Sept. 16, 1924. 1,508,699

A. KETELSEN

COLLAPSIBLE SAFETY WINDOW SEAT

Filed March 27, 1923

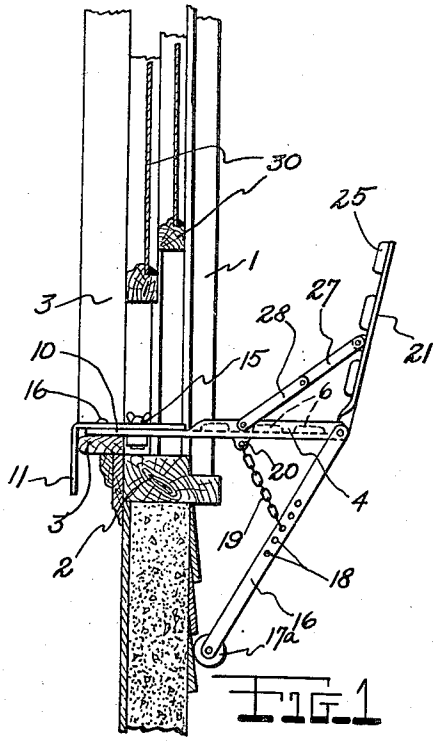
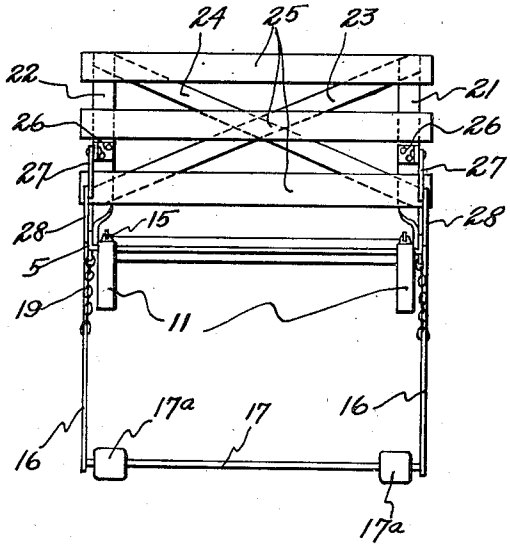



FIG. 1

FIG. 2



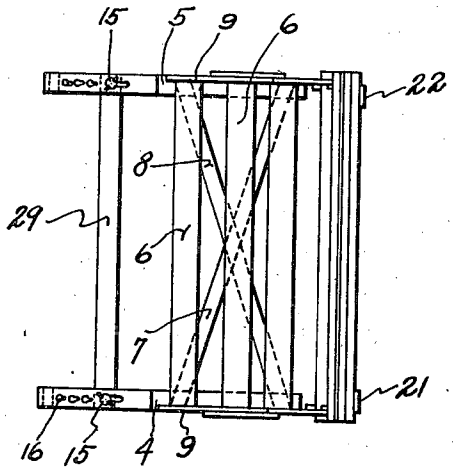




FIG. 3

FIG. 4

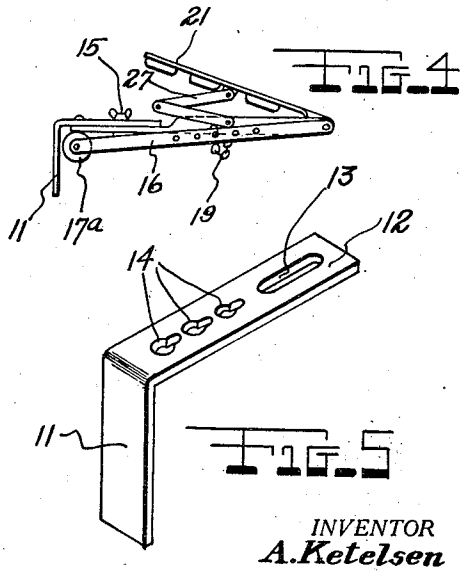



FIG. 5

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# UNITED STATES PATENT OFFICE.

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## COLLAPSIBLE SAFETY WINDOW SEAT.

Application filed March 27, 1923. Serial No. 627,945.

*To all whom it may concern:*

Be it known that I, ARTHUR KETELSEN, a citizen of the United States, residing at Port Richmond, in the county of Richmond and State of New York, have invented certain new and useful Improvements in Collapsible Safety Window Seats, of which the following is a specification.

This invention relates to appliances used on windows, and the main object is to provide a removable window seat by means of which a person may comfortably seat himself without the window frame to clean the window pane.

Another object is to provide a window seat which can be securely mounted on a window frame having provision for adjusting the hanging means to suit various sizes of window frames.

Another object is to provide a safety window seat as mentioned which may be readily folded up into a campact article in which condition it may be readily carried about or stored in any convenient place ready for future use.

These and other objects will become apparent in the description below, in which characters of reference refer to like-named parts in the drawing.

Referring briefly to the drawing, Figure 1 represents an application of the invention, in which the window seat is shown in side elevation mounted on a window frame.

Figure 2 is a front elevational view of the window seat.

Figure 3 is a top plan view of the same.

Figure 4 is a side elevational view of the window seat partly folded.

Figure 5 is a perspective view of one of the window seat hang hooks.

Referring in detail to the drawing, the numeral 1 indicates the outer sash of the window frame at the bottom of which the usual sill 2 is mounted. Framing boards 3 encircle the window sash on the interior of the window.

The safety window seat comprises a pair of side angle irons 4 and 5 upon which a plurality of slats 6 are rigidly secured. The members 5 and 6 are rigidly retained in spaced-apart relation by the cross braces 7 and 8 said braces being securely riveted to the horizontal flange of the seat members. The vertical flanges 9 of the seat members are cut away at one end to present flat straps 10 upon each of which an angular hang hook 11 is fixed. The horizontal ends 12 of said hang hooks are provided with longitudinal slots 13 at one end and a plurality of equally spaced apart locking slots 14 intermediate the length of said portion 12. The slot 13 in each hang hook engages a bolt which projects upwardly from member 10 and is surmounted by a wing nut 15. An additional fixed bolt 16 projects from each member 10 and has a rigid head thereon, said head being adapted to slip thru the large portion of any of the locking slots 14 when aligned therewith. The outer ends of the seat angles 5 and 6 have pivotally attached thereto brace rods 16 which extend angularly downward and are connected by a length of shafting 17 at their lower ends. Said shafting is rotatably mounted in the brace rods and is provided with a pair of rubber rollers $17^a$ rigid with the shaft. The brace rods 16 are provided with a series of longitudinally spaced apart holes 18 in any one of which the end link of a chain 19 is secured. The opposite end of each chain member is permanently attached to an ear 20 formed on the underside of the seat angles 4 and 5 intermediate their length.

A pair of arms 21 and 22 are hingedly connected at their lower ends to the outer ends of the seat angles 4 and 5 and are also in spaced apart alignment by the cross braces 23 and 24. A plurality of slats 25 mounted on said arms form a back rest for the user of the seat. Each arm has a relatively small bracket 26 thereon to which a lever 27 is pivotally secured. A similar lever 28 is pivoted at its lower end to the side flange 9 of each seat angle and extends upwardly and is pivotally joined to the free end of the member 27, both members forming retainer elements for keeping the back rest in position.

A cross bar 29 expands across the forward ends of the seat angles 4 and 5 and serves as means for adding strength to the seat.

In use the seat is suspended from a window in the following manner. Both windows 30 are slid upwardly in the frame and the entire safety seat is shifted out of the frame allowing members 11 of the hang hooks to engage the side edge of the lower framing member 3, or its equivalent. The back rest comprised of the arms 21 and 22 are then extended about the point of rotation into position shown in Figure 1. When the seat is shifted out of the window,

the brace rods 16 will fall of their own accord and will hang in angular suspended position, being retained therein by the chains 19. Said brace rods 16 provide support props for the safety seat, and the rollers 17ª mounted on the shaft 17 between the brace rods permit easy maneuvering of the seat. If the window frame is narrow, the outer end of the seat would tilt downward, providing an unnatural position for the user. This tilting can be corrected by moving the bolt 16 to the next desired locking slot 14 located in the hang hook. The angle of the brace bar must also be changed, and this is accomplished by having the end of the chain engage any of the desired holes 18, thereby varying the degree of angle of the brace rods. When it is desired to store the seat, both the back rest and the prop braces may be rotated to a position adjacent the seat angle irons, in which position it presents a compact article for transportation or storing.

I claim:—

A device of the class described comprising a pair of spaced apart angle irons, slats on the same forming a seat, a back rest hingedly connected to the angle irons at one end thereof, slats covering the back rest brace rods pivotally connected to the outer ends of said angle irons and adapted to be suspended therefrom, said brace rods having a plurality of holes intermediate their length, chains adapted to engage one of its ends in any of said holes, the opposite ends of said chains being connected to the seat angles, a shaft member connecting the lower end of said brace rods, rollers mounted on said shaft, said brace rods being adapted to be retained in angular position, the rollers thereon contacting with a substantially vertical surface thereby supporting the outer ends of the seat angles, an angular hook releasably connected to each seat angle, means for extending said hang hooks, and means for retaining the back rest in substantially vertical position.

In testimony whereof I affix my signature.

ARTHUR KETELSEN