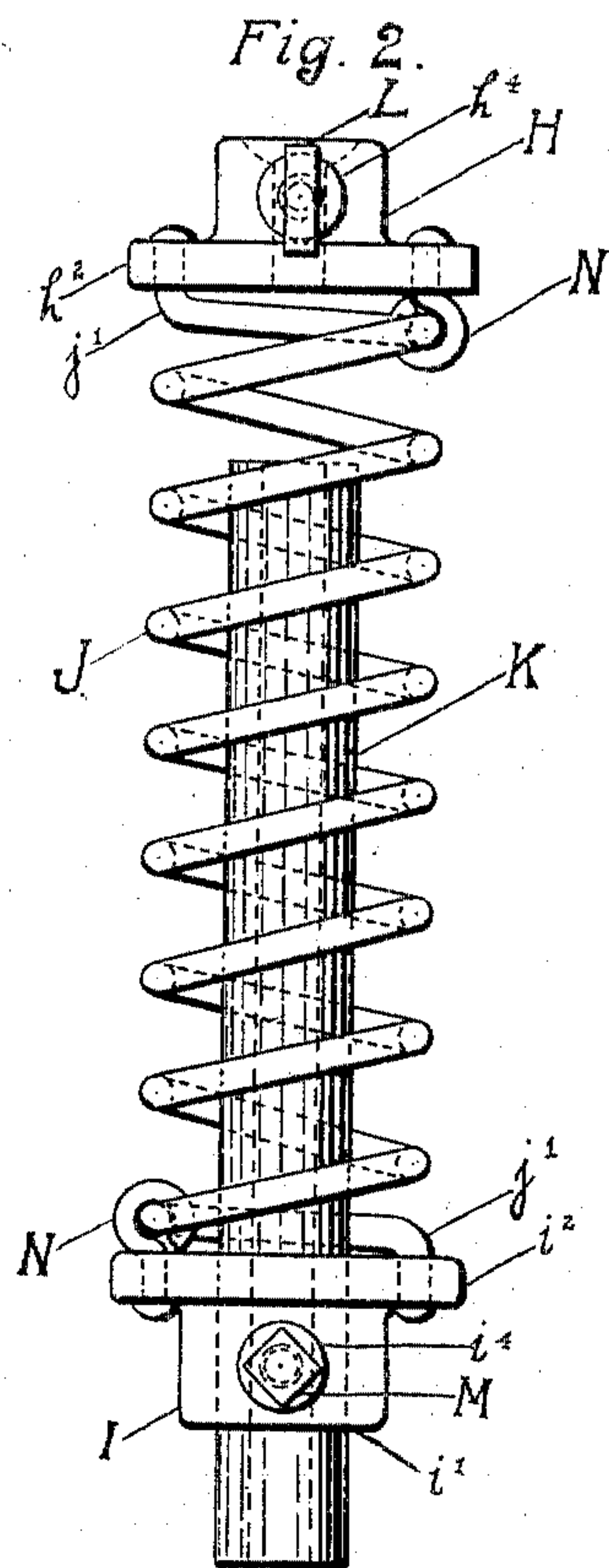
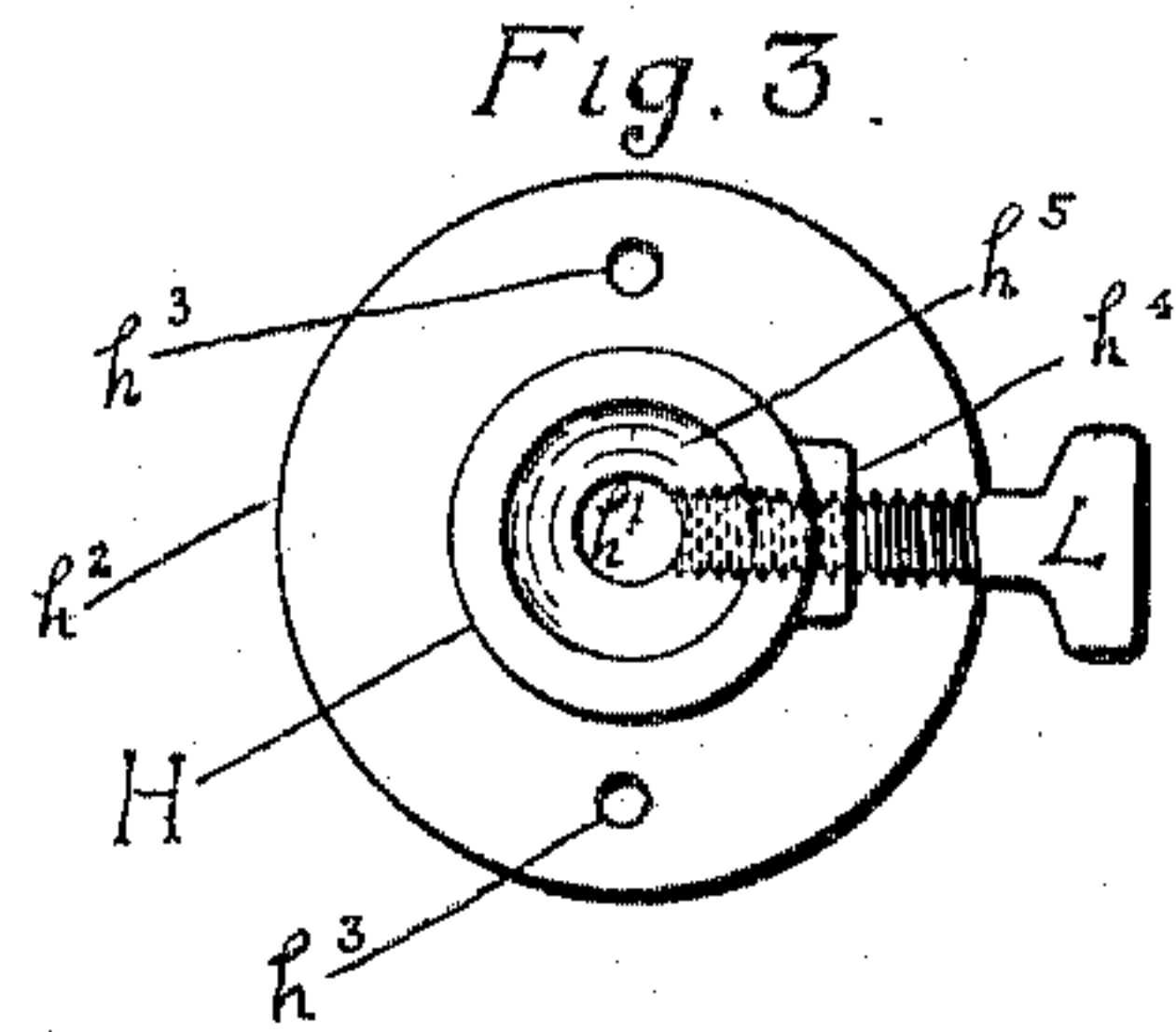
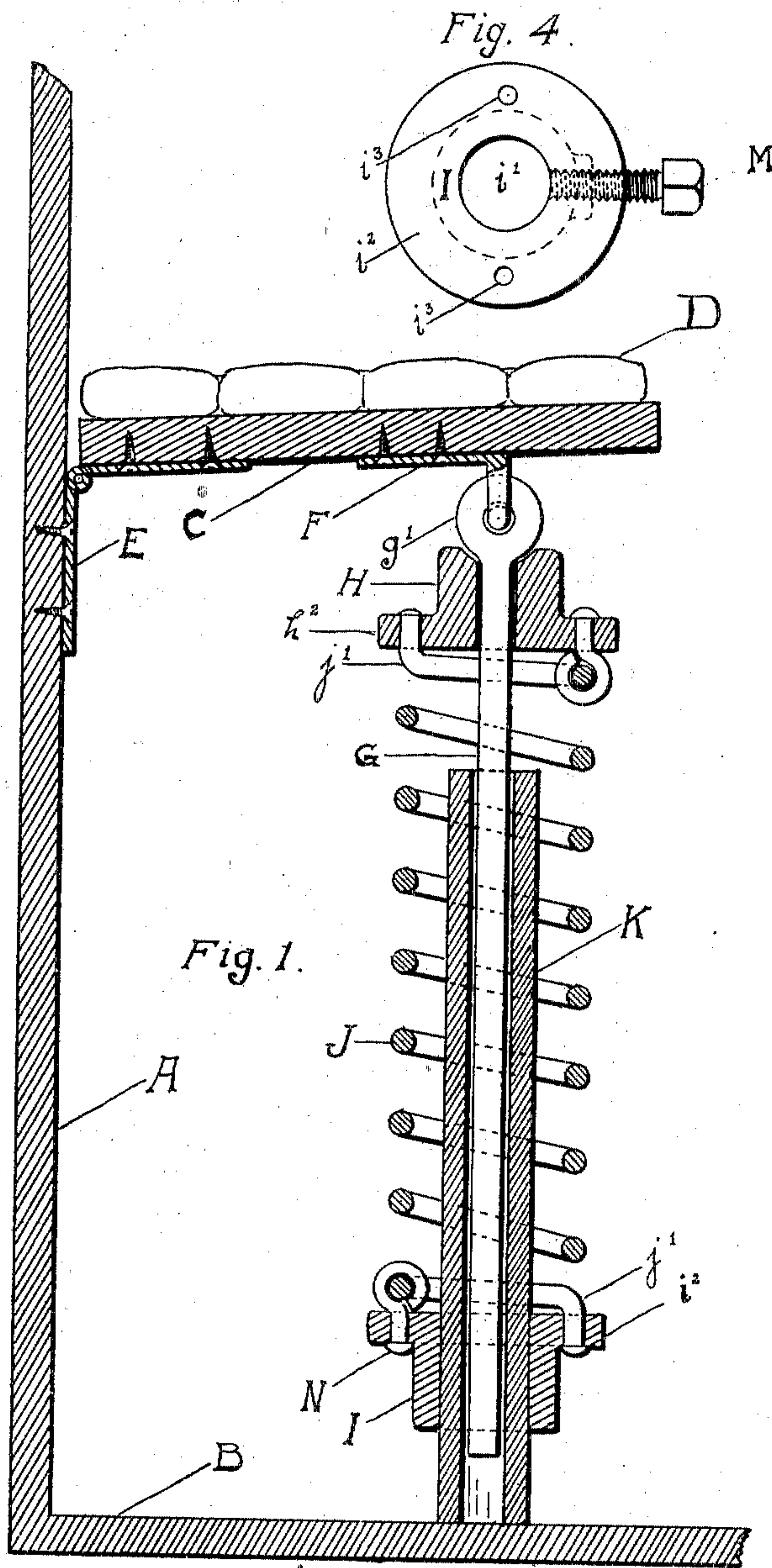


No. 766,981.

PATENTED AUG. 9, 1904.

B. W. ANDERSON.  
LOCOMOTIVE CAB SEAT.  
APPLICATION FILED DEC. 29, 1902.

NO MODEL.



WITNESSES:

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## UNITED STATES PATENT OFFICE.

BRADLEY W. ANDERSON, OF CHICAGO, ILLINOIS.

## LOCOMOTIVE-CAB SEAT.

SPECIFICATION forming part of Letters Patent No. 766,981, dated August 9, 1904.

Application filed December 29, 1902. Serial No. 137,060. (No model.)

*To all whom it may concern:*

Be it known that I, BRADLEY W. ANDERSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Locomotive-Cab Seats, of which the following is a specification.

My invention relates to improvements in yielding supports for locomotive-cab seats.

The object of my improvements is to provide an adjustable yielding support for locomotive-cab seats which shall be simple in construction, durable and efficient in use, which may be obtained at slight cost and owned by the engineer or his fireman and readily attached by either to the leg of his cab-seat on taking their engine, which may be as readily adjusted for use or detached at the end of the run and taken home or put away with their other effects ready for use on the next engine taken out, and which will relieve the engineer or his fireman of the jar and vibration of the engine, which when long continued often produce disease, compelling cessation of work and in some cases permanent retirement from service.

With these and other objects in view the invention consists of the features shown and described, all of which may be understood by reference to the accompanying drawings, in which—

Figure 1 is a side view of the locomotive-cab seat with my invention applied thereto, the latter being shown in section; Fig. 2, a view in elevation of my invention detached from the seat; Figs. 3 and 4, top plan views, respectively, of an upper and lower collar employed in my invention; and Fig. 5, a view in elevation of a rivet employed in my invention.

Referring to the drawings in detail, A represents the wall of a locomotive-cab; B, the floor of same; C, a seat which is provided with a cushion D, has one edge hinged to the cab-wall by means of the hinges E, and has secured to its under side and near its outer edge a cleat F, to which is hinged the leg G, which is adapted to have its lower end rest on the floor of the cab. The parts thus far enumerated are of the character in general use on

railroad-locomotives and form no part of my invention proper, which latter consists of the sleeve K, which is adapted to receive the said leg, the spiral spring J surrounding said sleeve and having at each end a portion  $j'$  extending parallel with the sleeve, and the upper and lower collars H and I, respectively, the former of which has an annular flange  $h^2$ , provided with two openings  $h^3$ , in one of which is secured the upper end of the spiral spring and in the other of which is secured the rivet N, provided with an eye  $n'$ , in which a coil of the spring is secured, said upper collar having also a countersink  $h^5$ , a central opening  $h'$  to receive said leg, and a boss  $h^4$ , through which and the collar is formed a threaded opening to receive the thumb-screw L, the said lower collar having an annular flange  $i^2$ , provided with two openings  $i^3$ , in one of which is secured the lower end of the spiral spring and in the other of which is secured the rivet N, provided with an eye  $n'$ , in which a coil of the spring is secured, said lower collar having also a central opening  $i'$  to receive said sleeve and a boss  $i^4$ , through which and the collar is formed a thread-opening to receive the set-screw M.

My invention is applied to a locomotive-cab seat of the style shown and described by passing the leg of same through the central opening in the upper collar into the said sleeve and is secured to the leg by means of the thumb-screw in the upper collar.

It will be seen that the application of my invention to the leg of the seat will have the effect to elevate the outer edge of the latter. This feature, however, is considered more of an advantage than a disadvantage, since it will prevent the engineer from sliding therefrom.

The relative position of the outer edge of the seat is regulated by adjusting the lower collar, which is adapted to be removably secured to the sleeve by means of the set-screw in said lower collar.

The opening through the sleeve and the opening through the spiral spring are of suitable size to permit the leg and the spring to move up or down freely, thereby counteracting the jar and vibration of the engine.

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

5 In a device of the character stated, a seat permanently hinged at one edge and a support connected near the opposite edge of the seat, said support consisting of a rod having its upper end hinged to the under side of the seat, a collar detachably and adjustably connected  
10 with the upper part of said rod, a sleeve surrounding the rod and adapted to have its lower

end resting on the floor, a collar adjustably and removably secured to the sleeve, and a spiral spring surrounding the sleeve and having its ends connected with said collars respectively. 15

In testimony whereof I affix my signature in presence of two witnesses.

BRADLEY W. ANDERSON.

Witnesses:

BRADLEY W. ANDERSON, Jr.,

ROBT. A. SHEPHERD.