

J. KELLY.
Implement-Seat.

No. 221,574.

Patented Nov. 11, 1879.

FIG. 1.

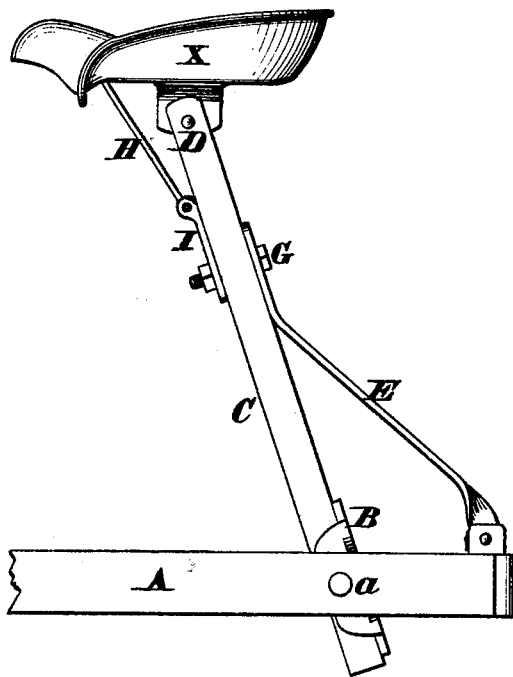


FIG. 2.

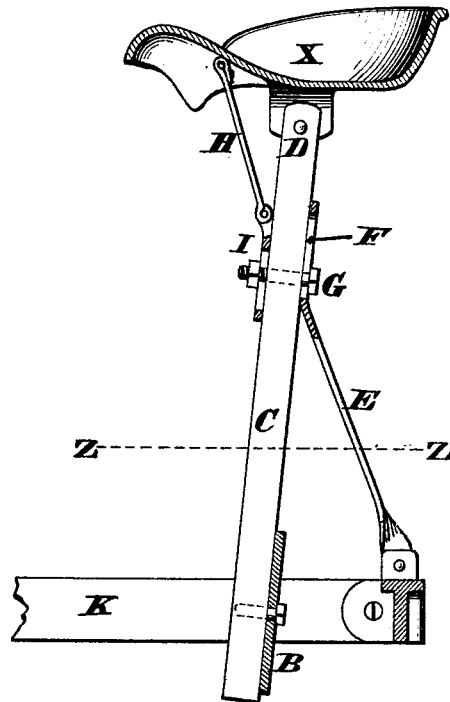
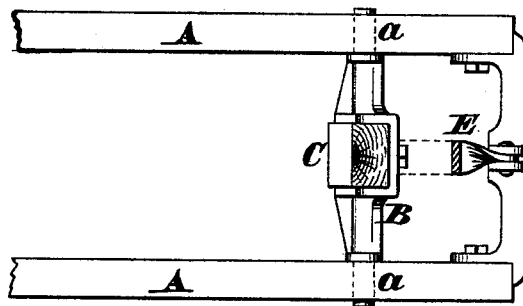


FIG. 3.



Attest.
Jeremiah F. Tooling.
Wm. L. Wright Jr.

Inventor.
John Kelly
By John E. Holts.
his atty.

UNITED STATES PATENT OFFICE.

JOHN KELLY, OF TROY, OHIO, ASSIGNOR TO BEEDLE & KELLY, OF
SAME PLACE.

IMPROVEMENT IN IMPLEMENT-SEATS.

Specification forming part of Letters Patent No. **221,574**, dated November 11, 1879; application filed
June 20, 1879.

To all whom it may concern:

Be it known that I, JOHN KELLY, of Troy, in the county of Miami and State of Ohio, have invented certain Improvements in Implement-Seats, of which the following is a specification.

This invention relates to a new and improved seat used upon implements where the weight of the person sitting on the seat and driving the team attached to the implement is relied upon, in whole or in part, to counterbalance the weight of the parts of the machine forward of the axle; and it consists in hinging the seat-support to the frame-work of the device, and so supporting the seat by sliding braces on each side that when the seat is pushed forward so as to throw the weight of the person farther forward by the front brace the seat may be elevated so as to occupy its relative horizontal position.

In the drawings, Figure 1 shows a side elevation of my vehicle-seat supported upon its frame-work and braced when thrown far forward. Fig. 2 represents a vertical sectional view, showing the slots in the front and rear braces, the seat thrown well back. Fig. 3 represents a cross-section of the support and operative parts through the line Z Z of Fig. 2.

It is well known that several machines require a shifting seat, so as to change the relative position of the operator according to his weight, in order to preserve the proper balance. This is particularly true in corn-planters. In order to provide for this counterbalance and make a seat that is relatively adjustable to any position, I have gotten up the one that I here show.

In the drawings, A represents the main frame-work, supporting at *a* the seat-shaft B. This is usually made as an ordinary revolving shaft, revolving in trunnions supported by the side frames, and in order to give it strength I have placed upon it the supporting-casting shown in Fig. 3. Supported upon this cross-shaft B is the seat-support C, recessed at the top, and supporting in the recess, by means of the pin D, the seat itself, which is usually of cast metal, having upon the under side a lug, as shown, through which the pin D passes. This allows the seat to

have its front raised up or down, according to the relative position of the seat-support C.

In the rear of the seat-support I have the brace E, secured at the rear of the machine, as shown in Fig. 3, and with its front face pressing against the rear of the seat-support C. I usually make this of metal. It has a longitudinal slot, F, Fig. 2, in the part that presses against the seat-support, through which passes the bolt G. In the front of the seat-support there is the brace H, hinged to the bottom of the seat, and having at its bottom a slotted plate pressing against the front of the seat-support, the slot corresponding to the one in the brace supporting the seat in the rear. I represents the slot in the front brace. Through this slot also the bolt G passes.

Now, if it is desired to move the seat forward, so as to throw the weight of the rider farther forward, all that is necessary to do is to unscrew the nut upon the bolt G and push the upper part of the seat support forward. It turning upon its trunnions, the brace E yields, the bolt G passing farther up the slot, and when the proper position is reached the front of the seat is elevated so as to remain horizontal, which elevation is allowed by the slot in the front brace, and the nut upon bolt G being then secured, the whole is held firmly in position.

If it is desired to give a little springiness to the seat, the front brace, H, can be made of heavy steel spring. Also, the front and rear parts might be each fastened separately by slot and bolt, or by similar arrangement, though the form I have shown seems to me to be the most simple and inexpensive.

I claim—

1. An adjustable implement-seat pivoted upon a swinging standard, in combination with means, substantially such as described and shown, whereby said seat may be fixed at any desired point between its two extremes of horizontal movement, and also fixed in a horizontal plane.

2. In combination with a seat movable in a horizontal direction, a pivoted supporting-standard, the seat pivoted to said standard, two independent adjustable braces holding

the seat and the standard, respectively, and the clamping-bolt for securing the braces, as specified.

3. In an adjustable implement-seat, the combination of the support C, slotted braces E and H, and the bolt G, as and for the purposes described.

4. The combination of the trunnioned seat-support, the adjustable seat-bottom, the slot-

ted rear brace, the slotted front brace, and a device whereby the said braces may be firmly secured to the seat-support, as and for the purposes described.

JOHN KELLY.

Witnesses:

THEODORE SULLIVAN,

M. B. EARNHART.