at an angle to the bars, and at each end of the strip *b* a rearwardly-projecting stop *d'* is formed thereon to limit the downward movement of the side pieces B of the seat-bottom. The side pieces B, which are of flat iron, are united at their outer ends by the cross-bar *e*, and their inner ends are pivoted to the lower ends of the uprights A by the rod *f*, which passes through the uprights and side pieces. The side pieces may therefore be tipped up into a

vertical position, as indicated by the dotted lines in Fig. 1, and when dropped into horizontal position will be supported by their inner ends resting against the stops *d'*. Attached to the cross-strip *b* near each end thereof is a spiral spring *g*, the outer ends of which springs are attached to a block or cross-piece *h*.

The seat is provided with a suitable bottom and back E, of cloth or leather, the upper end of which is attached to the cross-piece *e'*, which is attached to the uprights A near the upper end thereof, and the lower end of which is attached to the cross-bar *e*. The seat may be suspended from the cab-wall D or other support by the eyebolts *i* or other suitable attachments, which are fastened to the rod *a* and to the wall D, and when thus suspended the block *h* will bear fairly upon the wall D, owing to the inclination of the strip *b*, and consequently of the block *h*. When applied to a locomotive, the seat may be suspended above the seat-box of the same.

When the seat is to be used, the side pieces B are tipped down, as shown in Fig. 1, and when a person sits upon the seat the springs *g* will yield sufficiently to make the seat very easy to sit upon.

We do not confine ourselves to the precise arrangements of parts shown, as they may be greatly changed without departing from the principles of our invention. For instance, the seat bottom and back may be formed in any well-known manner, and other springs may be substituted for the spiral springs *g*.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. A spring-seat comprising two uprights connected together by cross-bars and provided with stops at their lower ends, side pieces pivoted to the lower ends of the uprights and having their pivoted ends engaging said stops, a flexible back and bottom secured to the uprights and side pieces, springs projecting from the rear of the uprights, and a bar carried by the springs and adapted to bear against a support, substantially as described.

2. The herein-described spring-seat, consisting of the uprights A, connected by cross-

pieces, the ends of the lower one being provided with the stops *d*, the side pieces B, united at their outer ends by a cross-piece and having their inner ends pivoted to the
5 uprights and adapted to engage the stops *d* to limit their downward movement, the springs *g*, secured to the lower cross-piece of the up-rights, the bar *h*, secured to the outer ends of

the springs, and the flexible bottom and back E, secured to the cross-pieces of the uprights 10 and side pieces, as specified.

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Witnesses:

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