

S. GILZINGER.

VEHICLE-SEAT.

No. 174,670.

Patented March 14, 1876.

fig: 1.

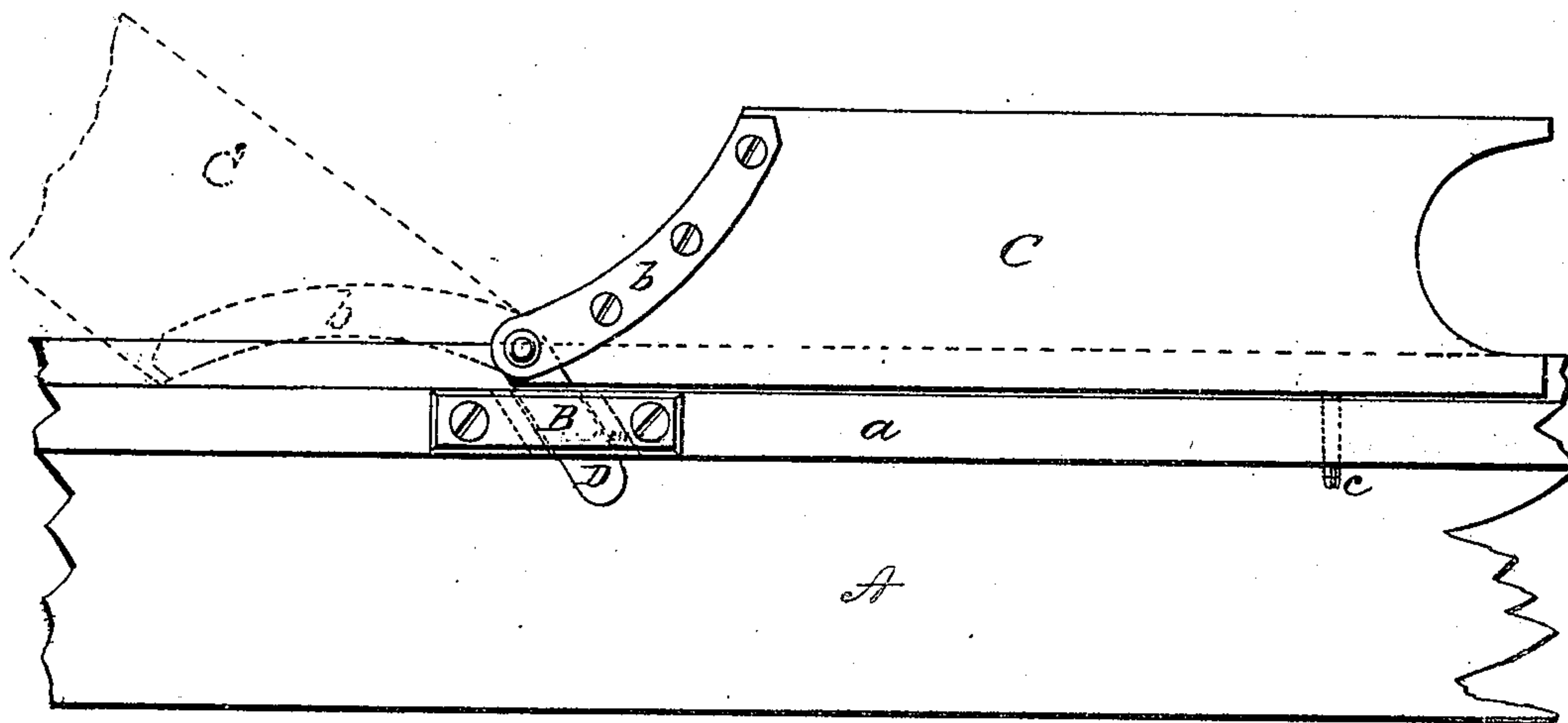


fig: 2.

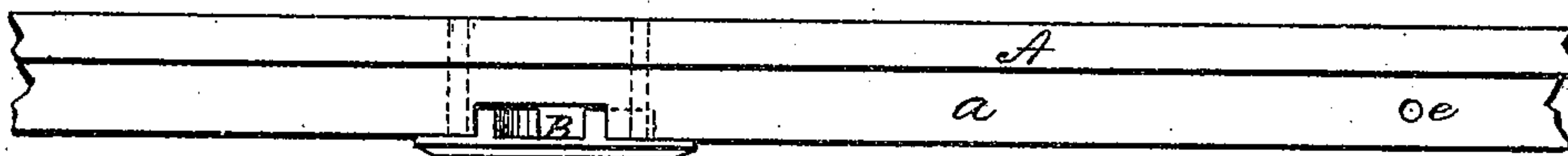


fig: 3.

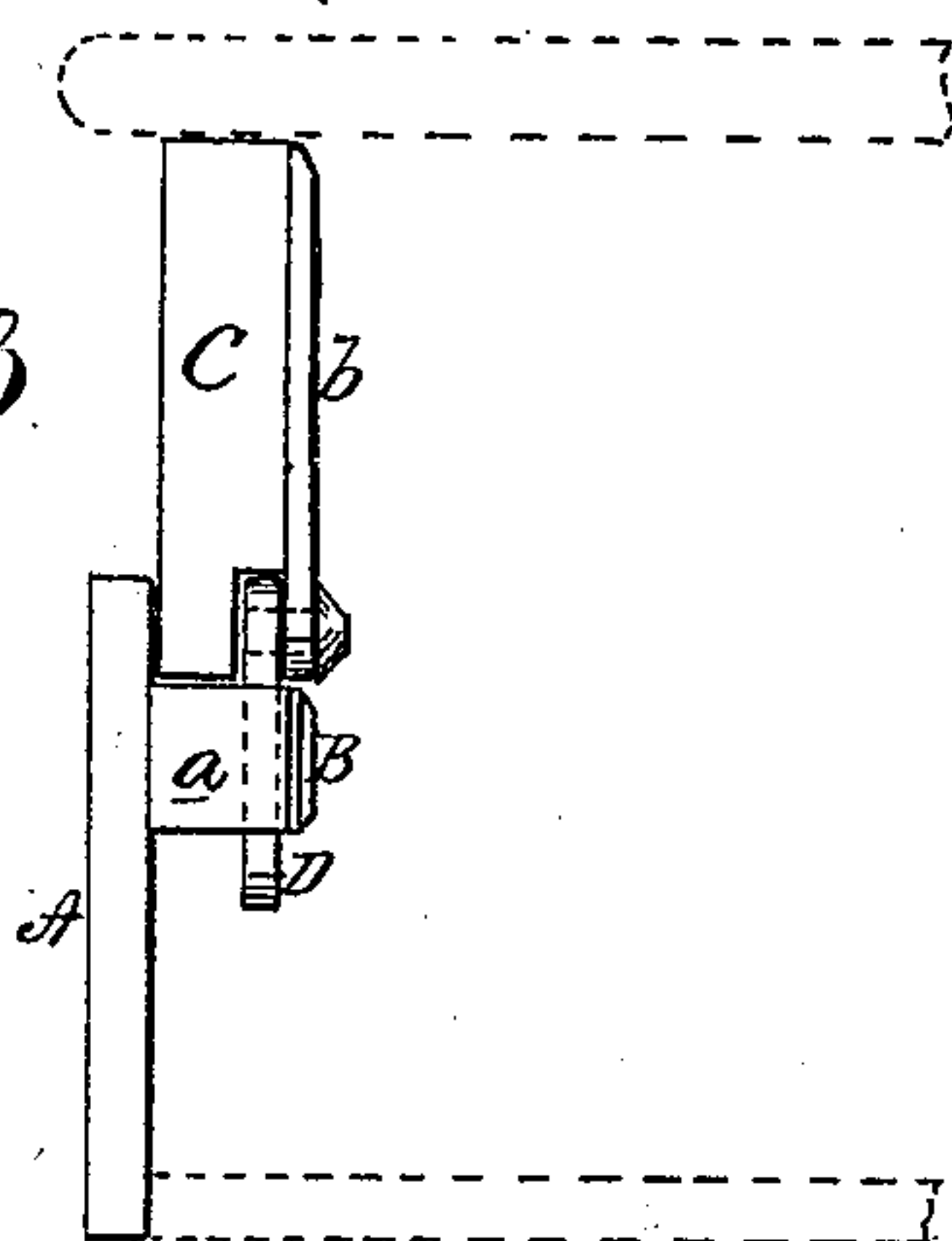


fig: 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SEBASTIAN GILZINGER, OF RONDOUT, NEW YORK, ASSIGNOR OF ONE-HALF HIS RIGHT TO ABEL A. CROSBY, OF SAME PLACE.

IMPROVEMENT IN VEHICLE-SEATS.

Specification forming part of Letters Patent No. 174,670, dated March 14, 1876; application filed November 22, 1875.

To all whom it may concern:

Be it known that I, SEBASTIAN GILZINGER, of the town of Rondout, in the county of Ulster and State of New York, have invented a new and Improved Vehicle-Seat; and that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making part of this specification.

This invention is in the nature of an improvement on the vehicle-seat for which Letters Patent numbered 169,256 were granted to me on the 26th day of October, 1875.

In the invention just referred to the sockets, straps, or staples projecting above the rails of the vehicle-body are liable to injury when the seat is not in place, and are to a great extent obstructions; and in order that the seat may be secured to them, it is necessary to recess the edges of the seat both for this purpose and also to receive the leaves of the hinges, as clearly shown in the drawings in said above-referred-to patent. These are practical objections of considerable moment, and it is the object of this invention to overcome them. To this end, the invention consists in securing the sockets in the sides of the rails, and providing said sockets with angular openings—that is to say, openings adapted to receive the tongue-pieces or hinges of the seat in a line other than horizontal, the tops of such sockets being in line with the top surface of the rails, and the tongue-pieces projecting into said sockets at an angle, so as to avoid the necessity of recessing the seat to receive them, substantially as hereinafter specified.

In the accompanying sheet of drawings, Figure 1 represents a side elevation of my improved vehicle-seat. Fig. 2 is a plan or top view of same. Fig. 3 an end view, and Fig. 4 view of angular socket.

Similar letters of reference indicate like parts in the several figures.

A represents the side of a vehicle-body, and *a* the seat-rails secured to the same. Fixed to these seat-rails in any suitable manner are metallic sockets B. These sockets are angular, as shown in Figs. 1 and 4. To the front ends of the sides of the seat C are attached, by straps *b*, or in any other desired way, hinged tongues D. These tongues project below the lower edges of the seat side C, and

they are so secured that they may be readily moved at any angle. To the rear of the seat sides C, and in the lower edges, are inserted dowel-pins *c*.

My seat and its attachments being secured, as above described, it is placed in position within the vehicle by inserting the tongues D into the angular sockets B, and bringing the sides of the seat down onto the rails *a*, permitting the dowel-pins *c* to enter into suitable holes *e* formed in the rails for that purpose, in which position the tongues D assume an angle, as shown in Fig. 1, and the seat cannot then be moved out of place until it is raised at its rear end up from the rails *a*, for the angular position of the tongues D within the sockets B prevents the withdrawal of the tongues from the sockets, and prevents any forward motion of the seat on the rails, and holds it as securely fixed in position as if it were permanently attached to the rails.

Another advantage is that the seat may be instantaneously thrown forward by simply raising it from the rear, permitting it to turn on the hinge-joints of the tongues D, the tongues remaining within the sockets B. But, if it is desired to remove the seat entirely from the vehicle, this is easily effected by tilting the seat slightly forward; and then by lifting its front ends the tongues D will be readily withdrawn from the angular sockets B.

A vehicle-seat constructed as I have above described is quickly placed in position, turned back or front, or detached from the vehicle, and yet, at the same time, it is so firmly fixed that no jolting, however severe, can disturb it from its place.

The dowel-pins *c*, acting in conjunction with the tongues D, assist in retaining the seat in position to some extent.

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

The sockets B arranged in and having their upper surfaces flush with the upper surfaces of the top rails of a vehicle-body, and having angular openings, in combination with the hinged tongue-pieces D, which are received into said sockets substantially as herein shown and described.

SEBASTIAN GILZINGER.

Witnesses:

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