

(No Model.)

C. C. A. SCHINDLER.  
SEAT.

2 Sheets—Sheet 1.

No. 483,266.

Patented Sept. 27, 1892.

FIG. 1.

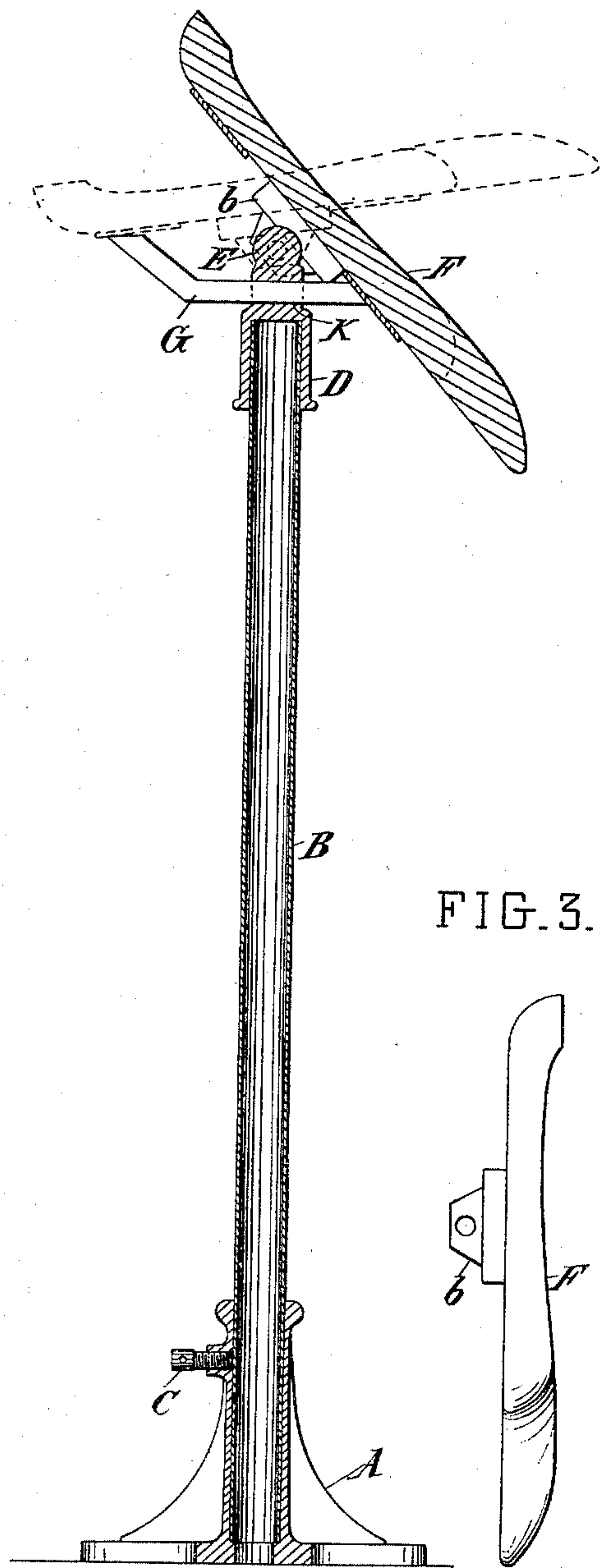


FIG. 2.

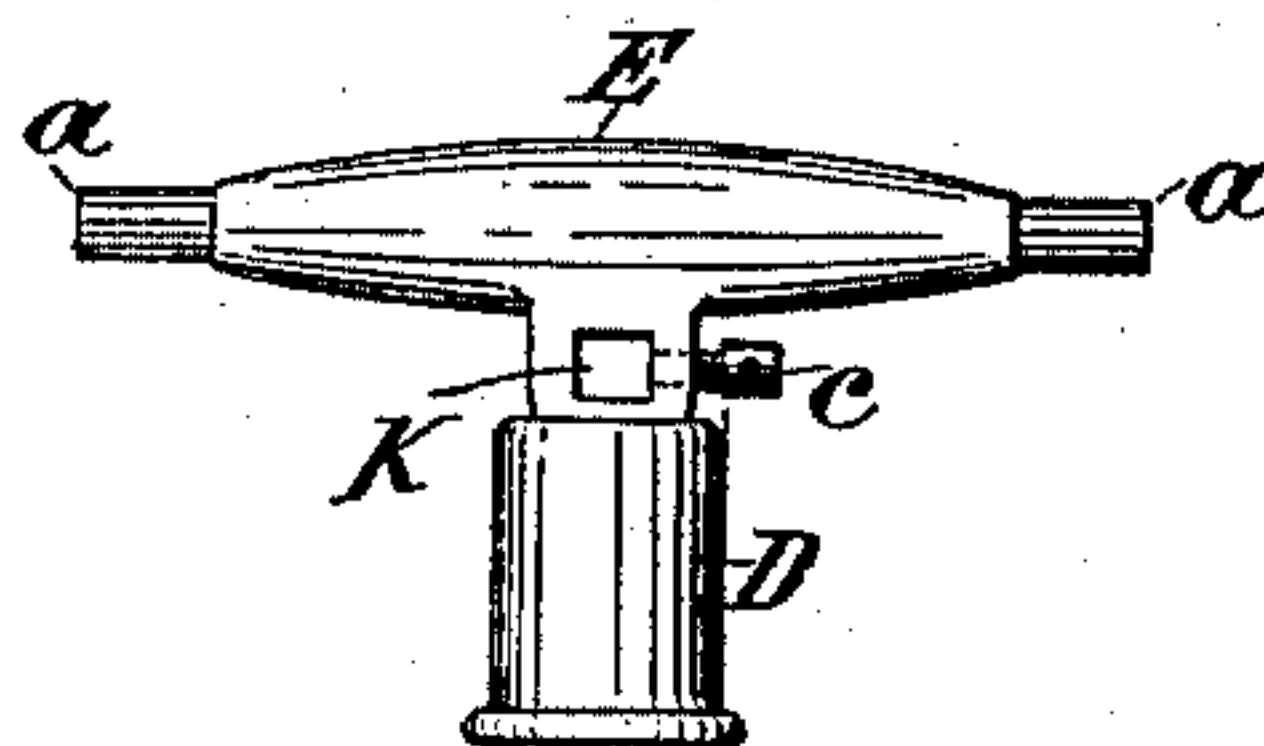


FIG. 3.

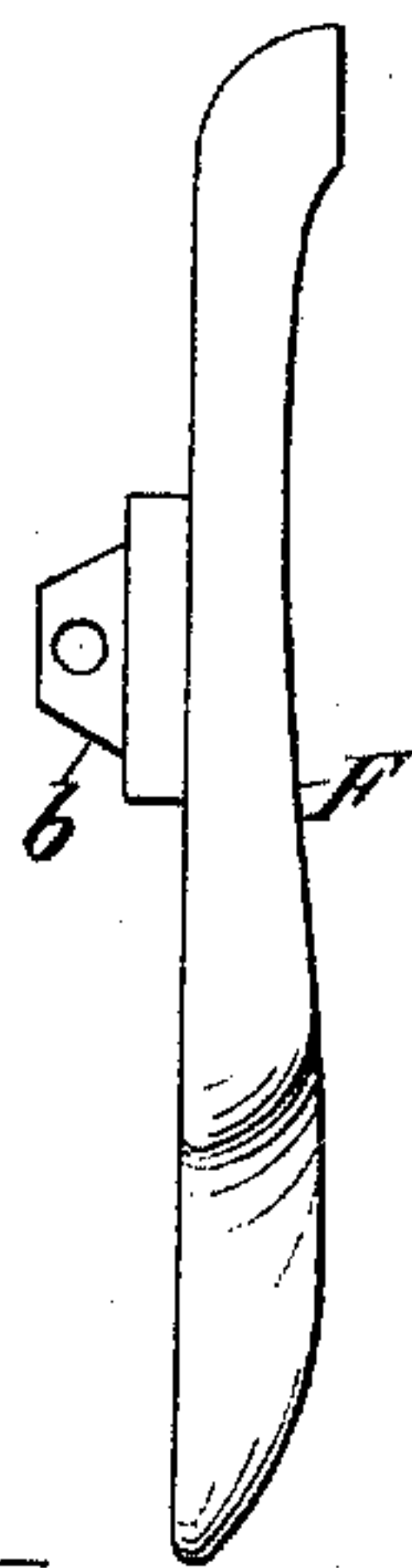
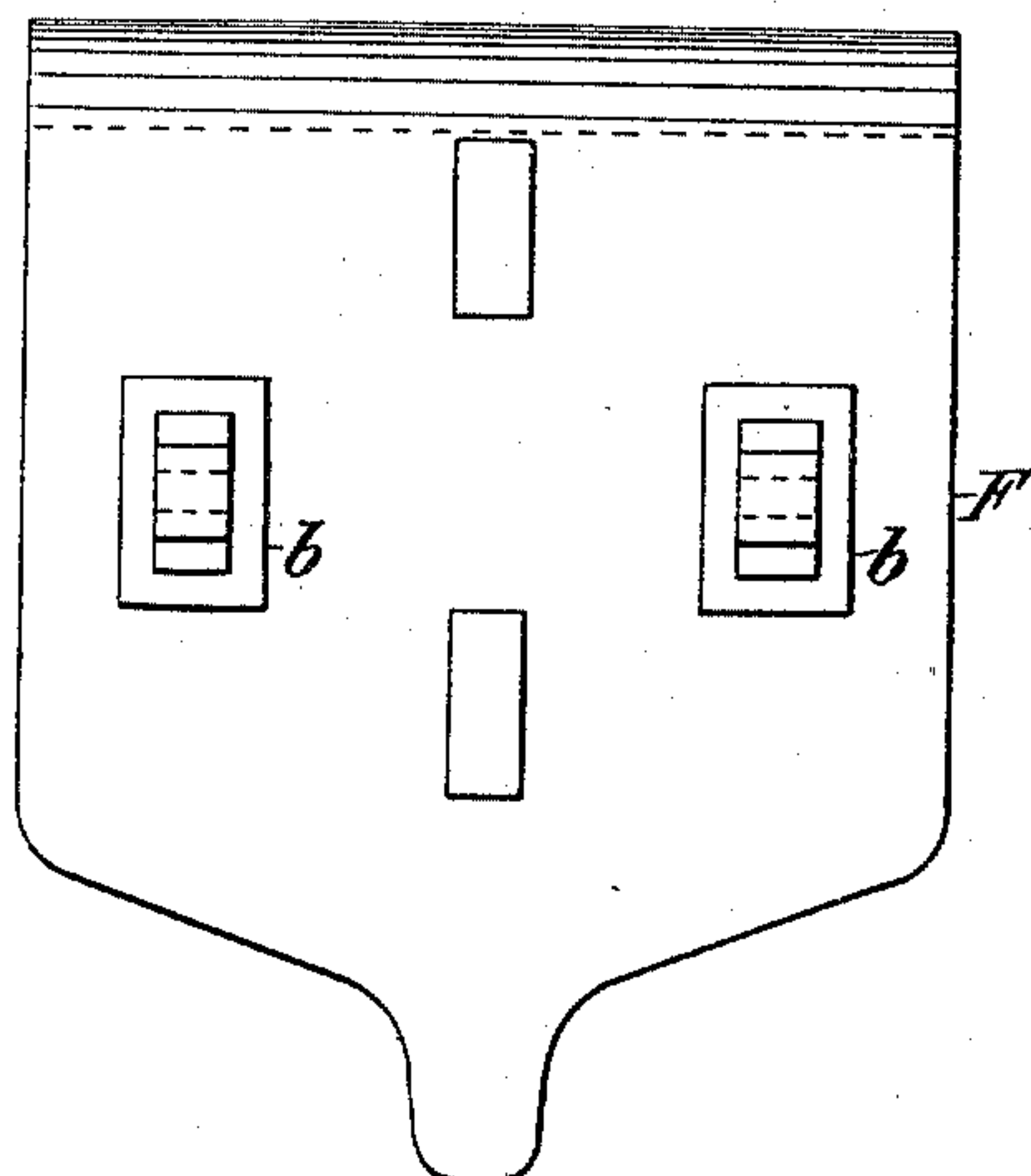


FIG. 4.



Witnesses:

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Peter A. Ross.

Inventor:

Casper C. A. Schindler  
by Henry Bonnett  
Atty.

(No Model.)

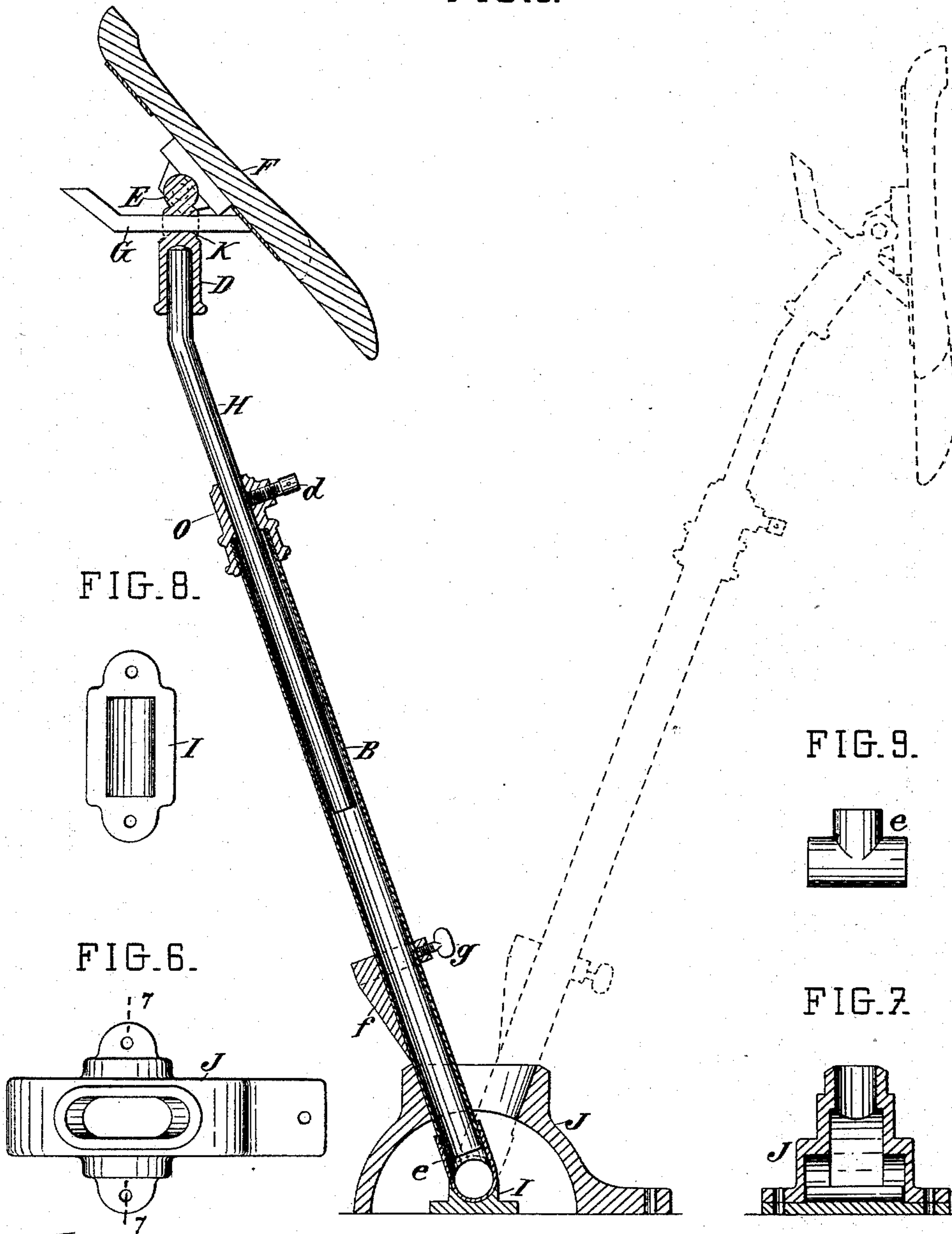
2 Sheets—Sheet 2.

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FIG. 5.



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att'y.



# UNITED STATES PATENT OFFICE.

CASPAR CONRAD ARNOLD SCHINDLER, OF BASLE, SWITZERLAND.

## SEAT.

SPECIFICATION forming part of Letters Patent No. 483,266, dated September 27, 1892.

Application filed January 11, 1892. Serial No. 417,623. (No model.) Patented in Switzerland January 25, 1890, No. 1,802; in France March 10, 1890, No. 204,270; in Belgium March 14, 1890, No. 90,558; in England July 5, 1890, No. 10,447; in Germany August 26, 1890, No. 57,526, and in Austria-Hungary November 9, 1890, No. 23,328 and No. 43,492.

*To all whom it may concern:*

Be it known that I, CASPAR CONRAD ARNOLD SCHINDLER, a citizen of the Swiss Republic, residing in Basle, Canton of Basle, Switzerland, have invented certain Improvements in Seats, (for which I have obtained Letters Patent in Switzerland, No. 1,802, dated January 25, 1890; in Germany, No. 57,526, dated August 26, 1890; in Great Britain, No. 10,447, dated July 5, 1890; in France, No. 204,270, dated March 10, 1890; in Belgium, No. 90,558, dated March 14, 1890, and in Austria-Hungary, No. 23,328 and No. 43,492, dated November 9, 1890,) of which the following is a specification.

My invention relates to seats adapted for use in schools, and the seat-board, which is pivotally attached to a standard or arm, is adapted to be brought into a position inclining forward within certain limits, in order to give a support in this position with its whole surface to a person standing.

In the accompanying drawings, which serve to illustrate an embodiment of my invention, Figures 1 to 4 represent a complete standing seat with movable seat-board and fixed standard. Fig. 1 is a sectional elevation of the seat. Fig. 2 shows the pivot-piece in rear elevation detached. Fig. 3 is an edge or side view of the seat-board detached, and Fig. 4 is a rear or under side view of the latter. Figs. 5 to 9 show a desk-seat with an adjustable standard. Fig. 5 is a sectional elevation of the seat. Fig. 6 is a plan of the standard-socket detached. Fig. 7 is a section of said socket on line 7 7 in Fig. 6. Figs. 8 and 9 are respectively detached views of the fittings at the base of the standard.

With the simple standing seat seen in Figs. 1 to 4 there is secured to the floor a socket A, in which a tubular standard B is set and secured by a set-screw C. On the upper end of the standard B is placed a socketed coupling D, which is cast in one piece with a cross-piece E, which has journals *a* on its extremities. The seat-board F is pivotally mounted on the cross-piece E, so that said seat may be rocked or turned, as indicated by the dotted lines in Fig. 1. This is effected by providing the seat-board with bearing-blocks *b* of buffalo-hide, in which the journals *a* find bear-

ings. The journals *a* will fit snugly in the apertures in the blocks *b*.

If the seat is intended to serve as a standing seat—i. e., for sitting in a nearly-standing position—the seat-board F will be inclined forward, as represented in full lines in Fig. 1, and the forward inclination of the seat may be limited by an adjustable stop—for example, a bent stop-piece G, which passes through an aperture K in the piece D and is fixed in place when adjusted by a set-screw *c*. (Seen in Fig. 2.) This stop-piece G serves to limit the swing of the seat-board in both directions. The half-sitting position has the advantage of assuring for the upper portion of the body and also for the legs the greatest possible convenience, mobility, and freedom, to protect the lower portion of the body and the apices of the lungs from any pressure and the vertebra from twisting, and to facilitate rising and sitting down.

If one wishes to use this seat as a seat for rest, the seat-board F is turned about its pivots on cross-piece E and brought into the position seen in dotted lines in Fig. 1, when the seat-board will rest at the back on the rear upturned end of the stop-piece G. The adjustability of the stop-piece G in the aperture K permits of some variation in the angle of inclination of the seat-board. At the points where the under side of the seat-board bears upon the extremity of the piece G the board may have cushions of felt to prevent chafing and avoid noise.

The seat-board F, together with the cross-piece E and socketed coupling D, may be turned about the standard B, in order that when working in a standing position at a desk, for example, the seat may be temporarily turned out of the way to provide more room. The standard B may also be set higher or lower in the tall socket A and fixed in position by the set-screw C. This enables the seat-board to be elevated and depressed within certain limits. With this construction of the seat the body will always find its support on the surface of the seat-board F instead of on the edge, as in ordinary seats.

The seat illustrated in Figs. 5 to 9 differs from that already described mainly in the



formation and mounting of the standard. In these views the socketed coupling D rests on the upper extremity of a rod H, which telescopes with the hollow standard B and forms an extensible part thereof. The tubular standard has a socket O on its upper end, provided with a set-screw *d* for securing the rod H in place. Fixed to the floor is a slotted guide-piece J, and on the floor within this guide-piece is fixed a bearing-shoe I, in which a T-piece *e* on the lower end of the standard B finds a rocking bearing. This construction permits the standard to be rocked forward to the position seen in dotted lines in Fig. 5. The limit of backward swing of the standard B in the slotted guide J may be varied by means of a beveled or tapered slide *f*, secured to the standard by a set-screw *g*. This double adjustment of the seat—*i. e.*, by the rocking of the standard and the rocking of the seat-board on the standard—enables the user to adapt the seat perfectly to his convenience.

Having thus described my invention, I claim—

1. In a seat, the combination, with an upright support capable of longitudinal extension in order to regulate the height of the seat and mounted to rock on pivots at its base, of a guide and limiting-stops for said

support, the socketed coupling D, rotatively mounted on said support, the cross-bar E, affixed to said coupling, the seat-board F, pivotally mounted on said cross-piece, and stops to limit the movement of the seat-board about its pivots.

2. In a seat, the combination, with the upright support for the seat-board, of the cross-bar E, carried by said support, the seat-board F, pivotally mounted on said bar, and the bar G, mounted in the base of said cross-bar, the ends of the bar serving as stops to limit the movements of the seat on its pivots.

3. In a seat, the combination of the extensible upright B H, provided with a T-piece *e* at its lower end, the shoe I, which receives said T-piece, the slotted guide-piece J, embracing the upright, and the tapered limiting-piece *f*, mounted adjustably on the upright, of the seat-board F, pivotally mounted on the upper end of said upright.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

CASPAR CONRAD ARNOLD SCHINDLER.

Witnesses:

GEORGE GIFFORD,  
ARMAND RITTER.