

No. 704,616.

Patented July 15, 1902.

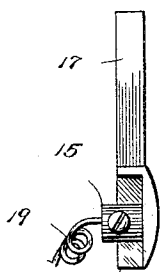
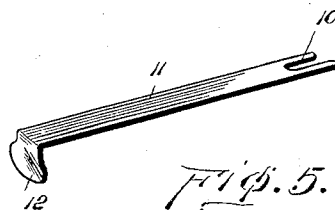
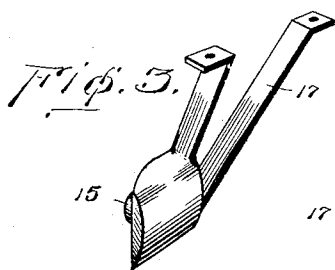
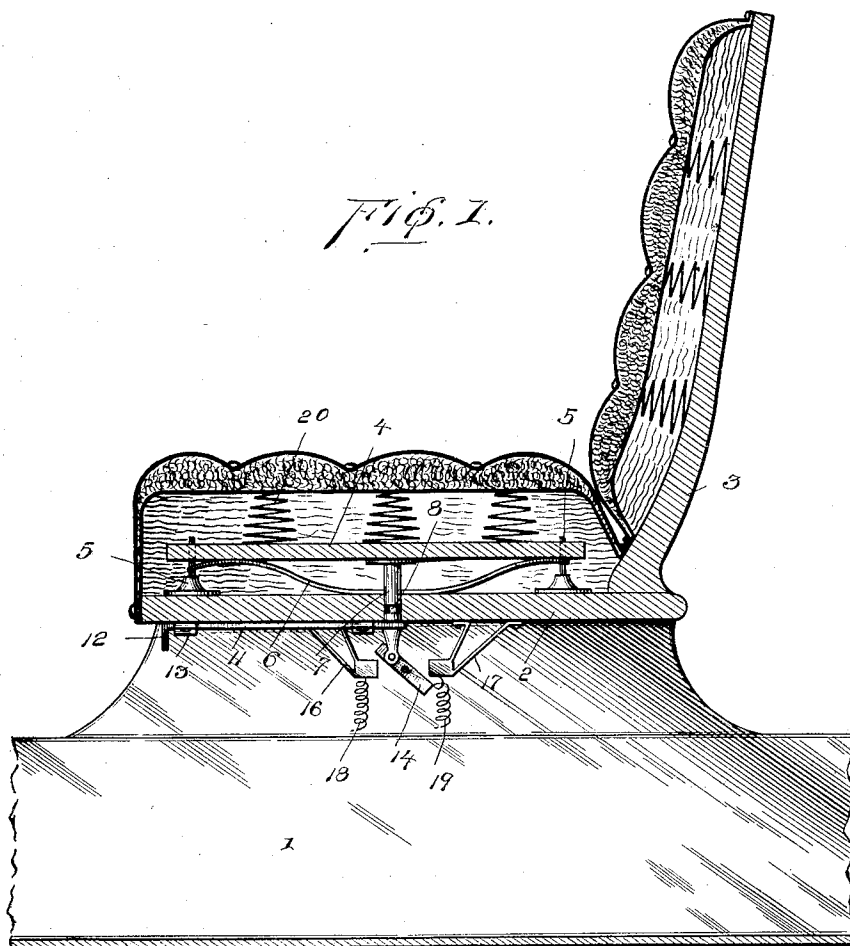
H. CHARLES.

SAFETY DEVICE FOR MOTOR VEHICLES.

(Application filed Feb. 7, 1901.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses

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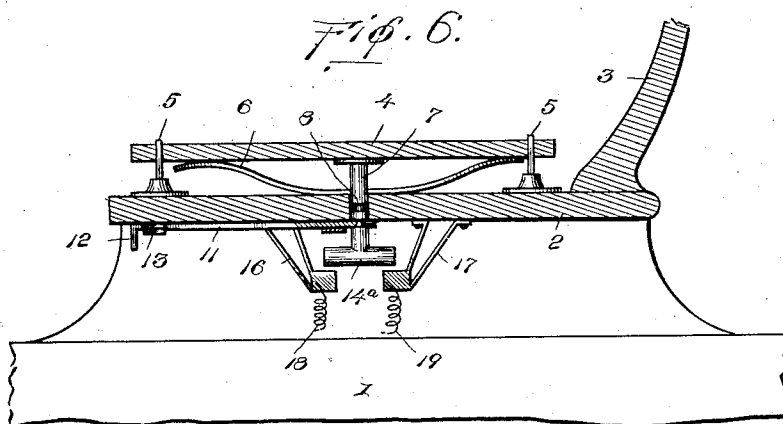
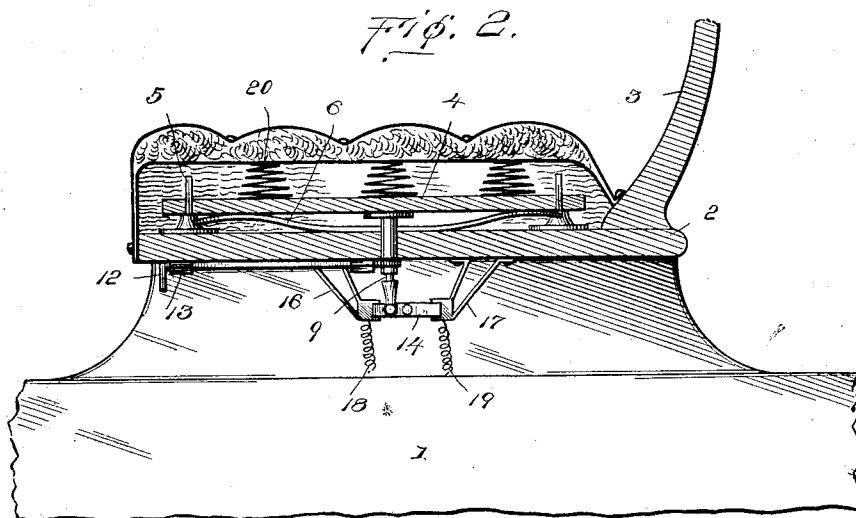
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(No Model.)

2 Sheets—Sheet 2.



Inventor

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UNITED STATES PATENT OFFICE.

HERMAN CHARLES, OF KOFA, ARIZONA TERRITORY.

SAFETY DEVICE FOR MOTOR-VEHICLES.

SPECIFICATION forming part of Letters Patent No. 704,616, dated July 15, 1902.

Application filed February 7, 1901. Serial No. 46,408. (No model.)

To all whom it may concern:

Be it known that I, HERMAN CHARLES, a citizen of the United States, residing at Kofa, in the county of Yuma, Arizona Territory, have invented new and useful Improvements in Safety Devices for Motor-Vehicles, of which the following is a specification.

My invention relates to safety devices for motor-vehicles; and its object is to provide novel and effective means for automatically cutting off the motive power when the operator leaves the vehicle or rises from his seat.

The invention consists in mechanism arranged below the seat of a motor-vehicle for controlling the electric current in case of an electrically-propelled vehicle or the supply of motive power in other classes of motor-vehicles, such mechanism being adapted to be operated by the weight of the occupant of the seat and to be retracted when the seat is relieved of such weight.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, forming a part of this specification, and its novel features will be defined in the appended claims.

In the drawings, Figure 1 is a vertical transverse section of the seat of the motor-vehicle with my improvements applied thereto, the seat being shown in the expanded position which it assumes when not occupied. Fig. 2 is a similar view showing the seat in its depressed or contracted position. Fig. 3 is a detail perspective of one of the brackets arranged below the seat, to which the contact-points are secured. Fig. 4 is a front elevation of the bracket. Fig. 5 is a detail perspective of a slide for locking the mechanism, and Fig. 6 is a transverse vertical section of a vehicle-seat with a modified embodiment of the invention applied thereto.

The reference-numeral 1 designates a portion of the body of a motor-vehicle, and 2 and 3 respectively designate the vehicle-seat and back, both of which are upholstered, as illustrated in Fig. 1.

4 designates a platform formed adjacent to each of its corners with an opening to receive a pin 5, projecting from the upper surface of the seat 2. Below the platform 4 are arranged a spring or springs 6, the form of spring shown being the bow-spring. I preferably

employ two of these springs, one adjacent to each end of the platform 4, and guide the ends of said springs in any suitable manner on the under side of the platform.

Depending from the under side of the platform 4 is a rod 7, which extends through an opening formed in the seat 2 and is provided with two parallel annular grooves 8 and 9, which are adapted to receive the forked end 10 of a locking device comprising a slide 11, provided at its forward end with a depending finger-piece 12. The slide 11 is supported below the seat 2 by suitable guides or keepers 13, and it is adapted to be drawn out to disengage it from the rod 7 or pushed inward to engage either of the grooves of said rod.

Pivotally secured to the lower end of the rod 7 is a bridge-block 14, adapted to span the space between contacts 15, secured to brackets 16 and 17, depending from the under surface of the seat 2, said brackets inclining toward each other and being in electrical connection with the motor of the vehicle through conductors 18 and 19.

As shown in Figs. 1 and 2, the springs 20 of the upholstering of the seat rest upon the upper surface of the platform 4, and said platform is supported upon the spring 6 and is freely movable upon the pins 5, as will be apparent from the illustrations in Figs. 1 and 2.

The operation of the mechanism as shown in Figs. 1 and 2 will be readily understood. The locking device 11 is merely supplemental to the circuit breaking and closing mechanism, and when said locking-slide is drawn out and disengaged from the rod 7 and the parts are in the position shown Fig. 1 the weight of the operator upon the seat will depress the platform 4 and the rod 7 and cause the block 14 to bridge the space between the two contacts 15, thus completing the motor-circuit, as will be obvious. When the seat is relieved of weight by the rising of the operator, the springs 6 raise the platform 4, thus throwing the block 14 to the position shown in Fig. 1 and causing a break in the motor-circuit. When it is desired to lock the rod 7 in either of the positions shown in Figs. 1 and 2, the slide 11 is pushed in to engage one or the other of the grooves 9 and 10.

The modified construction shown in Fig. 6 differs from that shown in Figs. 1 and 2 in that

the block or bridge-piece 14 is made integral with the rod 7. In all other respects this embodiment of the invention is similar to that above described.

- 5 While the invention has been shown and described in connection with an electrically-propelled vehicle, I would have it understood that the improvement is also applicable to motor-vehicles propelled by other than elec-
 10 trical power, the depression of the platform and its depending rod 7 being adapted to operate the valve or other device controlling the supply of power to the motor, and I therefore reserve the right to make all such mod-
 15 ifications and changes in the details of construction of the improvement as may fall within the scope of the following claims.

I claim—

1. The combination with a seat of a motor-
 20 vehicle; of a safety attachment comprising a platform yieldingly supported upon said seat; a rod depending from the under side of said platform and extending through an opening in the seat; means carried by said rod for con-
 25 trolling the supply of motor-power to the vehicle; and means for locking said rod against movement.

2. The combination with the seat of a motor-
 30 vehicle; of a plurality of pins secured to the upper surface thereof; a platform formed with openings through which said pins extend; springs for supporting said platform; a rod depending from the under surface of

the platform formed with annular grooves; means carried by said rod for controlling the
 35 supply of power to the vehicle; and a locking device for said rod.

3. The combination with the seat of a motor-
 vehicle; of a safety attachment comprising a
 40 platform yieldingly supported on said seat; a rod depending from said platform and extending through an opening in the seat; op-
 positely-disposed brackets secured to the under side of the seat; contacts carried by said
 45 brackets and a bridge-block adapted to span the space between said contacts.

4. The combination with a seat of a motor-
 vehicle; of a safety attachment comprising a
 platform yieldingly supported upon said seat;
 50 a rod depending from the under surface of the platform, extending through an opening in the seat and formed with parallel annular
 grooves; oppositely-disposed brackets se-
 55 cured to the under side of the seat; contacts carried by said brackets; a bridge-block carried by said rod; and means for locking the
 rod in either its elevated or depressed posi-
 60 tion, comprising a slide formed at its inner end with a fork to engage the grooves of the rod.

In testimony whereof I affix my signature in presence of two witnesses.

HERMAN CHARLES.

Witnesses:

M. J. NUGENT,
 L. F. STONE.