G. STEINBECK.

CAR SEAT.

APPLICATION FILED APR. 6, 1912.

1,096,518.

Patented May 12, 1914.

2 SHEETS—SHEET 1.

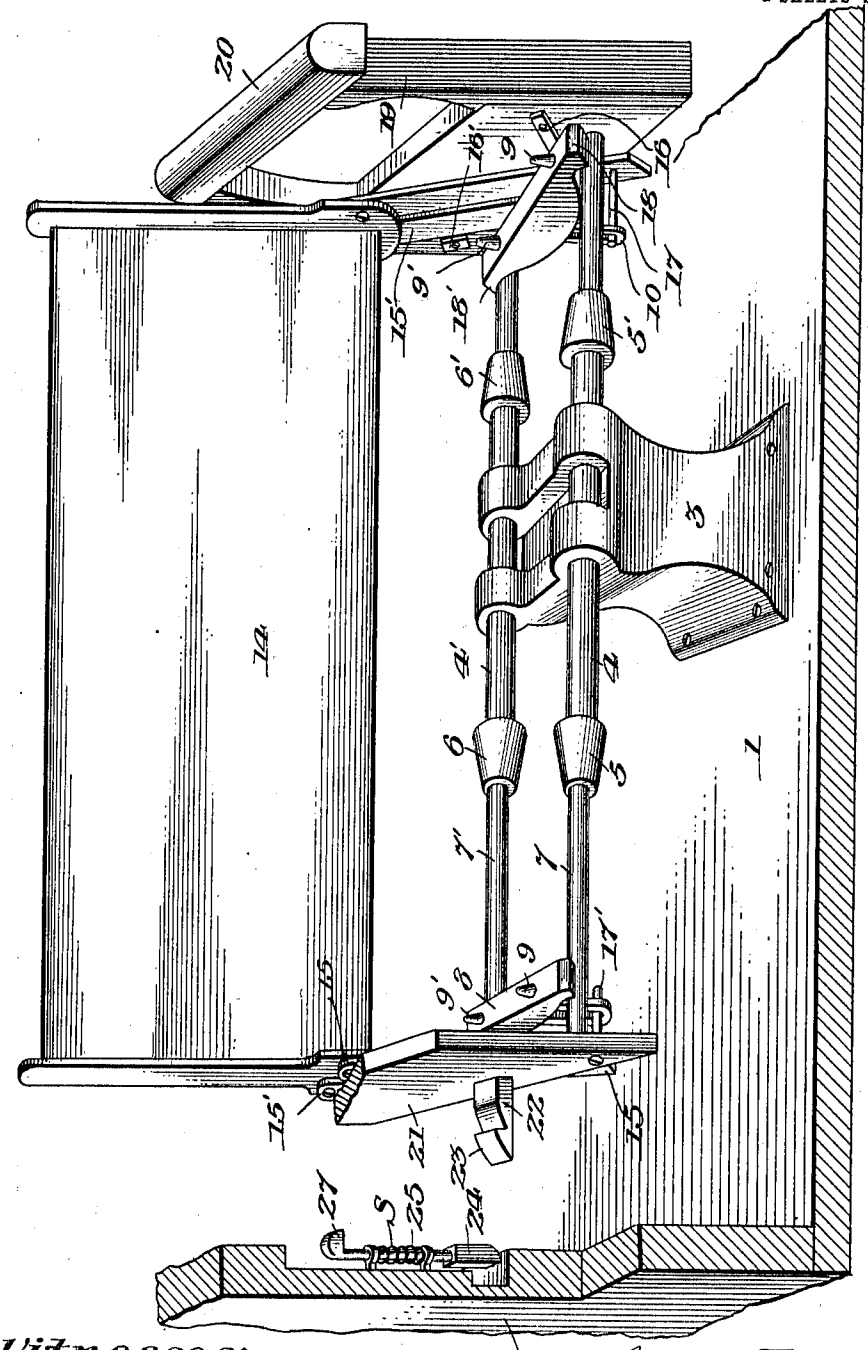


Fig. 1.

Witnesses:
M. G. Sullivan.
J. B. Cole.

Inventor:
Grant Steinbeck
By George M. Upton
Attorney.

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

G. STEINBECK.

CAR SEAT.

APPLICATION FILED APR. 6, 1912.

1,096,518.

Patented May 12, 1914.

2 SHEETS—SHEET 2.

Fig. 2.

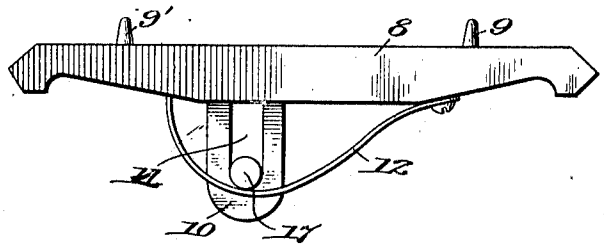
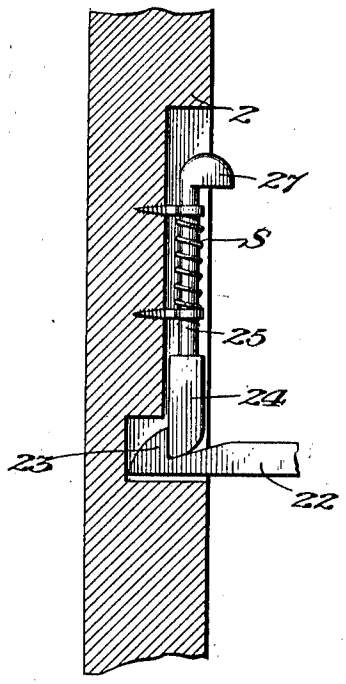


Fig. 3



Witnesses:
M. G. Sullivan.
J. B. Cole.

Inventor:
Grant Steinbeck.
By George W. Upton
Attorney.

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GRANT STEINBECK, OF WARREN, OHIO.

CAR-SEAT.

1,096,518. Specification of Letters Patent. Patented May 12, 1914.

Application filed April 6, 1912. Serial No. 689,061.

To all whom it may concern:

Be it known that I, GRANT STEINBECK, a citizen of the United States of America, residing at Warren, in the county of Trumbull and State of Ohio, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

My invention relates to improvements in car seats of the kind that extend horizontally of a car and are shorter than the width of the car; and the objects of my invention are, first to provide seats that can be pushed away from the side walls of a car to form an aisle along said wall for the purpose of cleansing said wall and the floor under said seats; and, second, to provide for the union of two seats, normally separated by a central aisle, to permit of a reclining or sleeping occupation, of said seats by a passenger. I attain those objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1, is a perspective view with parts broken away. Figs. 2 and 3 are enlarged views of details.

Similar characters refer to similar parts throughout the several views.

1, represents a part of the floor of a car, broken away; 2 represents a part of one of the side walls of a car, broken away; 3 represents a pedestal, which may be of any shape, solidly bolted or otherwise attached to the floor of a car approximately midway between its central aisle and its side wall, 2. Through the top of the pedestal 3 I provide a plurality of holes through which are passed tubes, of which I have shown but two 4, 4′, though as many may be used as the size of the seat and its absolute rigidity and permanency may require. The tubes 4, 4′ are rigidly attached to the pedestal 3 as by threadings, brazing, welding or keyed, or, they may be made as parts of the pedestal. At the extremities of the tubes 4, 4′ I prefer to attach cones 5, 5′, 6, 6′ within which balls or rollers (not shown) are placed in the usual way. Sleeved through the tubes 4, 4′ are rods 7, 7′ which serve as rests for the seat supports 8, 8′; the seat is not shown but may rest on the supports 8, 8′ and be held in position by holes therein which fit dowels 9, 9′.

The seat supports 8, 8′ are more clearly shown in Fig. 2 in which appears a lug 10 having an elongated slot 11; and any form of a spring, as the one represented by 12, the purpose of which is to draw the support 8, 8′ down on to the rods 7, 7′ and at the same time permit of a horizontal movement of the supports 8, 8′, across the tops of the rods 7, 7′ when the back 14, of the seat is reversed. The back 14 of the seat is pivotally attached at either end to two "walk over" bars 15, 15′ which are blocked at either side by lugs 16, 16′, respectively, attached to the sides of the seat proper. Projecting from one of said walk over bars 15, on either side of the seat, are fixed pins 17, 17′ which pass through the slots 11, 11′ and serve to carry the lugs 10, 10′, and with them the supports 8, 8′, forward and back as the seat's back 14 is moved so as to bring the cushioned seat (not shown) well forward for the comfort of the occupant, alternately loosely locking the hooked ends 18, 18′ of the supports 8, 8′ on the rods 7, 7′ to limit the forward movement of the seat.

I have shown one end of the seat terminated by an end piece 19 bearing an arm 20′, and the other end terminated by an end piece 21, extending parallel to the side wall of the car. The ends of the rods 7, 7′ are, respectively, rigidly attached to the faces of the end pieces 19 and 21.

For purposes of illustration I have shown one rigid lock-lug 22 extending perpendicularly from the end piece 21, although a plurality may be used where the strength of construction may require them. The lug 22 has a lock-hook 23 at its end.

In Fig. 3 I have shown a snap lock 24 operated by a lifting rod 25 connecting its upper and lower portions and surrounded by a spiral spring S, which, contacting with the lock at one end and attached to the wall 2 at its other end, holds the lock 24 in locked relation with the hook 23 when the latter has been forced behind it. The snap lock 24 may be attached to the face of the waist panel of the car by strips screwed thereto, especially on cheap cars, but I prefer to counter sink into the waist panel and bury the lock 24 therein, leaving a hole underneath it for the entrance of the hook 23 and providing a protruding head 27 for the rod 25, which head may be raised to unlock and release the seat when it is desirable to push it away from the side wall.

The seat, the walk over bars, the supports, locks and springs shown have been used for the purpose of illustration, and it

is apparent that many other forms and mechanical equivalents can be substituted for them without departure from my invention.

As cars are constructed and used, especially street cars and ordinary smoking cars, it is practically impossible to keep the floors, particularly near the walls, in a sanitary condition; but it will be seen that by the use of my invention, aisles can be formed at the bottom of both side walls, and the corners can be perfectly cleansed at the end of each trip.

I have shown a seat with an arm rest but the rest can be omitted or constructed to fold down, or be removed, so as to make a double length seat of two seats by pushing one up to the other so as to form a fairly good bed or sleeping couch for use on emigrant or tourist cars, for instance.

I claim:—

1. The combination with a car seat having longitudinal rods connecting its ends and supporting the cushion thereof, of tubular sleeves inclosing said rods and having ball bearing cones at their extremities, with a pedestal supporting said tubes and attached to the car floor; a lock to retain one end of said seat firmly against the side wall of said car and means for releasing said lock.

2. The combination with a car seat having longitudinal rods connecting its ends and supporting the cushion thereof, of tubular sleeves inclosing said rods, with a pedestal supporting said tubes and attached to the car floor; a lock to retain one end of said seat against the side wall of said car and means for releasing said lock.

3. A car seat supported by tubular members of a pedestal attached to the car floor, in combination with rods sleeved through said tubular members and attached at their extremities to the ends of said seat and means for locking one of said ends to the side wall of the car.

4. The combination with a car seat having longitudinal rods connecting its ends and supporting the cushion thereof, of a pedestal attached to the car floor and having a plurality of cylindrical bores in the head thereof for the passage of said rods therethrough, and means for locking said seat to the side wall of said car.

In testimony whereof I affix my signature in presence of two witnesses.

GRANT STEINBECK.

Witnesses:
J. B. Cole,
Wm. Fleece.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."