Dec. 4, 1928. 1,693,770

R. C. WILSON

SEAT

Filed Sept. 27, 1926

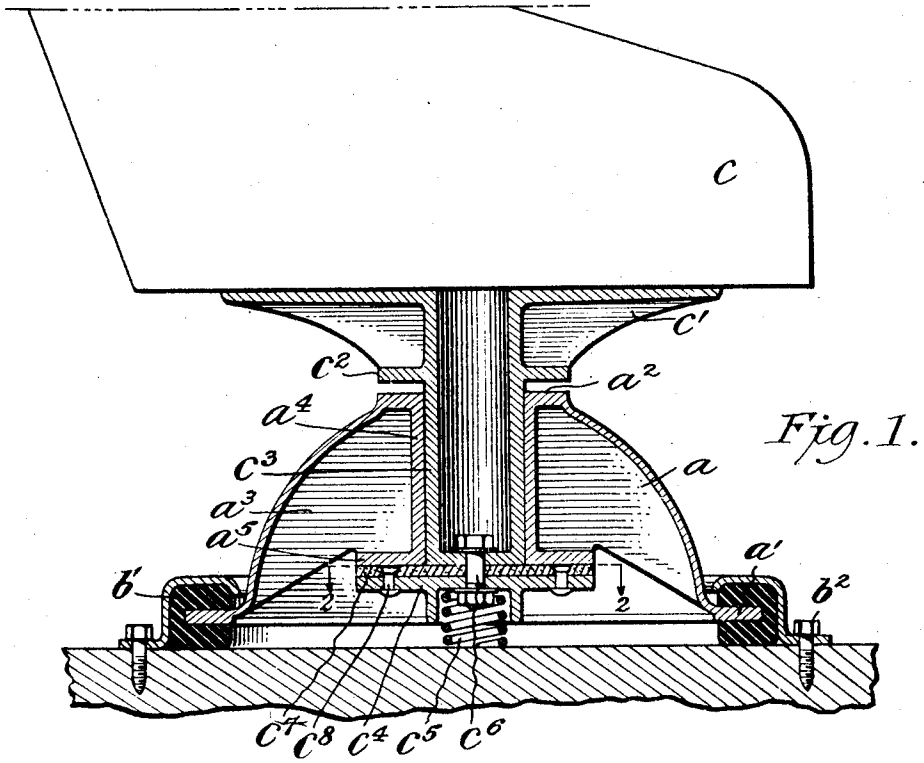


Fig. 1.

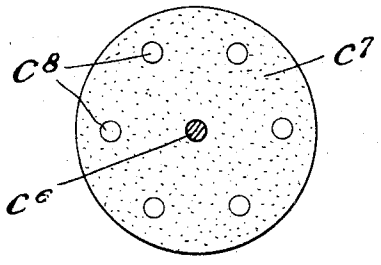


Fig. 2.

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UNITED STATES PATENT OFFICE.

RAYMOND C. WILSON, OF NEW YORK, N. Y., ASSIGNOR TO INTERNATIONAL MOTOR COMPANY, OF NEW YORK, N. Y., A CORPORATION OF DELAWARE.

SEAT.

Application filed September 27, 1926. Serial No. 137,896.

The present invention relates to swivel seats such as may be used in vehicle busses, or in rail cars, where it is necessary, frequently, to reverse the position of any or all of the seats, as for example, when the direction in which the car travels is reversed, or when several people wish to face the seats so as to engage in conversation over an extended trip.

In such cases it is desirable to rotate the seats with ease and also to secure them in a desired position without the necessity of manipulating certain mechanism designed to accomplish such result.

An object of this invention is to provide a seat of the above type which may be rotated easily and which may be secured in any desired position, against casual movement due to the movement of the car or bus upon which it is mounted.

Referring to the accompanying drawings forming a part hereof:

Figure 1 is an elevation, partly in section, of a preferred form of my device.

Figure 2 is a plan view of the friction disc taken on line 2—2 of Figure 1 and looking in the direction of the arrows.

In the drawings, a represents a base provided at its lower extremity with a flange a' and at its upper extremity with a horizontal bearing surface a^2. Projecting downwardly and strengthened by webs a^3 is a vertical bearing a^4.

An annular clamping jaw b engages an annulus of rubber or other yielding material b' which receives the flange a' to seat it in a manner to cushion vibrations of the car and screws b^2 secure the clamping member to the floor.

A horizontal friction surface a^5 is provided at the bottom of the bearing a^4 and is engaged by a friction disc to be described later.

The seat frame c is formed with a sub frame c' carrying a friction surface, or flat c^2, and a downwardly extending shaft c^3. Bearing a^4 receives the shaft c^3 and supports it with capacity for rotation.

A plate c^4 receives the thrust of the shaft c^3 and is normally held at its upper position, shown in Figure 1 by a spring c^5 which balances the thrust due to the weight of the seat. Suitable means, such as bolt c^6 secures the plate c^4 to the shaft and between the two is provided a friction disc c^7 secured to the plate c^4 by suitable means, such as rivets c^8.

When the chair is in use, the surfaces a^2 and c^2 are in contact, the spring c^5 being designed to counterbalance a weight less than that of the average person.

If the chair revolves too easily when in such position, friction material can be added to one or both of the surfaces.

It will be seen that the disc c^7 prevents the chair from revolving when not in use by reason of its contact with the friction surface a^5 under the pressure exerted by spring c^5.

When, however, a person sits in the seat, or sufficient pressure is exerted thereon, the spring and seat are depressed and the disc c^4 disengages the surface a^5 and the seat may be turned to any desired position.

Changes may be made in the design and arrangement of parts without departing from the scope of the invention as recited in the appended claims.

What I claim is:

1. In a swivel seat, a base, a seat frame, means to mount the frame in the base rotatably, means to receive the thrust of the seat when the latter is occupied, means independent of the last named means to exert a force upwardly against the frame to resist the weight of the seat, means to receive the thrust of the frame due to the force of said last named means, and friction means disposed between the last named thrust receiving means whereby the seat will be restrained from swivelling movements.

2. In a swivel seat, a base, a vertical cylindrical bearing formed in the base, horizontal surfaces on the base at the upper and lower extremities of the bearing, a seat frame, a downwardly extending shaft on the seat frame and carried by the vertical bearing in the base, a flange on the shaft to engage the upper surface of the base when the seat is occupied, a disc secured to the lower end of the shaft and adapted to engage the lower surface of the base, a spring seated by the disc and normally urging the seat frame upwardly and the disc into engagement with the lower surface, and friction means between one of the surfaces and its cooperating portion of the seat frame.

This specification signed this 21st day of Sept. A. D. 1926.

RAYMOND C. WILSON.