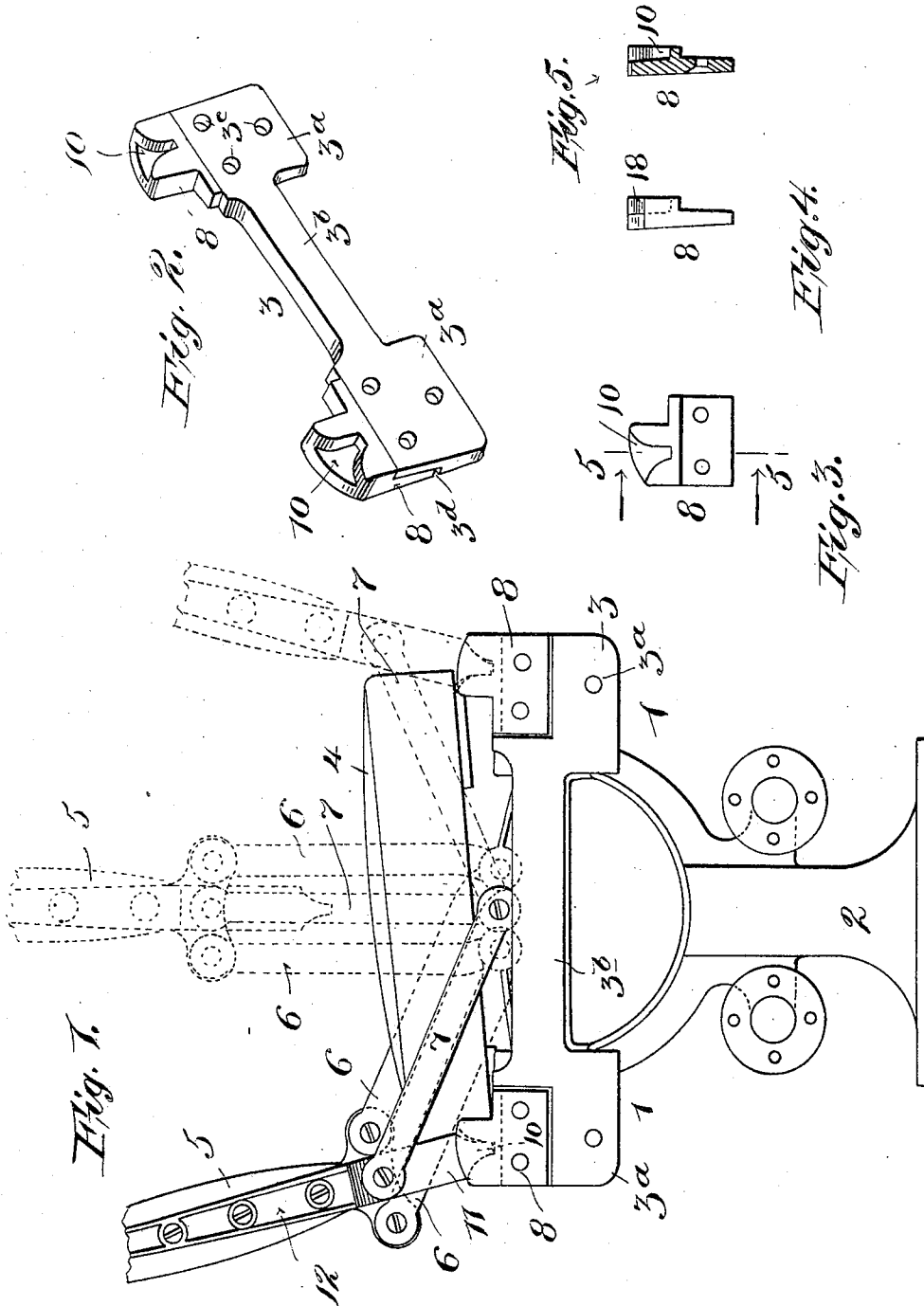


No. 808,905.

PATENTED JAN. 2, 1906.

S. M. CURWEN.
WALK OVER CAR SEAT.
APPLICATION FILED MAY 16, 1904.



Witnesses
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WALK-OVER CAR-SEAT.

No. 808,905.

Specification of Letters Patent.

Patented Jan. 2, 1906.

Application filed May 16, 1904. Serial No. 208,121.

To all whom it may concern:

Be it known that I, SAMUEL M. CURWEN, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Walk-Over Car-Seats, of which the following is a specification.

The object of my invention is to strengthen and modify the structure shown in my copending application, serially numbered 179,105, filed October 29, 1903, for a car-seat. In this copending application is described a walk-over car-seat with a plurality of links at one end of the seat and a single link at the other. While the device described in this prior application is suitable for many purposes, for others it is not sufficiently strong to withstand all the use and abuse to which car-seats are sometimes subjected, and therefore it is found necessary to add strengthening means to protect the single link. The essence of the invention set forth in this case relates to said strengthening means and consists, broadly speaking, in projecting the bar at the end of the back, where the single link is located, beyond the pivot which connects the single link with this bar and far enough to enable the end of the bar to firmly engage a portion of the seat-support, whereby the single link is simply reinforced and rendered sufficiently strong to resist all the stresses incident to its use, and this application is limited to this feature. For other details reference should be had to my copending case above mentioned.

For a more particular description of one embodiment of my invention reference is to be had to the annexed drawings, in which—

Figure 1 is a side elevation of my improved seat viewed from the end next the wall of a car. Fig. 2 is a perspective view of a wall-plate for supporting one end of the seat. Figs. 3, 4, and 5 show a socket which is adapted to be secured to a wall-plate, Fig. 3 being a side elevation, Fig. 4 an end elevation, and Fig. 5 a sectional view taken on the line 5 5 of Fig. 3.

Throughout the various figures of the drawings similar reference characters designate similar parts.

As the back and seat supporting and shifting mechanism, with the exception above referred to, is the same or substantially the same as the structure shown in my copending appli-

cation mentioned above, a detailed description of the entire seat is unnecessary.

In the embodiment of my invention herein described the seat 1 is supported at one end by a leg 2 and at the other end by a wall-plate 3, which is fixed to the wall in the usual manner. The wall-plate and leg 2 are united by a suitable frame, on which the seat-cushion 4 is supported by means of a suitable mechanism. This seat-cushion may be made to shift in unison with the back or not, as desired, both modifications being shown in my copending application above referred to. The back 5 is supported at one end by a plurality of links 6 and at the other end by a single link 7, which single link is pivoted to a bar which runs longitudinally of the seat, as is also described in said copending application. The wall-plate 3 comprises two heads 3^a, which are united by a narrower neck 3^b. Each head is provided with a mortise 3^d at its upper edge, the purpose of which will appear below. The heads 3^a are each provided with screw-holes 3^c. At each end of the wall-plate 3 are mortises which receive sockets 8, as is clearly shown in Figs. 2 and 3. These sockets are held in place against the wall of the car by means of screws and are provided with recesses 10, which are adapted to receive and fit the end 11 of the bar 12, which is secured to the end of the back 5 and to the single link 7. The sockets 8 are so located that when the back is at either limit of its movement the projection 11 is firmly held in a socket 8. As shown in Figs. 2 and 5, the socket 8 is tapered where it enters the mortise 3^d, so that this mortise is made with a varying depth to fit the taper. This is the preferred form.

The exact shapes of the end 11 and socket 8 are immaterial, provided that these parts fit firmly together, so that the projection 11 will not become dislodged from the socket 8 until the seat is reversed, but not too close a fit, which might interfere with the movement of the back in reversing the seat. However, experience has shown that the shape indicated in the drawings best obtains this result and that a departure from this form is undesirable.

Having thus described my invention, what I claim is—

1. As an article of manufacture, a wall-plate for seats and the like, provided with detachably-mounted socket-pieces.

2. As an article of manufacture, a wall-plate for seats and the like, provided with detachably-mounted socket-pieces which are mortised into said plate, so that the sockets will
5 be in a position to receive extensions from the back when the plate is in use.

3. As an article of manufacture, a wall-plate for seats and the like having mortises of varying depth and socket-pieces fitting said mortises and adapted to receive portions of the
10 back of the seat.

4. As an article of manufacture, a wall-plate for seats and the like provided with mortises, and socket-pieces with recesses formed at one

side of their upper portions fitting said mortises. 15

5. As an article of manufacture, a wall-plate for seats and the like provided with mortises having two horizontal and an upright face, and socket-pieces having corresponding faces for
20 engagement with the said mortises and a recess formed in one side of the upper face of the socket-pieces.

Signed this 13th day of May, 1904.

SAML. M. CURWEN.

Witnesses:

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