

No. 824,393.

PATENTED JUNE 26, 1906.

H. F. VOGEL.
PASSENGER CAR.
APPLICATION FILED FEB. 8, 1906.

2 SHEETS—SHEET 1.

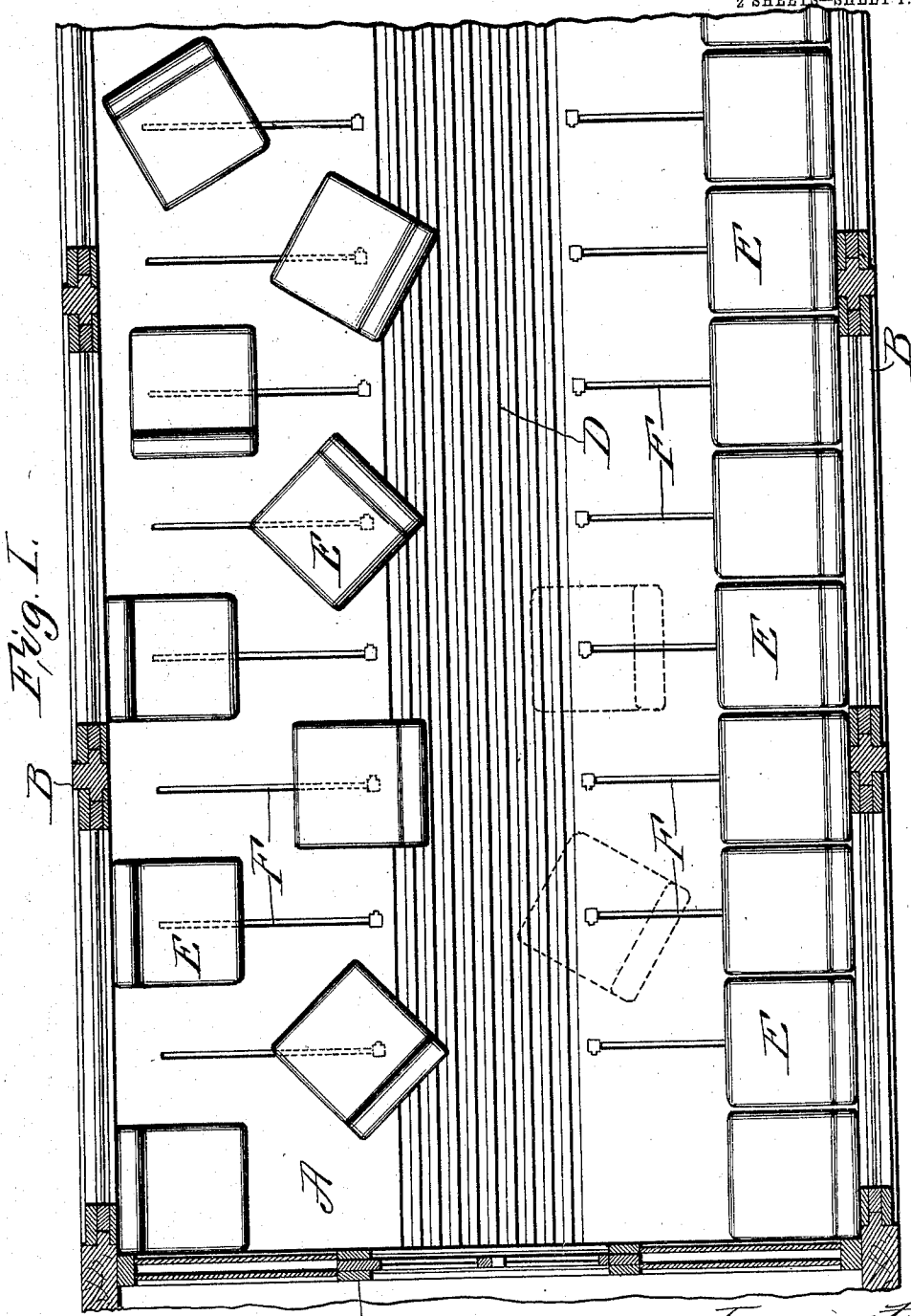


Fig. 1.

Attest:
Blanche Hogan

Inventor:
H. F. Vogel,
by *[Signature]* atty

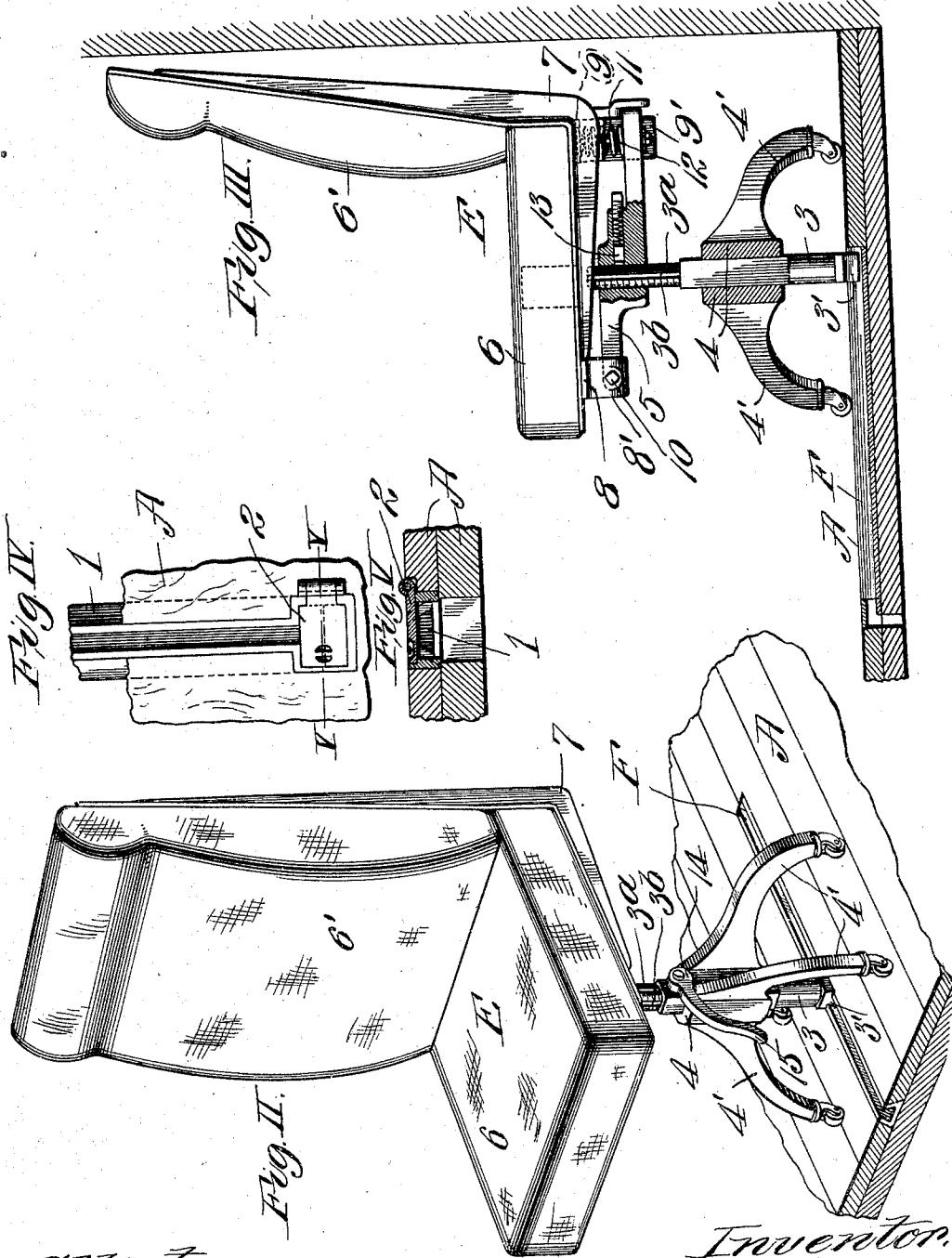
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attest:
Wm. H. Con.
Blanche Hogan

Inventor:
H. F. Vogel,
by Thayer, Pro Attys.

UNITED STATES PATENT OFFICE.

HENRY F. VOGEL, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

PASSENGER-CAR.

No. 824,393.

Specification of Letters Patent.

Patented June 26, 1906.

Application filed February 8, 1906. Serial No. 300,082.

To all whom it may concern:

Be it known that I, HENRY F. VOGEL, a citizen of the United States, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Passenger-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new and useful improvement in passenger-cars, and has for its object to provide means for permitting of independent movement of the seats of the car within a limited area, whereby passengers may manipulate their own seat to suit their convenience and indulge in social or business conversation, &c., with comfort. Also whereby the seats may be so manipulated as to form one continuous seat along the side or sides of the car.

Figure I is a horizontal longitudinal section of a portion of my improved car, the seats and the tracks with which they cooperate being shown in top or plan view. Fig. II is a perspective view of a portion of the car-floor, of the track arranged therein, and the seat employed in carrying out my invention. Fig. III is in part a longitudinal section of a portion of the car-floor and the track and in part a side elevation, partly in section, of the seat employed in carrying out my invention. Fig. IV is an enlarged plan view of a portion of the floor and track. Fig. V is a transverse section taken on line V V, Fig. IV.

A designates the floor of the car; B, the side wall; C, an end wall, and D the aisle of a portion of a passenger-car made in accordance with my invention.

E designates the seats, which are designed to be moved inwardly or outwardly from the side walls B of the car and are guided and limited in their movement by transversely-arranged guideways F, which preferably contain strips 1, of metal, each strip having a dovetailed longitudinal channel extending from one end thereof to within a short distance of the other end, where it finally merges into a pocket or enlargement, which is covered by a suitable lid 2.

Referring now to one of the seats, 3 designates an upright post at the lower end of which is a dovetailed foot 3', designed to fit and be slidably arranged within a dovetailed guide-

way F. Loosely arranged upon the post 3 is a body 4, carrying a plurality of legs 4', (preferably four in number,) the lower ends of which are provided with suitable casters for a well-understood purpose.

3^a designates a cylindrical screw-threaded extension formed on the upper end of the post 3, which screw-threaded extension is provided with a plurality of longitudinally-disposed grooves 3^b, the purpose of which will hereinafter be explained.

5 designates a support for the seat proper designed to have screw-threaded engagement with the screw-threaded extension 3^a. The seat proper, which is composed of the seat-cushion 6 and back-cushion 6', is preferably secured to a pair of L-shaped members 7, which members are tied together by cross-pieces 8 and 9. These cross-pieces 8 and 9 are respectively provided with ears 8' and legs 9', the former of which contain alining perforations, through which a bolt 10 passes to pivotally connect the seat proper to the support 4, while the legs 9' act as guides for the seat proper when it is tilted, inasmuch as they cooperate with the support 4 by straddling it.

11 designates a coiled spring interposed between the support 4 and the seat proper, said spring being preferably disposed around a rod 12 and located between the legs 9'. This spring is employed to raise the seat to its normal position after the power which tilts the seat is relaxed. It is desirable at times to temporarily retain the seat in certain of its revoluble positions—as, for instance, when it is about to be pushed up against the side wall of the car—and to accomplish this end I have arranged upon the support 4 a spring-actuated latch 13, which cooperates with some one of the longitudinally-disposed grooves 3^b in the post extension 3^a.

It is also desirable at times to lock the seat to the floor of the car in order to prevent it from being accidentally moved. This I accomplish by employing an eccentric or cam 14, which is pivoted to the post 2 and is provided with a handle 15 for manipulation thereof. Locking action is accomplished by bringing the eccentric 14 to the position shown in Fig. II of the drawings, whereupon it will be observed that in its cooperation

with the leg-body 4 it slightly raises the post 3 and the seat proper, causing the dovetailed foot of the post to impinge against the dovetailed track in which the foot is seated.

5 I claim—

1. A car having a side wall and a floor, the latter of which is provided with a guideway extending transversely of the floor, and means whereby said seat is restricted in its
10 movement over said floor, whereby it may be placed in alinement with another seat adjacent to said wall and withdrawn from said

wall to place it in a position removed from said other seat, substantially as set forth.

2. A car having a side wall and a floor, a
15 guideway-track in said floor extending transversely of the car and at an angle to said side wall, and a revoluble seat having a post movably fitted to said track, substantially as set forth.

HENRY F. VOGEL.

In presence of—

ARTHUR DIEKMANN.

M. C. MURPHY.