

(No Model.)

C. H. MATTHIESSEN.
CAR SEAT.

No. 484,215.

Patented Oct. 11, 1892.

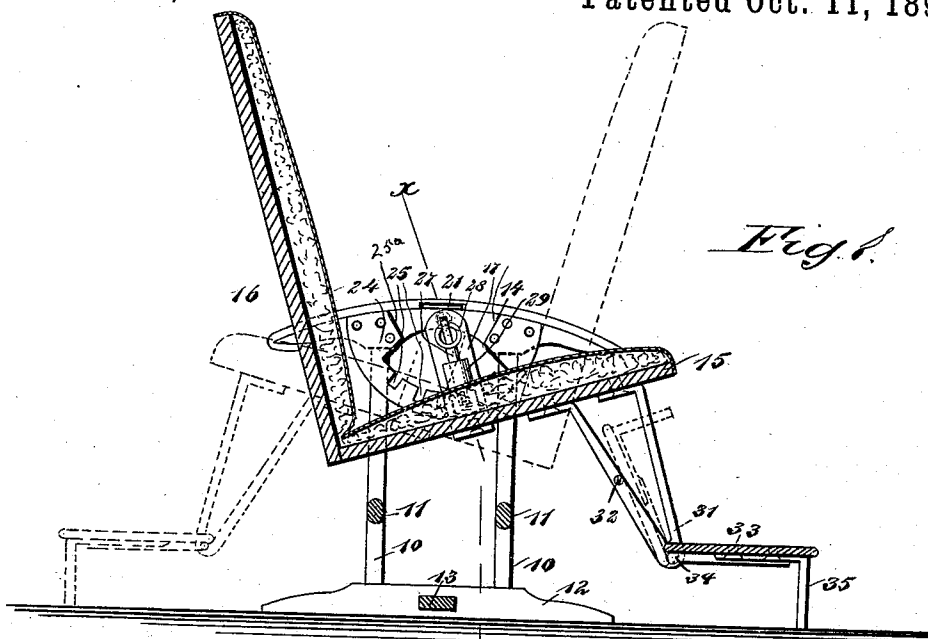


Fig. 1

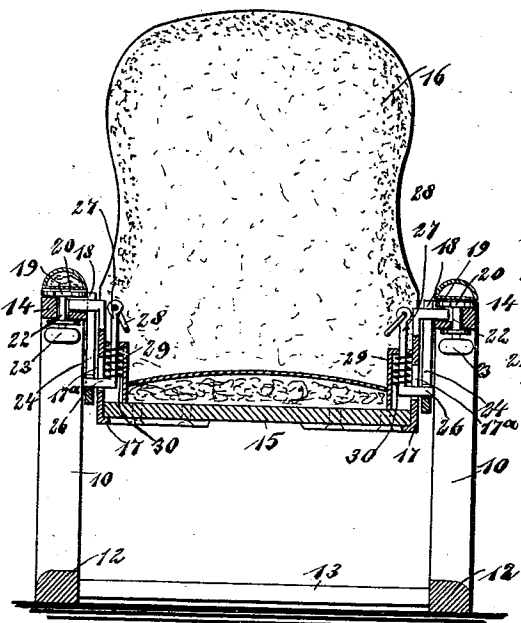
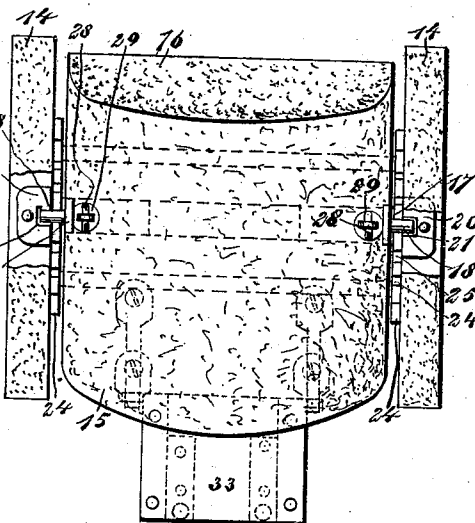


Fig. 2

Fig. 3



WITNESSES:
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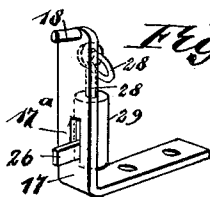


Fig. 4

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CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 484,215, dated October 11, 1892.

Application filed March 7, 1892. Serial No. 424,046. (No model.)

To all whom it may concern:

Be it known that I, CONRAD H. MATTHIESSEN, of Odell, in the county of Livingston and State of Illinois, have invented a new and Improved Car-Seat, of which the following is a full, clear, and exact description.

My invention relates to improvements in car-seats; and the object of my invention is to produce an extremely simple and inexpensive seat in the form of a chair which may be readily reversed, which may be easily adjusted so as to rest at any desired inclination, which has a convenient foot-rest, and which is constructed in such a manner that it is not likely to get out of repair.

To this end my invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a central vertical section of the seat embodying my invention. Fig. 2 is a vertical section on the line *x x* in Fig. 1. Fig. 3 is a broken plan view of the seat, and Fig. 4 is a detail perspective view of one of the chair-supporting angle-irons and the locking latch or bolt mounted thereon.

This seat or chair is provided with stationary uprights 10, which are arranged on opposite sides and which are connected by cross-braces 11, the uprights being arranged in pairs and each pair terminating in a broad base 12, adapted to rest firmly on the floor, and the braces are connected by a cross-bar 13. The upper ends of the uprights 11 terminate in curved arm-rests 14, which are upholstered, as shown. The chair proper comprises the upholstered seat 15 and the upholstered back 16, which is made high, so as to form a good head-rest, and upon the bottom of the seat and on opposite sides are secured the angle-irons 17, the vertical parts of which extend upward on the sides of the chair and terminate at their upper ends in outwardly-extending studs 18, which rest in sockets 19 in the arms 14. On the tops of the arms 14 and adjacent to and overlapping the sockets 19 are plates 20, which have recesses 21 in one side, so that the studs 18 may

be readily dropped to place in the sockets, and secured to each plate 20 is a depending shaft 22, which extends upward through the arm 14 and terminates at its lower end in a button 23, by means of which it may be turned so that the solid portion of the plate will overlap the stud 18 and prevent the latter from displacement.

On the inner side of each arm and extending downward opposite the side of the chair is a curved quadrant 24, having a series of notches 25 in its upper edge, and the notches in the quadrants are adapted to engage the outwardly-extending ends 26 of the slide-bolts 27, which are held to slide on the inner sides of the angle-irons 17, the bent ends 26 of the bolts moving in vertical slots 17^a in the angle-irons. The slide-bolts 27 have rings 28 in their upper ends, which serve as handles to facilitate the raising of the bolts, and the lower portions of the bolts are inclosed in casings 29, which are secured to the angle-irons 17, and the slide-bolts are normally pressed downward by spiral springs 30, which are arranged between their bent ends and the tops of the casings 29, so that said bent ends will normally enter the notches 25 of the quadrants 24 and hold the chair in a fixed position. On the sides of the quadrants 24—that is, at the ends of the notched portions—are shoulders 25^a, which by engaging the bent ends 26 prevent the chair from tipping too far.

On the under side of the seat 15 and near the ends and front edge are V-shaped hangers 31, the rear members of which are connected by a cross-rod 32, which serves as a support for the foot-rest 33 when it is raised, the foot-rest comprising a platform which is pivoted at its rear edge, as shown at 34, to the lower ends of the hangers 31, and the legs 35, which are secured to the free edge of the platform and are adapted to rest upon the floor, so as to hold the rest or platform in a suitable position to support the feet of a person sitting in the chair.

The chair is operated as follows: A person seats himself in it in the usual way, tips down the foot-rest, so that his feet may rest thereon, then raises the bolts 27 and tips back in the chair, and the downward pressure of the bolts will cause their bent ends to engage

the notches 25 of the quadrants 24, so that the chair will be prevented from tipping back too far, and by properly adjusting the slide-bolts in relation to the notches 25 the chair may be held any desired angle.

When the chair is to be reversed, the plates 20 are turned by means of the buttons 23 so that the notches in the plates will register with the studs 18, and the chair is then lifted out and turned around, as shown by dotted lines in Fig. 1, the studs 18 being again inserted in the sockets 19 and the plates 20 being turned so as to fasten the studs in place.

This chair will be found very convenient both in the day-time and night-time, and it may be used for a sleeping-chair, if desired. It is a decided advantage to have the arm-rests stationary and the seat movable, as this enables the arms to be straightened out when a person has tipped back in position for comfortable sleep.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A car-seat comprising supports provided with sockets open at their upper ends, movable plates or closures for closing the open ends of the sockets, a seat having pivots projecting from its ends and entering said sockets, the chair being reversible by lifting it until its pivots are out of the sockets and then turning it around and again entering its pivots in the sockets and locking them therein by said plates or closures, and means for adjusting the seat at any desired angle, substantially as described.

2. A car-seat comprising supports having

sockets 19, open at their upper ends, plates 20, movable over said open ends and provided with operating-shafts 22, having handles or heads 23 on their lower ends, the seat having pivots 18 at its ends entering said sockets, and an adjusting mechanism, substantially as described.

3. In a car-seat, the angle-iron 17, having a pivot-lug 18 at the outer side of the upper end of its vertical member, a slot 17^a in said member, a casing on the inner side of said member over the slot, a bolt 27, sliding in said casing and having its lower end projected laterally outward through the slot 17^a, a spring on the bolt within the casing, and a handle on the upper end of the bolt, substantially as described.

4. A car-seat comprising the vertical supports provided with upward-opening sockets having plates or closures movable across their open ends, a downwardly-curved segment 24, secured to the inner face of each support concentric with the sockets and having their concave edges provided with notches 25, and the bodily removable and reversible seat provided with angle-plates 17 at its ends, the vertical slotted members 17^a of which have outward-projecting pivots 18 seated in said sockets, and vertically-sliding spring-pressed bolts on said members 17^a, having their lower ends projected outwardly through the slots into engagement with the notches, substantially as described.

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Witnesses:

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