(No Model.)

E. M. KRUM.

SEAT FOR HARVESTERS AND OTHER MACHINES.

No. 341,922. Patented May 18, 1886.

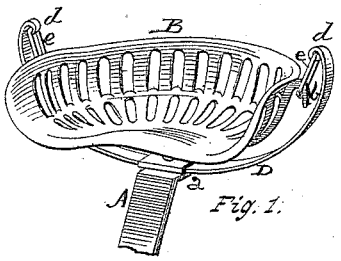


Fig. 1.

Fig. 2.

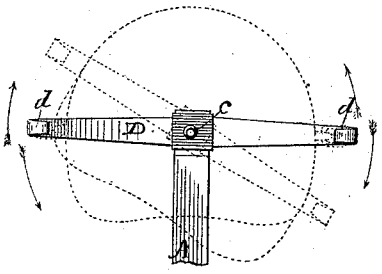


Fig. 3.

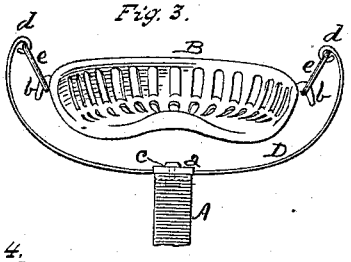


Fig. 4.

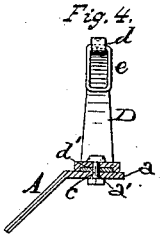


Fig. 5.

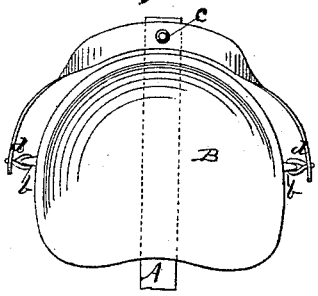
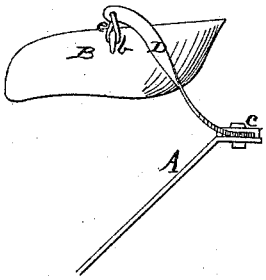


Fig. 6.



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UNITED STATES PATENT OFFICE.

EDWARD M. KRUM, OF OLD CHATHAM, NEW YORK.

SEAT FOR HARVESTERS AND OTHER MACHINES.

SPECIFICATION forming part of Letters Patent No. 341,922, dated May 18, 1886.

Application filed March 5, 1884. Serial No. 123,141. (No model.)

To all whom it may concern:

Be it known that I, EDWARD M. KRUM, a citizen of the United States, residing at Old Chatham, in the county of Columbia and State of New York, have invented a new and useful Improvement in Seats for Harvesters and other Machines, of which the following is a specification.

My invention relates to seats for harvesters and other machines; and it consists of the devices and combinations of devices hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 represents a perspective view of my invention. Fig. 2 is a plan view of the same. Fig. 3 is a front elevation. Fig. 4 is a side elevation, partly in section, of the standard and elastic bracket pivoted thereto with the seat removed. Fig. 5 is a plan view showing a modified form of some of the parts, and Fig. 6 is a side elevation of the same.

Similar letters refer to similar parts throughout the several figures.

A represents the upper end portion of a seat-supporting standard of a mowing-machine, horse-rake, sulky-plow, or other machine which carries the driver of a team. This standard may be made of any material and in any form usual in the trade, and is secured to the machine in the usual manner. The upper end of this standard is so bent (preferably rearward) as to form the horizontal step *a;* or this step may be made of a separate piece from the standard and be securely connected with the upper end of the same. Said step is pierced centrally with a vertical hole, *a'*, for receiving a pivot-bolt or swivel-pin, *c*.

B is the seat, which is provided at its opposite sides and at the upper edge of its rim with hooks *b b*, which are preferably cast with the seat; or they may be attached to the seat by rivets or their known equivalents. These hooks are arranged so far above the plane of the bottom of the seat that the latter is suspended, and the weight thereon will tend to maintain it in a horizontal position forward and backward.

D is the bracket from which the seat is suspended. It is preferably made of spring-steel and in a bow shape. At the middle of its body or lower portion it is provided with a hole, *d'*, for the reception of the pivot *c*, and the upper ends of its arms are provided with eyes or pierced ears *d d*, as shown. I prefer to make this bracket of the form shown in Figs. 1, 2, 3, and 4, with its curved arms in a vertical plane transverse of the machine and rising to a distance a little greater than the depth of the seat; or it may be made in the form shown in Figs. 5 and 6, with its arms extending forward and upward, and gradually turned or twisted from the horizontal flat portion toward the upper ends of the arms, as shown. With this form the seat will be suspended from points forward of the vertical line of the pivot *c*, the arms of the bracket, and in the bow thereof by links *e e*, connecting the hooks *b* and eyes *d*. If desired, eyes may be substituted for hooks *b b*, and hooks may be substituted for eyes *d d* of the arms of the bracket. This bracket is secured to the horizontal step *a* of standard A by the pivot-bolt *c*, so that it may be readily turned in either direction horizontally on said step, as indicated by arrows in Fig. 2. Being thus pivoted to the standard, the seat may be readily turned in either direction by the driver at will; and the seat, being suspended, as above described, from the elastic bracket D by the links *e e*, or equivalent flexible connections, will be prevented from tilting with the machine when the driver is seated thereon, or, rather, it will be permitted to swing forward and back relative to the machine when the latter is tilted forward or back, because the weight of the driver will be below the points of suspension, and the supporting-arms being elastic, and the seat having flexible connections therewith, the arm on that side of the machine which may be raised as it passes over the ground will yield more than the other, and the seat will thus be maintained in a horizontal position transversely. These features operate to hold the seat, when weighted by the driver, in substantially a horizontal position, whether the machine is passing over level surfaces, or up or down declivities, or along the sides of hills, or when one of the wheels is raised by some obstacle, and also to give to the driver an elastic support at all times, and prevent him from being jolted when the machine is passing over rough or

uneven surfaces. The bracket being pivoted to the standard, so as to adapt it to be turned horizontally in either direction, enables the driver at will to turn the seat more or less to the right or left, to enable him to view his work behind the machine without twisting about on his seat, and also to readily dismount from the seat or mount the seat from the side or rear instead of from the front, which is of great advantage in mowers or reapers and horse-rakes.

These improvements are applicable to all agricultural machines which have carrying-wheels and a driver's seat, and also to road-sulkies and other vehicles.

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

1. In combination with the seat and seat-standard, an elastic bracket pivoted to said standard, and having upward-projecting arms provided with ears or eyes, and means for suspending the seat thereon, as and for the purpose set forth.

2. The combination, with an elastic bracket having upwardly-extending arms provided with eyes or ears, of a seat provided at its sides with hooks located above the plane of the bottom of the seat and link-connections between said hooks and the eyes in the bracket-arms, as and for the purpose set forth.

3. The combination of the standard A, provided with the step *a*, the elastic bow-shaped bracket D, pivoted to said step, the seat B, provided with hooks *b b*, and flexible suspending-connections between said hooks and said bracket, substantially as set forth.

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