

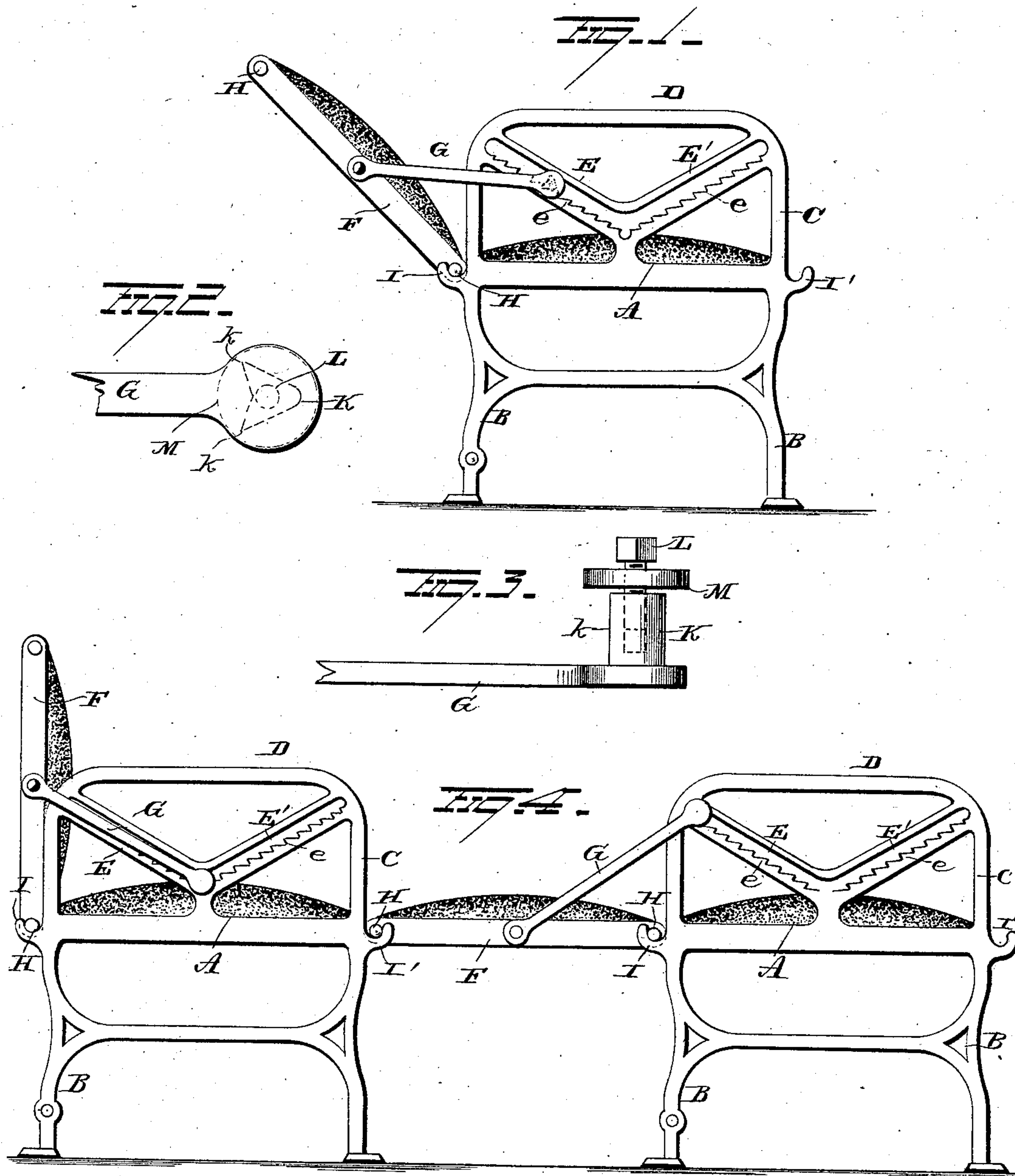
(No Model.)

S. J. WEBB.

CAR SEAT.

No. 365,418.

Patented June 28, 1887.



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CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 365,418, dated June 28, 1887.

Application filed April 23, 1886. Serial No. 199,896. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL JACKSON WEBB, of Minden, in the parish of Webster and State of Louisiana, have invented certain new and useful Improvements in Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in car-seats.

Hitherto car-seats have generally been provided with non-tilting backs, or with backs having a limited tilting motion only.

The object of my present invention is to provide a car-seat in which the back may be tilted at any desired angle to the seat.

A further object is to provide a car-seat adapted to use in both day and sleeping cars, and to further provide simple, durable, and efficient mechanism for tilting and supporting the back.

With these ends in view my invention consists in certain features of construction and combinations of parts, as will be hereinafter more fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is an end view of a car-seat embodying my improvement, with the back at an angle of forty-five degrees. Fig. 2 is a detached view of a connecting bar or link, *g*. Fig. 3 is a view of the same in another position. Fig. 4 is an end view of two seats with the back of the front one in horizontal adjustment.

A represents a car-seat suitably supported on legs B, and provided at its ends with frames C, the upper parts of which form the arm-supports D. Just below the arm-rest, and preferably formed integral therewith, and extending to the edge of the seat, are located two slotted inclines, *E E'*, which come together at the end of the seat. They are provided on the lower sides with ratchet-teeth *e*, the purpose of which will be explained farther on.

F is the back of a seat secured in rocking adjustment by pins H, resting in hooks I at the back of the seat. The seat is provided with hooks I', in a corresponding position on the opposite side, adapted to form rests for

the back of the adjacent seat when the latter is tilted horizontally, and also to receive the pin H when the back is reversed. A connecting bar or link, G, having one of its ends pivotally secured to the end of the back and the other provided with a catch, K, having two pointed noses *k*, which are adapted to fit in the ratchet-teeth of the inclines *E E'*, is adapted to be secured at its catch end in the said slotted inclines. The adjustment of this catch is regulated by means of a thumb-screw, L. A washer, M, is placed between the screw and the catch for locking the latter in proper position, and when it is desired to vary the height of the back the screw is turned, which leaves the catch free to slide freely over the teeth or notches until the desired elevation of the back is reached, when the catch is again turned to fit between two ratchet-teeth, thus firmly holding the back at any desired inclination.

I am aware that it is old to connect a movable seat-back to the seat-frame by side arms, the latter forming arm-rests, and pivotally secured to the back-rest, and provided at their lower ends with studs adapted to engage or enter horizontal slots formed in the seat-frame and hold the back in any desired adjustment; and hence I make no claim, broadly, to such a construction. In my device the seat-frame, at a point below the rigid or stationary arm-rests, is provided with inclined slots having notches adapted to be engaged by studs formed on links, which latter are pivotally secured to the back-rest.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention. Hence I would have it understood that I do not limit myself strictly to the construction herein set forth; but,

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

1. The combination, with a seat-frame having stationary or rigid arm-rests and double inclined groove located between the seat and rigid arm-rest, the lower wall of said groove being corrugated or toothed, of a back loosely

supported on the seat-frame, and the link piv-
oted to the back and provided on its free end
with a rigid catch adapted to engage the teeth
in the lower wall of the groove, the said catch
5 being of less diameter than the width of the
groove, whereby it can be disengaged from the
teeth and moved toward or away from the cen-
ter of the groove, substantially as set forth.

2. The combination, with the seat-frame
10 having the double inclined groove, a seat lo-
cated below the groove and an arm-rest above
the groove, of the movable back, the link con-

nected thereto, a double-nosed catch secured
to the link, and a thumb-screw and washer
for locking the catch against displacement, 15
substantially as set forth.

In testimony whereof I have signed this
specification in the presence of two subscribing
witnesses.

SAML. JACKSON WEBB.

Witnesses:

C. G. RIVES,

B. C. WHITE.