

(No Model.)

E. L. BUSHNELL.
CAR SEAT.

No. 461,179.

Patented Oct. 13, 1891.

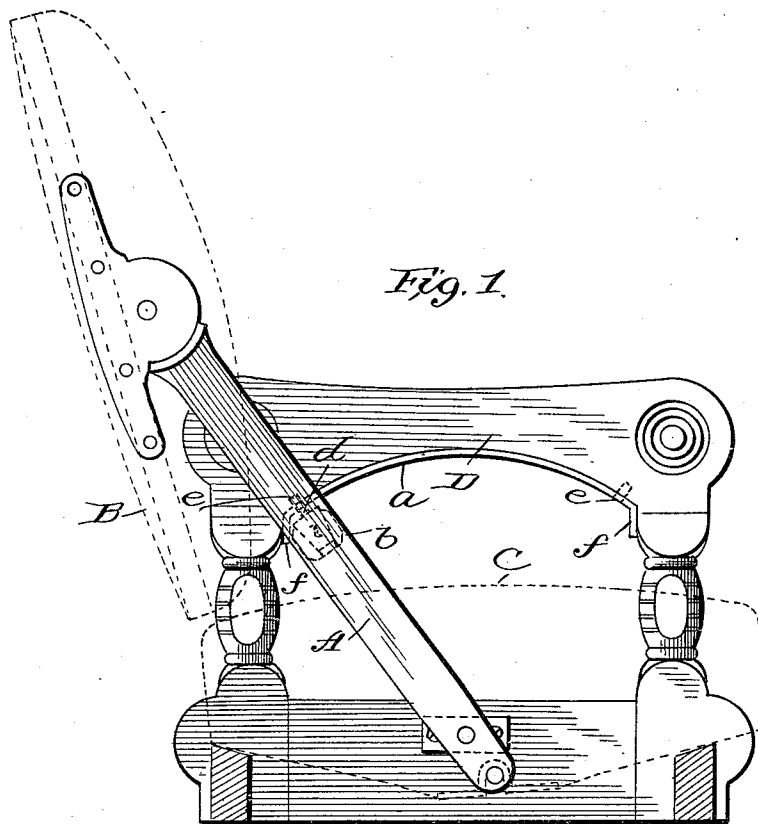


Fig. 1.

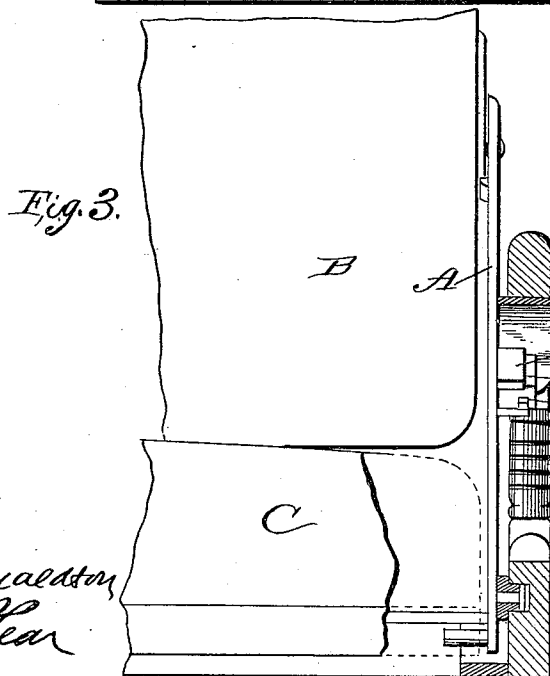


Fig. 3.

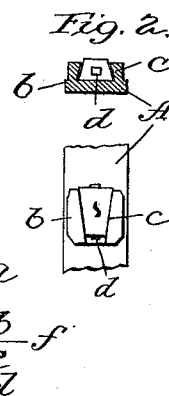


Fig. 2.

Attest
Walter M. Alden
J. M. Spear

Inventor
Edwin L. Bushnell
by Ellis Spear
ATTY

UNITED STATES PATENT OFFICE.

EDWIN L. BUSHNELL, OF POUGHKEEPSIE, NEW YORK.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 461,179, dated October 13, 1891.

Application filed July 9, 1891. Serial No. 398,892. (No model.)

To all whom it may concern:

Be it known that I, EDWIN L. BUSHNELL, a citizen of the United States of America, residing at Poughkeepsie, in the county of Dutchess and State of New York, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

My invention relates to that class of car-seats shown in Letters Patent No. 456,015, issued to me July 14, 1891, and particularly to the means for locking the striker-arm to the seat-arm bracket and for protecting the seat-arm from injury in the movement of the striker-arms and back.

In the accompanying drawings, Figure 1 is an end elevation of a car-seat; Fig. 2, a detail view of the lock for securing the striker-arm; and Fig. 3 is a rear view of one end of the seat, a portion only of the seat-back being shown. The back, striker-arms, seat, and general construction and arrangement of the parts are identical with like parts shown in the patent referred to, and need not therefore be particularly described.

The striker-arm on the aisle side is indicated at A, the back at B, the seat at C, and the seat-arm at D. This seat-arm is formed with its under face curved, and this face is lined or shod with a metal strip *a*, which extends beyond the inner line of the seat-arm toward the striker-arm, and thus forms a bearing or rub-iron for the striker, preventing the abrading of the inner face of the seat-arm. Upon the outer face of the striker-arm and below the under face of the seat-arm is cast or otherwise formed a lug *b*, which is provided with a recess or cavity *c*, opening upward and outward, with its longitudinal walls inclined from the front toward the rear, thus making a dovetailed recess, and into this recess the lock, having the bolt *d*, is inserted from above before the seat-arm is put in place, and as this lug on the striker-arm extends beneath the seat-arm when in place the lock, with its bolt, is prevented from being displaced and requires no further fastening device. The bolt of the lock is operated by means of a key in the ordinary manner. The metal strip *a* is provided with openings *e*—

one at each end—with which the bolt is adapted to register and thus lock the back in place. The bolt is the ordinary spring-bolt pressed constantly outward, and after it is retracted to disengage it from the locking-notch the end of the bolt bears against the under face of the strip *a*, which thus forms a rub-iron for the bolt also until it springs into the notch at the other end of the plate *a*. As the striker-arms largely aid in supporting the back, and as this strain is too severe for the simple bolt used to lock the parts, I utilize the lug *b* for this purpose, and to prevent the abrasion of the posts of the seat-arm I continue the ends of the strip *a* down at each end to protect the wood-work, and against these projecting extensions *f* the upper edge of the lug bears.

What I claim is—

1. In combination, a car-seat arm, back, and striker-arm, a lug on the striker-arm projecting beneath the seat-arm, a dovetailed recess in said lug opening upward, and a lock in said recess, substantially as described.

2. In combination with the seat-arm, back, and striker-arm, the under face of the seat-arm being curved, a lock carried by the striker-arm and projecting beneath the seat-arm, and a strip *a* of metal secured to the under face of the seat-arm and projecting beyond the inner line of said arm, whereby a rub-iron is provided for the bolt of the lock beneath the seat-arm and for the striker-arm alongside said arm, substantially as described.

3. In combination with the seat-arm, back, and striker-arm, a strip *a* of metal secured to the under face of the seat-arm and projecting beyond the inner line of said arm to form a rub-iron for the striker-arm, said strip having its ends extending down vertically, and a lug on the striker-arm projecting beneath the seat-arm and adapted to come in contact with the downwardly-extending ends of the strip *a*, substantially as described.

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

EDWIN L. BUSHNELL.

Witnesses:

FRED E. ACKERMAN,
HOMER E. BRIGGS.