

No. 644,437.

Patented Feb. 27, 1900.

H. MEIER.
CAR SEAT.

(Application filed Nov. 8, 1899.)

(No Model.)

2 Sheets—Sheet 1.

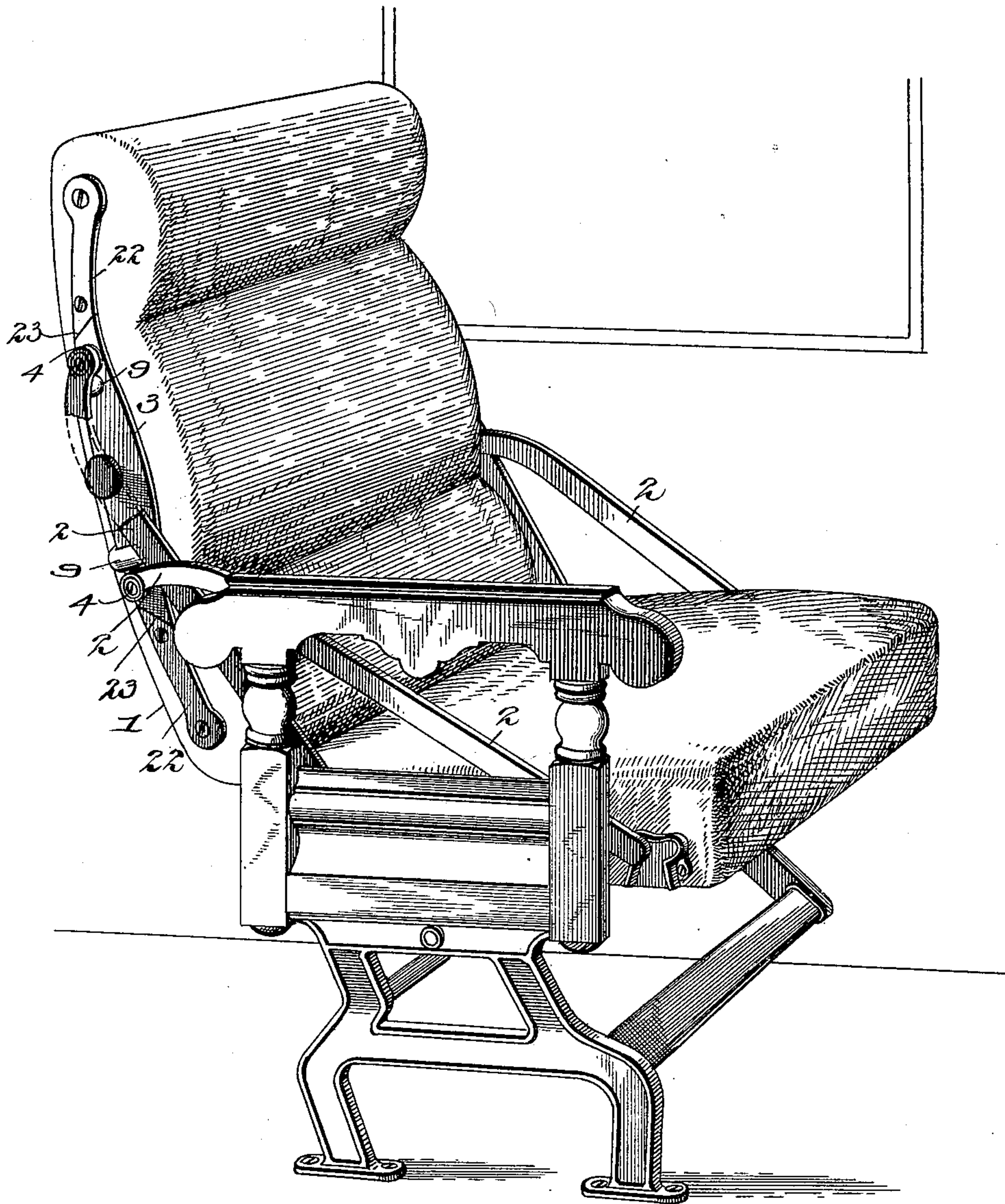


Fig. 1.

Witnesses
Wm. H. Spiden.
Ralph S. Warfield.

Inventor
Hermann Meier
by *Geo. H. Mauldin*
Attorney

No. 644,437.

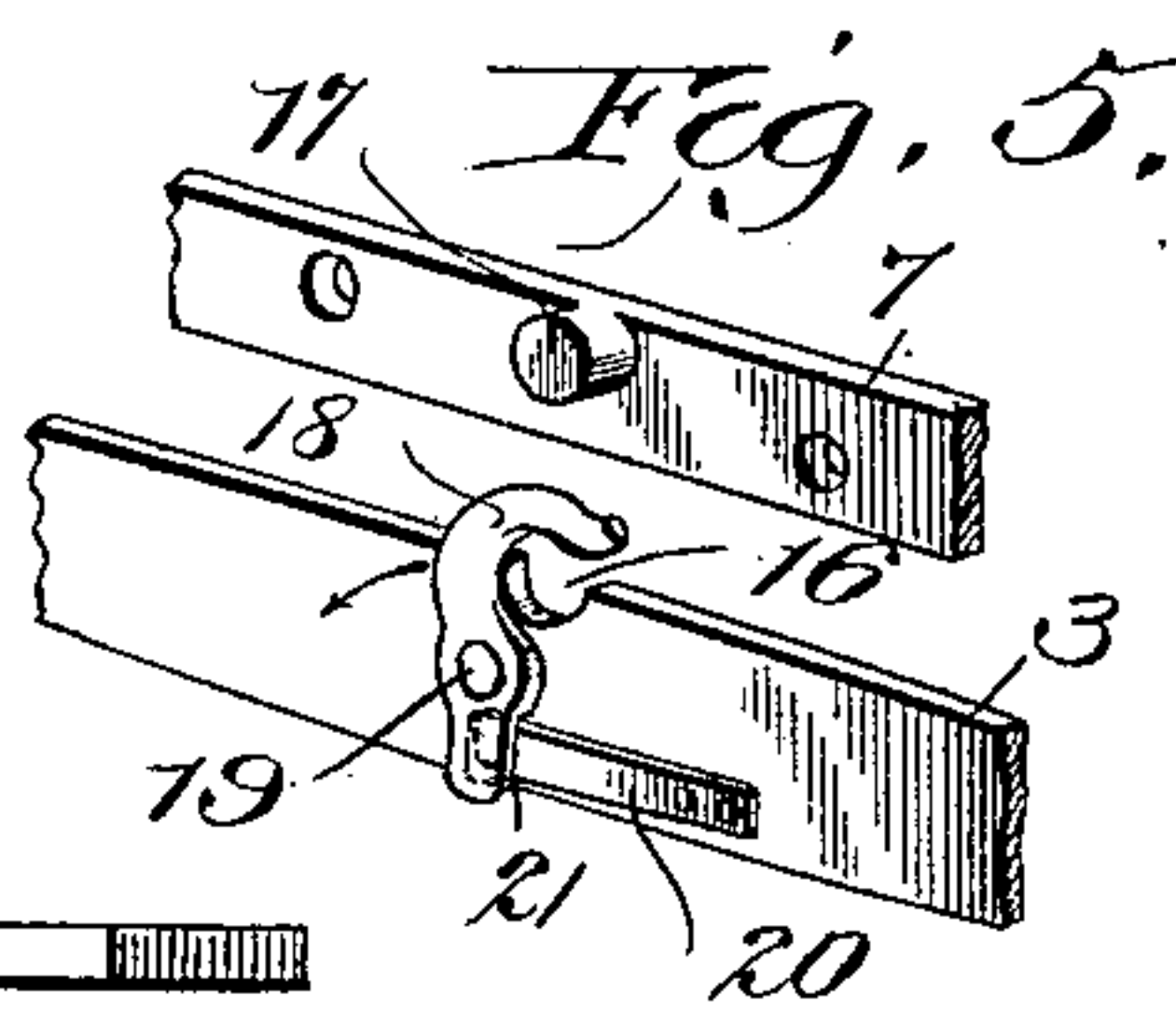
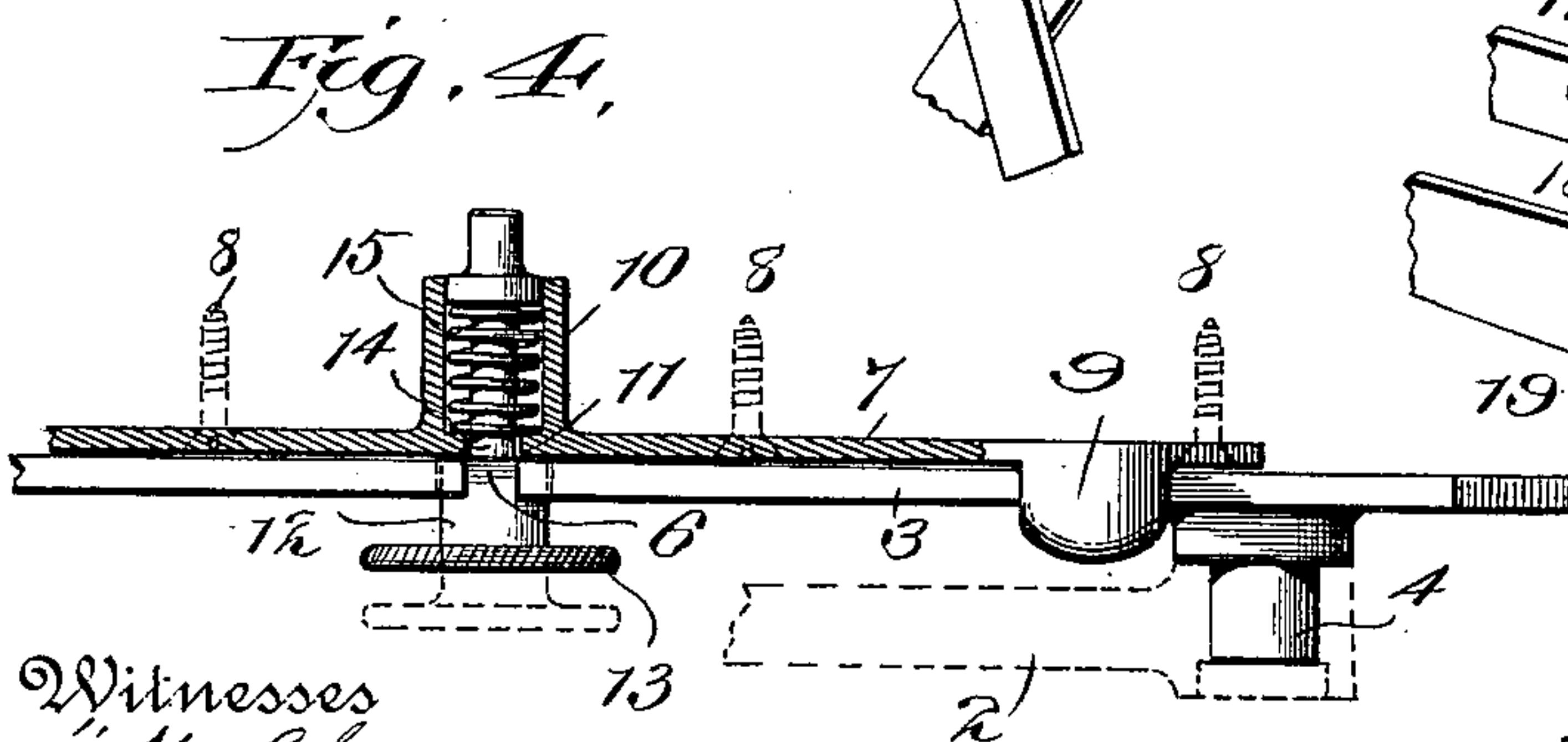
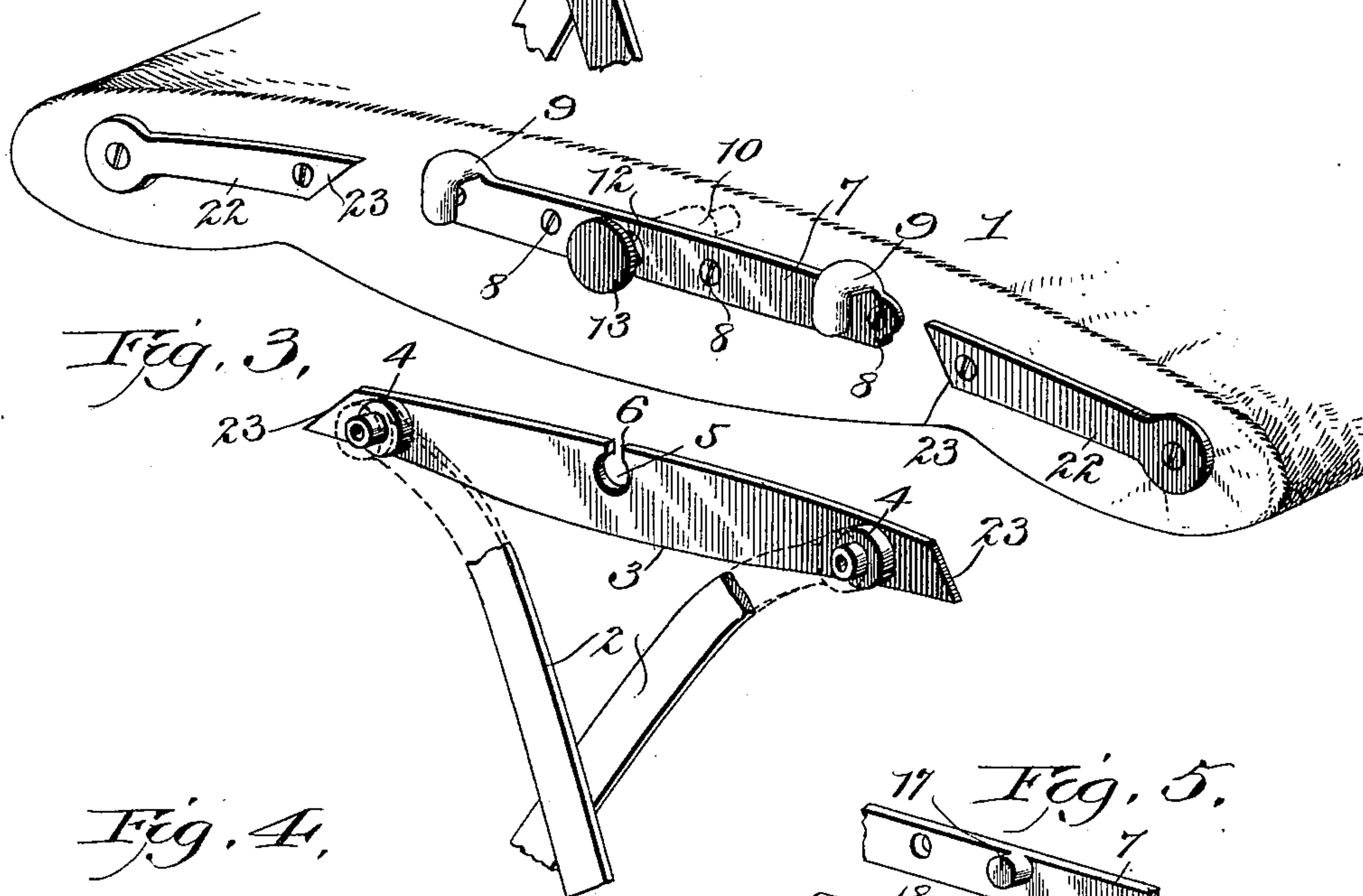
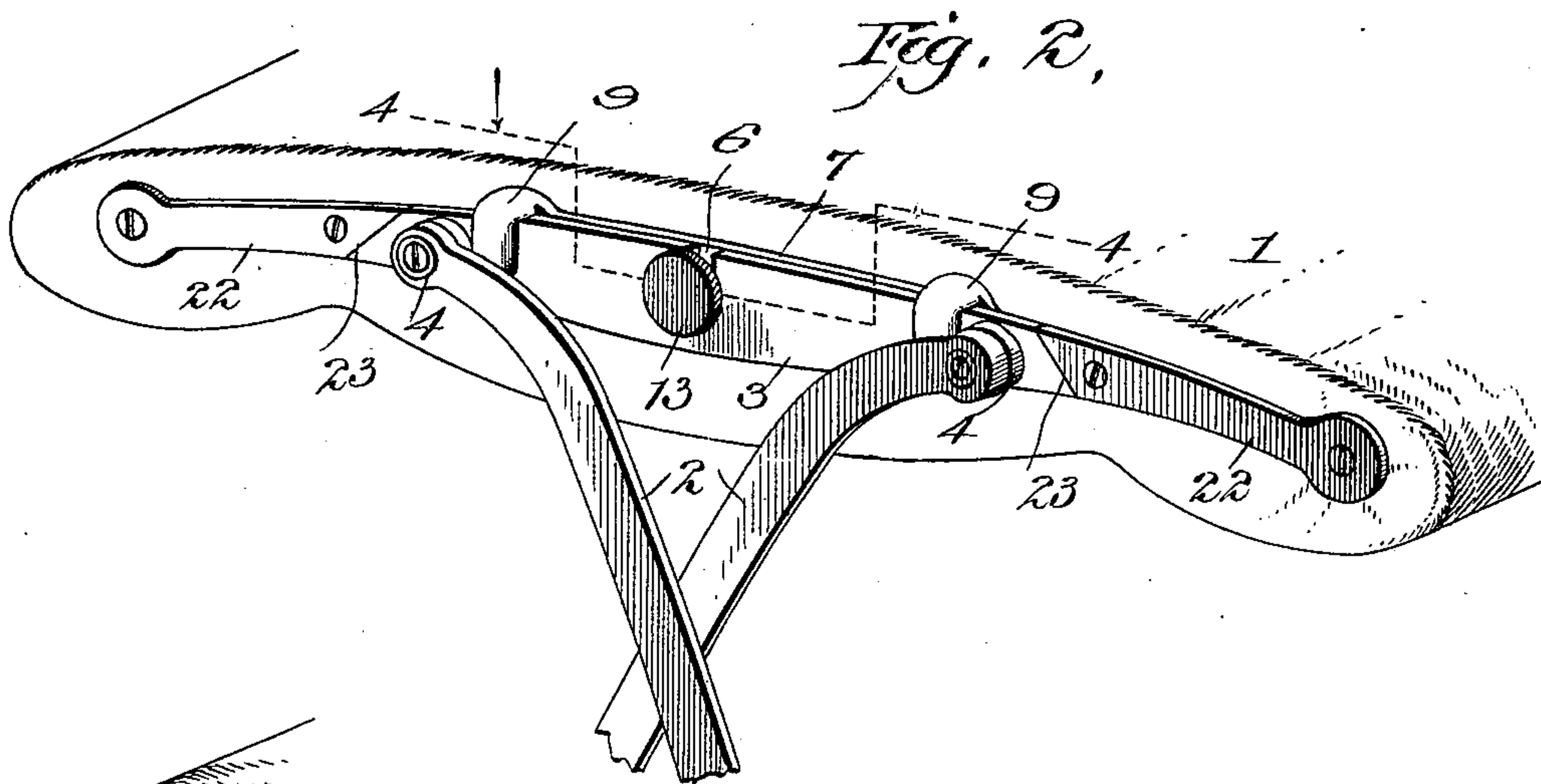
Patented Feb. 27, 1900.

H. MEIER.
CAR SEAT.

(Application filed Nov. 8, 1899.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses
Wm. L. Speiden
Ralph S. Warfield

Inventor
Hermann Meier
by *Geo. H. Hauke*
Attorney

UNITED STATES PATENT OFFICE.

HERMANN MEIER, OF PALESTINE, TEXAS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 644,437, dated February 27, 1900.

Application filed November 8, 1899. Serial No. 736,259. (No model.)

To all whom it may concern:

Be it known that I, HERMANN MEIER, a citizen of the United States, residing at Palestine, county of Anderson, State of Texas, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

This invention relates to car-seats, and more particularly to the connection between the arms and the back of the seat.

Car-seats as now generally constructed are provided with back-plates fastened to the back by screws, which afford a proper connection for the striker-arms by which the back is moved or struck from one side of the seat-bottom to the other side. When it becomes necessary to clean the back or repair it or its covering in any manner, these screws have to be removed in order to effect detachment of the back from the frame, detachment being, of course, necessary to facilitate repairing. Considerable time and labor are consumed in unscrewing the back-plates on account of the number of screws to be removed and the awkwardness of removing the screws from the back-plate adjacent the car-window.

My object is to obviate the necessity of the laborious removal of screws and detachment of the back from the back-plates and to provide an improved detachable connection between the striker-arms and the back which will permit complete removal of the back whenever desired by a very simple operation, thus saving time and labor and facilitating the work.

With this end in view the invention consists of a novel connection between the striker-arms and the back, permitting the rapid and easy detachment and fastening of the latter, while at the same time being strong and rigid, which will be fully described hereinafter and specified in the appended claims.

In the accompanying drawings, Figure 1 is a perspective view of the type of seat known as the "Scarritt" equipped with my improvements; Fig. 2, a detail view of the improved connection, showing the back in position for detachment; Fig. 3, a similar view showing the relative position of the parts prior to connection or after detachment; Fig. 4, a top sectional view taken on line 4 4

of Fig. 2, and Fig. 5 a detail view of a modified form of lock or catch.

In the drawings the invention is shown applied to the Scarritt car-seat now in general use, particularly in the West; but it is as well adapted to any other style of car-seat as to the Scarritt, and I do not therefore limit its application to the latter type of seat.

The reversible back is shown at 1, and 2 are the striker-arms. In the Scarritt seat the pair of striker-arms at each end of the seat are pivoted to back-plates secured by screws to the ends of the back, and when it is desired to remove the back the screws have to be taken out. In the present invention the back-plate 3, while pivoted to the striker-arms in the usual manner at 4, is not screwed to the back, but is detachably connected thereto. The back-plate is provided with an aperture 5, located near its rear edge and having a contracted neck or passage 6 leading thereto.

A connector-plate 7 is employed, which is secured to the back by screws 8. This plate has clips 9 near its ends, (as many can be used as found desirable in practice,) which are adapted to embrace the rear edge of the back-plate and rest against the striker-arm pivot-bosses 4 when the back-plate and connector-plate are secured together. Projecting from the connector-plate and sunk into the back is an integral socket or cup 10, and the plate is apertured in line with the longitudinal axis of the cup at 11. A locking-bolt 12, provided with a head 13, has its stem 14 passed through the aperture 11 and into the cup, and a coil-spring 15, encircling the stem and bearing against a collar thereon, keeps the bolt retracted with its head against the connector-plate. The stem is slightly smaller in diameter than the width of the opening 6, and the head is of a size to adapt it to fit easily in the aperture 5.

To connect the back to the striker-arms, they are swung to upright position over the seat-bottom, and the bolt is pulled out and its stem fitted in the neck 6, (this of course being done at both ends of the seat,) whereupon the clips will receive the back-plate, and on pressing the back down, Figs. 2 and 3, the same will become locked when the head aligns with aperture 5, as the spring will cause it to enter the aperture. The reversal of the above operations disconnects the back.

In Fig. 5 I have illustrated a form of locking device which could be substituted for the spring-actuated bolt. Here the back-plate is provided with a semicircular notch 16, while
 5 an integral stud 17, projecting from the connector-plate, is adapted to fit therein. A hook 18, pivoted to the back-plate at 19, holds the stud in the notch. A leaf-spring 20, secured at one end to the back-plate, has its free end
 10 adapted to snap into a notch 21 in the tail of the hook to lock the latter when engaged with the stud. The hook can be released from the stud by depressing the free end of the spring.

In those seats where a roll or head-rest is
 15 employed on the back it is usual to extend the ornamental back-plates upwardly and downwardly to give a more symmetrical appearance. On such seats I prefer to provide the detached ends 22, screwed to the back, and
 20 to fit the back-plate 3 in between them. The meeting ends 23 are preferably inclined or beveled to match each other, as this construction gives a stronger bracing to all the parts. The ends 22 are not, however, at all essential
 25 and would not be employed on many types of seats.

With the present invention the back can be attached and detached with the greatest rapidity and ease and at the same time the
 30 parts are all strongly braced and connected, as the clips prevent any twisting or looseness of the back-plates.

I am aware that the invention is susceptible of many changes without departing from
 35 its spirit or impairing its efficiency, and I do not therefore limit myself to the precise constructions shown and described, but consider that I am entitled to all variations falling fairly within its scope.

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

1. In a car-seat, the combination with a back and arm therefor, of a back-plate con-
 45 nected to the arm, clips on the back adapted

to engage with the back-plate, and an independent locking device also adapted for positively securing said plate to the back independently of the clips.

2. In a car-seat, the combination with a
 50 back and arm therefor, of a back-plate secured to the arm, a connector-plate secured to the back, clips on the connector-plate adapted to engage with the back-plate and hold said plates together, and an independent
 55 locking device also adapted for securing said plates to each other independently of the clips.

3. In a car-seat, the combination with a
 60 back and arm therefor, of a back-plate secured to the arm, clips on the back which detachably embrace the edge of the back-plate and afford a connection between said plate and the back, and a locking device on the
 65 back, independent of the clips, which also secures the plate to the back.

4. In a car-seat, the combination with a back, and arm therefor, of a back-plate secured to the arm which has a locking-bolt aperture provided with a contracted entrance
 70 leading in from the edge of the plate, a connector-plate secured to the back and provided with clips which embrace the edges of the back-plate, and a spring-actuated locking-bolt having a head adapted for reception in
 75 the aperture and a shank adapted to pass through the entrance to said aperture.

5. In a car-seat, the combination with a back and an arm therefor, of a connector-plate secured to the back, end plates secured
 80 to the back, a back-plate secured to the arm and adapted to fit in between the end plates and abut them, and means for locking the back-plate and connector-plate together.

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

HERMANN MEIER.

Witnesses:

FRANK E. NEWTON,
 C. J. STOCKMAN.