

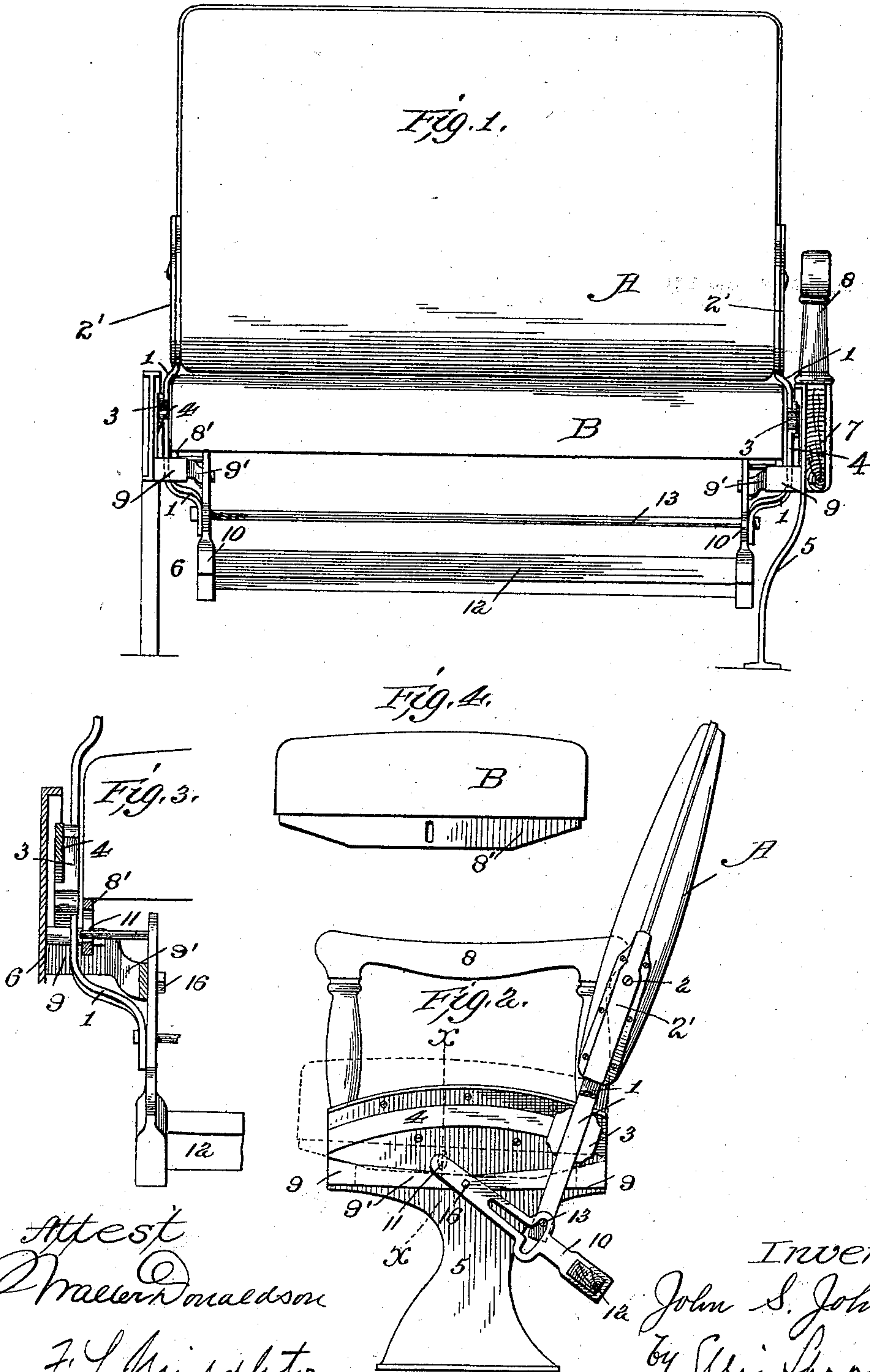
No. 625,885.

Patented May 30, 1899.

J. S. JOHNSTON.
CAR SEAT.

(Application filed Nov. 30, 1898.)

(No Model.)



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UNITED STATES PATENT OFFICE.

JOHN SAMUEL JOHNSTON, OF NEW YORK, N. Y., ASSIGNOR TO THE POTTIER
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CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 625,885, dated May 30, 1899.

Application filed November 30, 1898. Serial No. 697,854. (No model.)

To all whom it may concern:

Be it known that I, JOHN SAMUEL JOHNSTON, a citizen of the United States, residing at New York, State of New York, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

My invention relates to car-seats designed more particularly for ordinary railway-cars and of that class in which the back is made symmetrical and is shifted bodily without turning over from front to rear to change the direction of the seat.

The invention relates more particularly to the shifting mechanism and to the locking mechanism. It is illustrated in the accompanying drawings, in which—

Figure 1 shows a front elevation of the seat and its supports. Fig. 2 shows an end elevation, partly in section. Fig. 3 shows a vertical longitudinal section on line *xx* of Fig. 2. Fig. 4 shows an end view of the seat, illustrating the support or rocker.

As shown in the drawings, the back A, which is fitted on both sides to serve as a back-rest, is carried by striker-arms 1, to which it is rigidly secured by means of socket-plates 2', secured to each side edge of the back, into which the ends of the striker-arms extend. This connection provides for the ready removal of the back when desirable; but to prevent accidental displacement should the car overturn screws 2 are provided, which extend through openings in the plates into the striker-arms. Each arm is held rigidly in a block or movable piece 3, having a curved groove or channel fitted to a curved track-bar 4, supported at each end in a fixed position on the frame which supports the seat, there being one of these parts at each end. The block when at the end of the bar—as shown, for example, in Fig. 2—rests against a suitable stop, and thus holds the back in fixed position. The seat is supported on standards 5 and 6. The standard 5 supports an end beam 7 and the arm-rest 8, as well as the bar 4. Each striker-arm 1 is formed, as shown in Fig. 1, to bring the lower ends underneath the end of the seat. The seat B is provided with rockers 8', which rest upon blocks 9, having angular upper faces corresponding to the angular or

lower surface of the rocker, so that as the seat is shifted from front to rear or from rear to front the front edge will be raised, as illustrated in dotted lines in Fig. 2. Supporting-bars 9' are secured to these blocks.

Centrally on the inside of the supporting-bar 9' are pivoted foot-levers 10, the upper ends of which are also pivoted at 11 by a pin extending through elongated openings in the rockers 8'. The free ends of these levers 10 carry the foot-rest 12. The levers are slotted longitudinally and transversely, as shown in Fig. 2, and are connected to the lower ends of the striker-arms by means of a rod 13, which passes through the slots in both of the foot-rest levers and is fixed in the ends of the striker-arms, as shown in Fig. 1. This connection is such that when the back is in its normal position on either side the end wall of the transverse slot rests on the rod 13 and locks the striker-arms, with the back, in place. This remains in locked position until the foot-rest is raised to bring the rod in line with the longitudinal slot, when the seat may be pushed bodily from side to side, being carried upon the blocks 3, which ride upon the curved track-bars 4. The rod 13 rides up in the slot and carries the levers, with the foot-rest, to the other side, the levers swinging on the other side into similar position and locking in the same manner as that shown in Fig. 2. The same movement causes the lever, operating upon its pivot as a fulcrum, to shift the seat in a direction opposite to the movement of the back.

The section in Fig. 3 is drawn on a larger scale and shows the construction at the left-hand end of the seat. The support 9' is shown in section and the foot-rest lever pivoted to it at 16, the support being fitted, as before explained, to receive the angular rocker of the seat, and the pivotal connection of the upper end of the foot-rest lever with the slot in the rocker is shown at 11.

I claim—

1. In combination with the seat, striker-arms, a back supported on said striker-arms, movable pieces from which the striker-arms extend downwardly and curved ways on which said pieces move with a locking-lever engaging with the lower extended end of said striker-

arm to prevent the movement of the striker-arms, until said locking-lever is released, substantially as described.

2. In combination, with the striker-arms of a shifting car-seat back, a foot-rest, levers carrying the same and having longitudinal and transverse slots, means on the striker-arms engaging the slots, whereby the arms are locked in either position of the back, and means for supporting the striker-arms and foot-rest levers, substantially as described.

3. In combination, the supporting means, the striker-arms and back mounted thereon, a foot-rest, levers carrying the same and pivotally connected to the supporting means and locking means carried by the levers for locking the striker-arms, substantially as described.

4. In combination in a car-seat, the supporting means, the striker-arms and back mounted thereon and arranged to be shifted from side to side of the seat, a locking device arranged below the seat to be operated by foot-power having locking-slots, means on the striker-arms engaging the slots for holding them in either of their adjusted positions, said locking device preventing shifting of the striker-arms and back from one side of the seat to the other until positively released, substantially as described.

5. In combination, the supporting means, the seat, the back and the shifting striker-arms mounted thereon, locking means in connection with the striker-arms, a foot-rest in connection with the locking means to operate the same, said foot-rest releasing the parts by an upward movement, substantially as described.

6. In combination, supporting means, the seat carried thereby, the back, the striker-arms supporting the back and shifting on the supporting means and a locking-lever engaging the seat and striker-arms to hold them in either position, said locking-lever being pivoted intermediate of its length to the support and shifting the seat in one direction when the seat-back and striker-arms are shifted in the other direction, substantially as described.

7. In combination, supporting means, the seat, the back, the shifting striker-arms supporting the back, a movably-supported foot-rest and locking connections between the same and the shifting parts to lock them in either position, substantially as described.

8. In combination, supporting means for the parts, the back, the seat, the striker-arms

supporting the back, and the locking-lever pivoted to the supporting means having a longitudinal and a transverse slot, and a part on the striker-arm engaging the slot to hold it in either position against shifting from side to side of the seat, substantially as described.

9. In combination, the seat, the back, the striker-arms supporting the back, the levers having longitudinal and transverse slots, a part on the striker-arms engaging the slots, said levers being pivoted intermediate of their length and having extensions to engage the seat and means for supporting the parts, substantially as described.

10. In combination, the supporting-frame, a back adapted to shift from side to side thereof, the striker-arms carrying the back, the connection between the striker-arms and the frame movable from side to side and a lever pivoted to the supporting-frame and having means for locking the lower ends of the striker-arms in one position and for releasing them when in another position, substantially as described.

11. In combination, supporting means, the seat thereon, the back, the striker-arms on which the back is supported, said arms being mounted on the supporting means, locking means connected with the striker-arms and a movable foot-rest in connection therewith.

12. In combination in a car-seat, the supporting-frame, the seat and striker-arms mounted thereon, and locking means at each end of the seat to prevent shifting of the back and striker-arms, said locking means being arranged below the seat to be operated by foot-power substantially as described.

13. In combination in a car-seat, the supporting-frame, the seat and striker-arms thereon, locking means at each end of the seat and connecting means between the locking means to make the same operate in unison, said connecting means extending below the seat and accessible to the foot substantially as described.

14. In combination in a car-seat with the shifting parts thereof, a foot-rest, levers carrying the same and locking means between the levers and one of the shifting parts, substantially as described.

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

JOHN SAMUEL JOHNSTON.

Witnesses:

L. ALBERT ENGLEHARD,
R. M. PAGE.