Feb. 6, 1923. 1,444,111.

J. G. CURTISS.

AUTOMOBILE CHAIR.

FILED JUNE 30, 1919.

2 SHEETS—SHEET 1.

Fig. 1

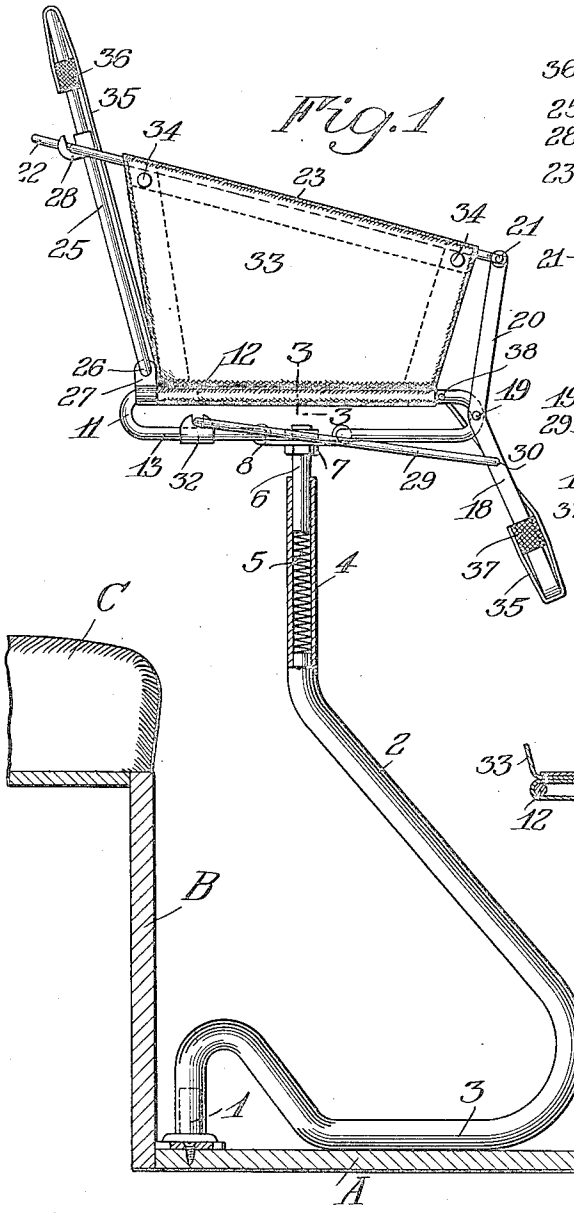


Fig. 2

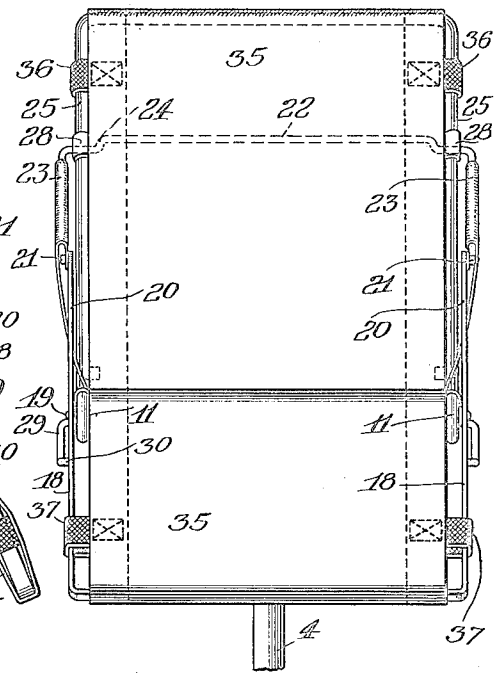


Fig. 3

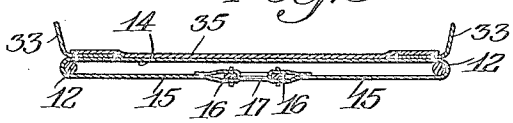
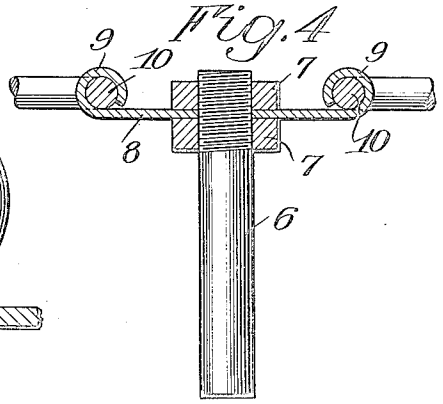


Fig. 4



WITNESSES:

Nelson H. Copp

INVENTOR

J. Guernsey Curtiss

BY Church & Church

his ATTORNEYS

Feb. 6, 1923.

1,444,111.

J. G. CURTISS.

AUTOMOBILE CHAIR.

FILED JUNE 30, 1919.

2 SHEETS—SHEET 2.

Fig. 5

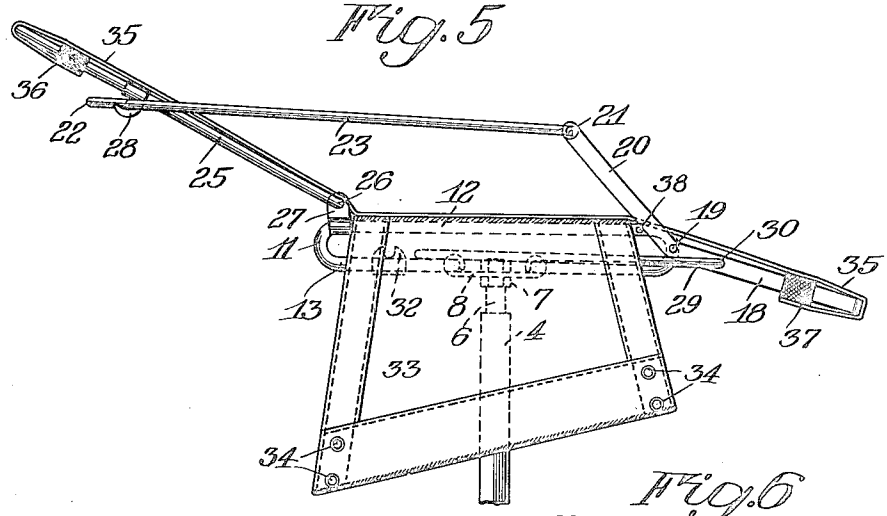


Fig. 6

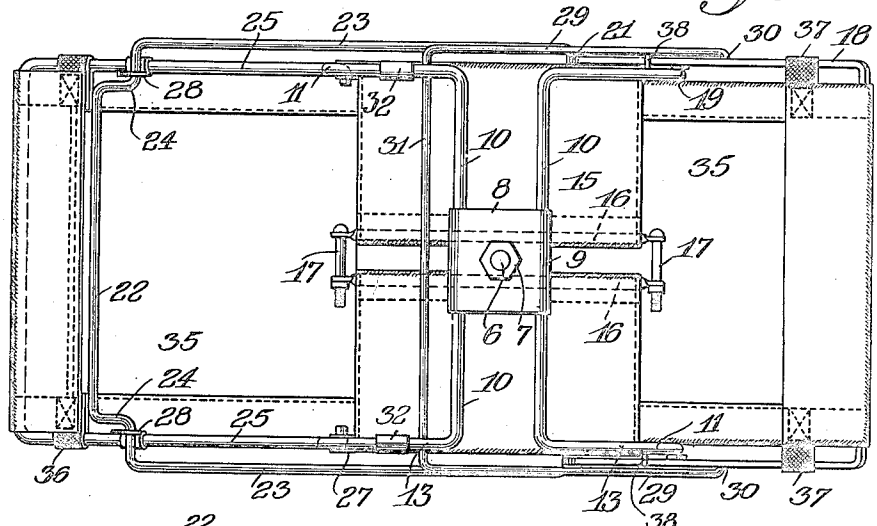
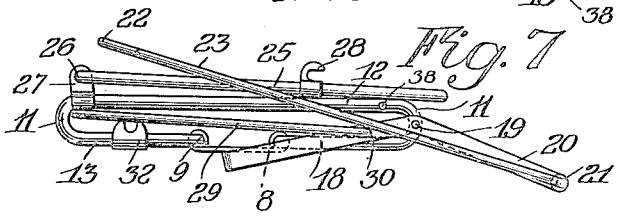


Fig. 7



WITNESSES:

Wilson H. Copp

Russell B. Griffith

INVENTOR

J. Guernsey Curtiss

BY Church & Rich

his ATTORNEYS

Patented Feb. 6, 1923. 1,444,111

UNITED STATES PATENT OFFICE.

J GUERNSEY CURTISS, OF ROCHESTER, NEW YORK, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO FLOWER CITY NOVELTY CORPORATION, OF ROCHESTER, NEW YORK, A CORPORATION OF NEW YORK.

AUTOMOBILE CHAIR.

Application filed June 30, 1919. Serial No. 307,836.

To all whom it may concern:

Be it known that I, J GUERNSEY CURTISS, of Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Automobile Chairs, and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and to the reference numerals marked thereon.

My present invention relates to furniture and more particularly to folding chairs and it has for its object to provide a simple, cheap and convenient chair of this nature particularly adapted for use in automobiles and similar vehicles to provide a temporary additional seat for children. The improvements are directed in part toward the manner of mounting a chair in the vehicle and arrangements of the chair elements whereby it may be readily folded into a compact state and adjusted so that the occupant may assume either an erect or a reclining position. To these and other ends the invention resides in certain improvements and combinations of parts all as will be hereinafter more fully described, the novel features being pointed out in the claims at the end of the specification.

In the drawings:

Figure 1 is a side view partly in section of a vehicle chair constructed in accordance with and illustrating one embodiment of my invention, a portion of the seat and floor of the vehicle to which it is attached being shown in vertical section;

Figure 2 is a front view of the chair;

Figure 3 is a fragmentary transverse section through the seat on the line 3—3 of Figure 1;

Figure 4 is an enlarged fragmentary sectional view through the head of the seat post;

Figure 5 is a side view of the chair in reclining position;

Figure 6 is a bottom view, and

Figure 7 is a side view of the chair in folded condition with the seat post removed and the flexible portions also removed.

Similar reference numerals throughout the several views indicate the same ports.

The chair of the present embodiment of the invention is designed to be located opposite the center of the double seat of an automobile and to support a child above and between the laps of the occupants so that the latter will have foot room on each side and their view will be unobstructed in front. The chair may be applied to its supporting standard after the other occupants have become seated and the supporting standard swings into and out of a position between the seats so as not to be in the way when the said occupants enter or leave the car.

Referring more particularly to the drawings, A indicates the flooring, B the front seat wall and C the seat of an automobile. At the junction of the parts A and B and preferably secured to the flooring A, I arrange a pivot post 1 over which is detachably applied a bearing socket in the downwardly turned end of a standard 2 which extends forwardly from the socket in a loop to rest against the floor at 3 and thence extends rearwardly and upwardly to bring a socket 4 at its upper end closer to the seat C and above a point about midway between the bearing at 3 and the bearing at 1. This prevents the application of undue strain at 1.

The socket 4 contains a spiral compression spring 5 upon which rests a seat post 6 having a bearing in the socket and movable vertically on the spring to provide a resilient support for the chair. The seat post 6 is shown enlarged in Figure 4 and at its upper end between nuts 7 threaded thereon it carries a head 8 which I prefer to form of heavy sheet metal rolled at opposite edges to form sockets 9. Anchored in these sockets at each side of the head are the inturned ends 10 of a looped wire frame 11 providing an upper seat rail 12 and a lower rail or bar 13 parallel with it. The seat is constituted by a strip of flexible material 14 folded over the rails 12 and having its ends 15 spaced underneath and provided with rigid bars 16 as best shown in Figures 3 and 6. The projecting ends of these bars are connected together by bolts 17 which are drawn up to tighten the seat portion 14 and this tension, coupled with the increased tension produced by the weight of the occupant, tends to urge the frame ends 10 into the sockets 9 and hold the chair together.

A yoke shaped foot rest frame 18 has its

arms pivoted at 19 to the respective seat frames 11 and upward extensions 20 of these arms have pivoted to them at 21 the ends of a yoke shaped member 22 the arms 23 of which act as chair arms. Inwardly offset portions 24 at the corners of the yoke engage in rear of a back frame 25 pivoted at 26 to clips or brackets 27 secured to the seat rails 12. When the chair is in operative position, these offsets 24 rest in notched keepers 28 secured at a suitable height on the back frame 25 which prevents the back from moving either forwardly or rearwardly independently of the arms 23 and the arm posts 20. The latter, which are part of the foot rest 18, are locked against movement by stay rods 29 pivoted to the foot rest at 30. These stay rods are also formed yoke shaped in one piece and the connecting portion 31 thereof extends from one seat frame 11 to the other and within each frame between the rails 12 and 13 thereof. In each instance, the lower rail is provided with a notched keeper 32 in which the connecting portion 31 of the stays is engaged to hold the chair in the upright position of Figure 1. In this position, I prefer to close the sides with flaps or flexible pieces 33, also preferably of canvas, which are sewed to the seat 14 at their lower edges and provided with the usual socket buttons 34 at their top edges which are folded over the arms 23 and thus secured to them. The back frame 25 and the foot rest 18 are filled or covered with a continuous strip of canvas 35 one end of which is looped over the back at the top thereof and suitably secured to the back frame at 36 while the lower end is similarly looped over the foot rest frame 18 and suitably secured thereto at 37.

When it is desired to recline in the chair, the stays 29 of the foot rest are released from the notched keeper 32 as in Figure 5, permitting the foot rest 18 to rise and the back 25 to lower until a position of equilibrium is reached, or until a stop 38 is engaged by each of the arm posts 20. No securing means for the stays 29 in this position is ordinarily required. The side pieces 33 are disconnected and allowed to hang at the sides, as also shown in Figure 5.

When not in use, the standard 2 may be swung laterally on the pivot 1 close against the seat C of the vehicle and the seat board D to permit the other occupants of the vehicle to enter or alight, or the standard 2 may be bodily removed from the pivot 1. The chair is lifted out of the standard and folded into the position of Figure 7, with or without the removal of the seat post 6 (shown removed in that view) and this folding is accomplished by disengaging the arm yoke 32 and the stay yoke 29 and folding the side pieces 33 inwardly against the seat bottom 14. The back is folded forwardly against the seat; the arms 23 move downwardly toward the latter; the foot rest 18 folds upwardly into the plane of the seat and the stays 29 fold upwardly substantially into the plane of the latter.

I claim as my invention:

1. In a vehicle chair, the combination with flooring and a seat above the same, of a vertical pivot at the junction of the seat and flooring, a standard arranged to swing horizontally on the pivot and having a bearing on the flooring at a distance from the pivot and a chair on the standard located directly above a point between the said bearing and the pivot, the standard being disposed to bring the chair above the front edge of the seat.

2. In a vehicle chair, the combination with a seat post having a head provided with laterally opening sockets, of a seat frame comprising two side rails each having inwardly turned ends extending into the sockets.

3. In a vehicle chair, the combination with a seat post having a head provided with laterally opening sockets, of a seat frame comprising two side rails each having inwardly turned ends extending into the sockets and a seat composed of flexible material stretched over the rails and operating, when pressed upon, to urge the rail ends into the sockets.

4. In a vehicle chair, the combination with a seat post having a head provided with laterally opening sockets, of a seat frame comprising two side rails each having inwardly turned ends extending into the sockets and a seat composed of flexible material stretched over the rails and having its ends connected together on the under side and operating to maintain the rail ends in the sockets.

5. In a vehicle chair, the combination with flooring and a seat above the same, of a vertical pivot at the junction of the seat and flooring, a standard arranged to swing horizontally on the pivot and comprising a single rod or bar bent downwardly at one end to fit over the pivot and formed with an adjacent looped portion having a bearing against the floor at a point removed from the pivot, the bar proceeding from the looped portion at an inclination rearwardly and upwardly toward the pivot and a chair on the standard disposed above the front edge of the seat.

6. In a vehicle chair, the combination with a seat comprising a post and side rails each composed of a looped rod providing upper and lower bars, and a foot rest pivoted to the seat, of releasable stays connecting the lower bars of the seat with the foot rest and having a connecting and engaging portion movable back and forth between the bars.

J GUERNSEY CURTISS.