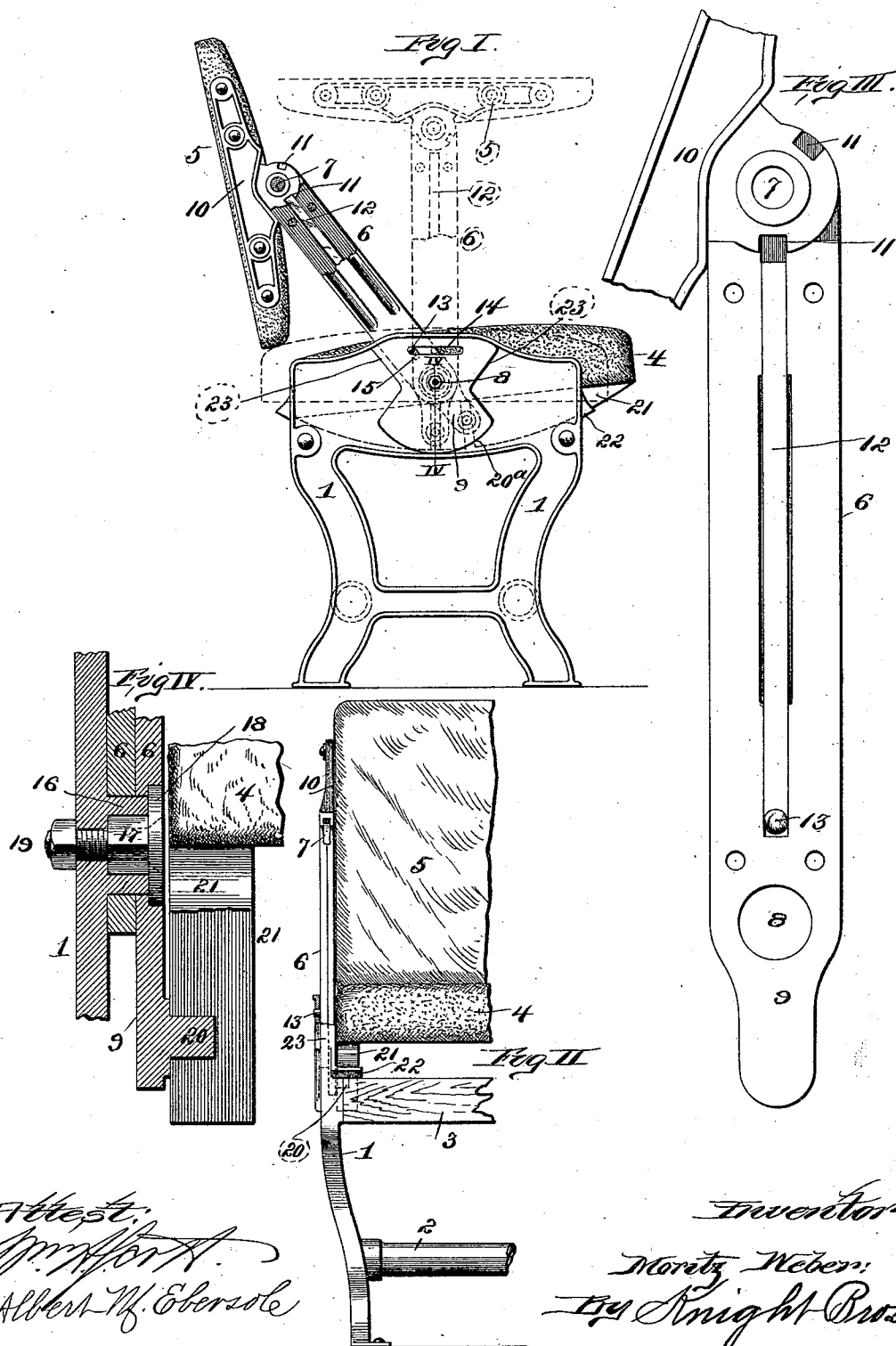


(No Model.)

M. WEBER.
CAR SEAT.

No. 512,240.

Patented Jan. 2, 1894.



Attest:
Albert W. Ebersole

Inventor:
Moritz Weber:
By Knight Bros.

Attys.

UNITED STATES PATENT OFFICE.

MORITZ WEBER, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO
GEORGE J. KOBUSCH, OF SAME PLACE.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 512,240, dated January 2, 1894.

Application filed March 27, 1893. Serial No. 467,769. (No model.)

To all whom it may concern:

Be it known that I, MORITZ WEBER, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improved seat, the back of which is locked in using position automatically, and the seat proper of which is automatically shifted as the back is reversed.

My invention consists in features of novelty hereinafter fully described and pointed out in the claims.

Figure I is an end view, illustrative of my invention. Fig. II is a detail, front elevation. Fig. III is an enlarged view, showing part of the back of the seat, and one of the arms, with the locking bar disengaged. Fig. IV is an enlarged, detail, vertical section, taken on line IV-IV, Fig. I.

Referring to the drawings, 1 represents the side pieces or frame of the seat, which are connected by rods 2 and a cross-piece 3.

4 represents the seat proper, and 5 the back of the seat. The back is connected to the frame or side pieces 1 by means of arms 6, pivoted to the back at 7, and to the side pieces at 8. There is an arm 6 at each end of the seat, and each arm has an extension 9 projecting downwardly from the pivot 8. The casting or brackets 10 by which the upper ends of the arms are connected to the back 5, are provided with notches 11, as shown in Figs. I and III. One or both of the arms 6 are grooved, to receive a locking bar 12, the upper end of which is adapted to engage in the notches 11, and the lower end of which has a pin 13 engaging a slot 14 in the frame or end pieces 1.

For convenience in putting the parts together, I prefer to make each arm 6 of two longitudinal pieces, as shown in Fig. IV, one of the pieces being grooved to receive the locking bar 12, with the pin 13 projecting through the short slot 15 in the outer member of the arm, so as to permit it to engage in the slot 14. (See Fig. I.) The two parts or members of each arm are suitably riveted or bolted together. There is provision for the longi-

tudinal movement of the locking bars in the arms, and it will be understood that as the backs of the seats are reversed, the upper ends of the locking bars will be withdrawn from the notches 11, as, for instance, referring to Fig. I it will be seen that the upper end of the locking bar 12 is in engagement with one of the notches 11, thus locking the back from turning on the arms. As the back is swung over toward the other side of the seat, the arms 6 turning on the pivots 8, the locking bars will be thrown out of the notches 11, owing to the pins 13 fitting in the slots 14, and traveling in the short slots 15. (See dotted lines, Fig. I.) The back is now unlocked from the arms, and may be swung around on the arms, (turning on the pivot 7,) until it assumes the position on the other side of the arms to that which is shown in Fig. I. Then, as the back and arms are swung over still farther, to bring the back in its proper relation to the seat, or the reversed position to that shown in Fig. I, the locking bars are forced outwardly again, and their upper ends caused to engage the other notches 11, thus locking the back to the arms again.

The frame or end pieces 1 are each provided with an inwardly extending projection 16, which is cylindrical on its outer surface to receive the arms 6 and allow the arms to turn thereon. These projections have non-circular sockets to receive non-circular projections 17 on washers 18, which are recessed or counter-sunk into the inner face of the arm 6, as shown in Fig. IV, the washers fitting against the inner faces of the projections 16.

19 are bolts passing through the washers 18, through projections 17 and the end pieces or frames 1, thus connecting the arms to the end pieces, and as the washers 18 cannot turn with the arms 6, (owing to the fact that they have the non-circular projection 17 fitting in the non-circular sockets in the projections 16 of the end pieces 1,) there is no danger of the nuts on the bolts 19 becoming lost, owing to the frequent reversal of the arms 6.

The projections 9 of the arms 6 are provided with studs 20, which fit in slots 20^a, in rocker-shaft blocks 21 secured to the under side of the seat proper, 4; these rocker shaft blocks 21 fitting on stationary supports 22 secured

to the frame 1. The rocker shaft blocks 21 fit loosely on the supports 22, and it will thus be seen that as the arms 6 are reversed, the seat proper, 4, will be shifted from the position shown in full lines, Fig. I, to the position shown in dotted lines, Fig. I, thus causing the seat proper to automatically accommodate itself to the most comfortable position for the occupant.

10 The limited movement of the arm 6 is regulated by shoulders 23, on the inside of the frame or end pieces 1.

I claim as my invention—

15 1. A car-seat comprising a side-piece 1 formed with a slot 14 and having shoulders 23, a support 22 secured to the side-piece, a seat 4 having a rocker-shaft block 21 formed with a slot 20^a and adapted to slide on the support, an arm 6 pivoted to the side piece
20 and formed with a short slot 15, and an extension 9 having a stud 20 traveling in the slot of the rocker-shaft block, the locking-bar, adapted to slide in the arm, having a pin 13 traveling in the short slot of the arm and in
25 the slot of the side-piece, and the back 5 having a bracket 10 pivoted to the arm and formed

with notches 11 with which the locking-bar is adapted to engage; substantially as described.

2. A car-seat comprising a pivoted arm constructed with an outer longitudinal piece and
30 an inner longitudinal piece secured together; the outer piece being formed with a short slot, and the inner piece being longitudinally grooved, and the locking bar, adapted to slide in the groove, having a pin traveling in the
35 short slot; substantially as described.

3. A car-seat comprising a side-piece 1 having shoulders 23 and an inwardly projecting cylindrical projection 16, formed with a non-circular socket, the arm 6 mounted on the pro-
40 jection, the washer 18 flush with the inner face of the arm, having a non-circular projection 17 fitting in the non-circular socket, the bolt 19 having its head flush with the washer, passing through the interlocked projections
45 and having its threaded portion extending through the side-piece, and a nut for securing the parts together; substantially as described.

MORITZ WEBER.

In presence of—

ALBERT M. EBERSOLE,
E. S. KNIGHT.