

H. WITTE.
CAR SEAT.

APPLICATION FILED JAN. 12, 1909.

934,121.

Patented Sept. 14, 1909.

Fig. I.

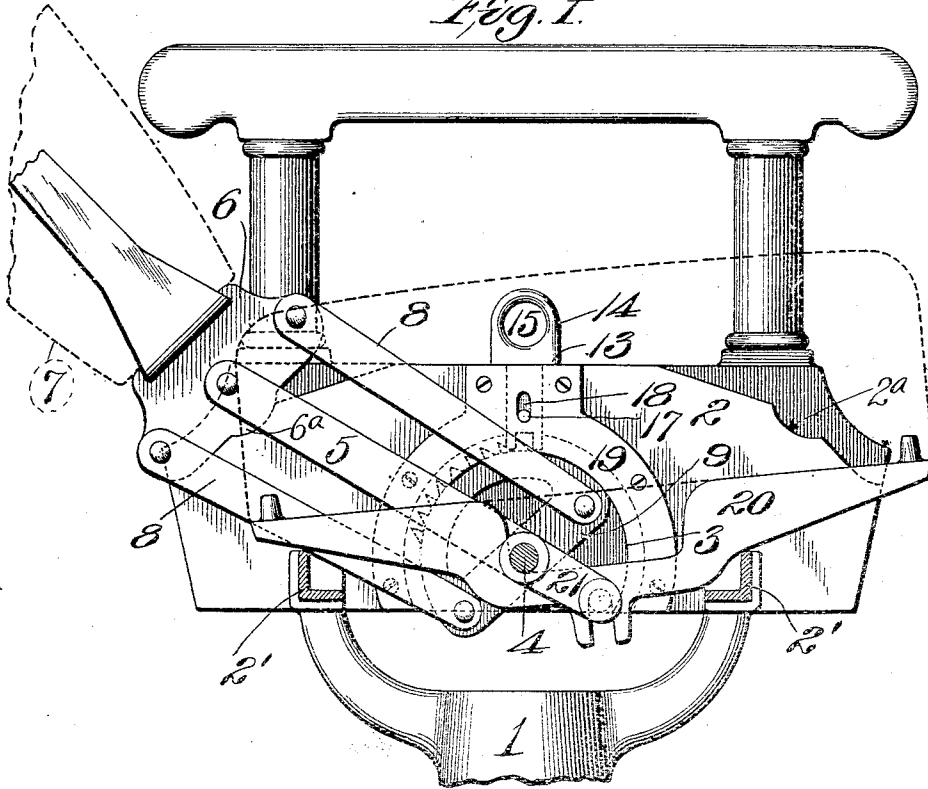


Fig. II.

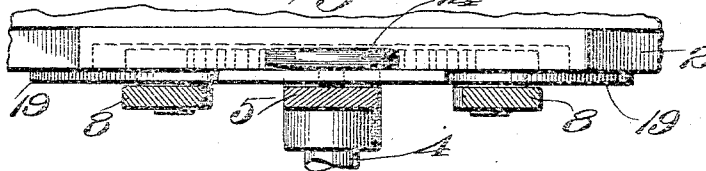
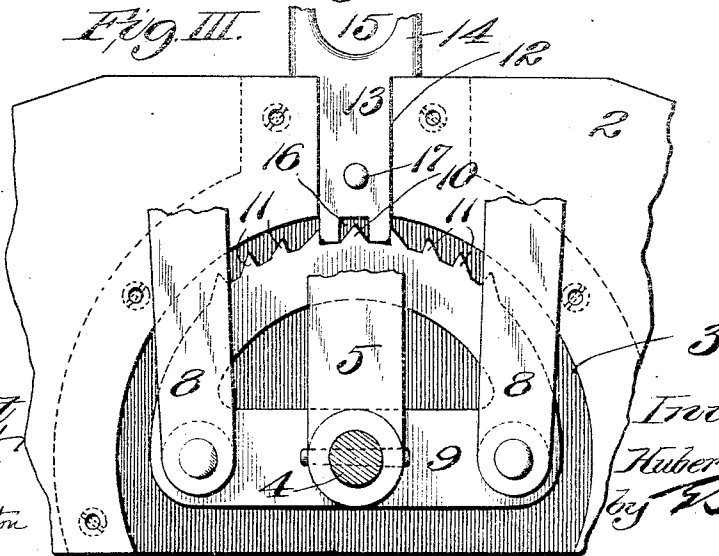


Fig. III.



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HUBERT WITTE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

CAR-SEAT.

934,121.

Specification of Letters Patent. Patented Sept. 14, 1909.

Application filed January 12, 1909. Serial No. 471,830.

To all whom it may concern:

Be it known that I, HUBERT WITTE, a citizen of the United States, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

My invention relates to that description of car seats known as "walk over" seats, and which has for its object the construction of a seat of this description including simple means whereby the seat back may be raised and lowered, thereby rendering the seat a reclining one as well as a walk over seat.

Figure I is a view partly in vertical cross section, and partly in end elevation, of my car seat. Fig. II is a top or plan view of portions of the seat at one end thereof. Fig. III is an enlarged elevation of the detent means for holding the seat back, the parts being shown in neutral positions.

In the accompanying drawings:—1 designates a pedestal that serves as a support for one of the end frames of the seat, the other end frame being supported either by a similar pedestal or by attachment to a side wall of the car in which the seat is used.

2 designates one of the end frames which is recessed at 3 to provide a cavity for the reception of a latch receiving member to be hereinafter described.

4 designates a rock shaft that is journaled in the end frame 2 shown in the drawings, and a companion end frame that is provided with a recess similar to that in the side frame shown. At each end of the seat and fixed to the rock shaft 4 is a lever 5 that is attached at its outer end to end plates 6, secured to and serving as supports for the seat back 7, shown in dotted lines Fig. I.

8 are links pivoted to the seat back end plates at their outer ends and arranged parallel with the lever 5.

9 designates a latch receiving plate loosely mounted upon the rock shaft 4 and to which the inner ends of the links 8 are pivoted. This latch receiving plate, as well as the links 8, is duplicated at the end of the car seat opposite that illustrated in the drawings. The latch receiving plates 9 are located in the recesses 3 of the seat end frames, and each plate is provided at its upper edge with a central V-shaped tooth 10 and a series

of outer teeth 11, the last named teeth being provided with inclined outer faces and straight inner faces, as most clearly seen in Fig. III.

In each end frame of the car seat, above the recess 3 therein, is a vertical groove 12 that receives a latch bolt 13 that is provided at its upper end with a handle 14 containing a finger hole 15. In the lower end of each latch bolt is a notch 16 that is adapted to receive either of the teeth 10 or 11 of the latch receiving plate 9 according to the adjustment of said plate in the adjustment of the seat back 7. The vertical movement of the latch bolt 13 is controlled by a stud or stop 17 that is seated in the latch bolt 13 and is operable on a slot 18 in a housing plate 19 fixed to the seat end frame and inclosing the toothed portion of the latch receiving plate 9.

In Fig. I, I have shown the back of my car seat in a completely reclining position at one side of the seat, the seat back being supported due to the engagement of one of the legs of the latch bolt adjoining the notch 16 therein in engagement with the straight face of one of the outer teeth 11 of the latch receiving bolt 9. Should it now be desired to lower the seat back, all that is necessary to do is to manually raise the latch bolt 13 sufficient to clear the teeth 11 of the latch receiving bolt 9, and then allow the seat back to rotate in the bearings afforded by the recesses 2^a and the projections 6^a to a desired degree, after which the latch bolt 13 is permitted to drop by gravity into locking position.

When it is desired to reverse the seat back, the same is permitted to "walk over" by applying pressure to the same in a proper direction until said seat back occupies a position at the opposite side of the seat proper, which movement has brought the projection 6^a into one of the recesses 2^a designed to receive it, and from this position the seat back is susceptible of adjustment in like manner, as previously described.

20 designates one of the seat cushion supports that rests loosely upon the tie bar 2' by which the seat end frames 2 are connected, and which is engaged by an arm 21 fixed to the rock shaft 4 and through the medium of which said supports and the cushion resting thereon are shifted, as usual, when the seat back is moved from one side to the opposite side of the car seat proper.

In Figs. II and III of the drawing, the parts are shown in the positions which they momentarily assume when the seat back is in a central or normal position during the reversal of said seat back in its "walk over" fashion.

I claim:—

1. In a car seat, the combination with an end frame, of a pivot element, a seat back support, a lever having connection with said pivot element and said seat back support, a latch receiving plate rockably mounted on said pivot element and having teeth, means of connection between said latch receiving plate and said seat back support, and a latch bolt slidably fitted to said end frame for coöperation with said teeth, substantially as described.

2. In a car seat, the combination with an end frame provided with a recess at the top thereof, a seat back support having a portion loosely seated in the recess in said end frame, a pivot member, a lever having connection with said pivot member and said seat back support, a latch receiving plate loosely mounted on said pivot member and provided with teeth, a pair of links arranged parallel with said lever and having pivotal connection at their ends with said seat back support and said latch receiving plate, and a

latch bolt slidably fitted to said end frame and adapted to engage the teeth of said latch receiving plate.

3. In a car seat, the combination with an end frame, of a rock shaft journaled in said end frame, a seat back support connected to said rock shaft, a latch receiving plate loosely fitted to said rock shaft and having teeth provided with straight inner faces and inclined outer faces, means of connection between said latch receiving plate and said seat back support, and a latch bolt loosely fitted to said end frame and having legs adapted to be engaged by the inclined and straight faces of said teeth.

4. In a car seat, the combination with an end frame, of a rock shaft journaled in said frame, a lever fixed to said rock shaft, a toothed latch receiving plate loosely fitted to said rock shaft, a pair of links pivoted to said latch receiving plate and arranged parallel with said lever, a seat back to which said lever and links are connected, and a latch bolt loosely mounted in said end frame and arranged for engagement with the teeth of said latch receiving plate.

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Witnesses:

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