

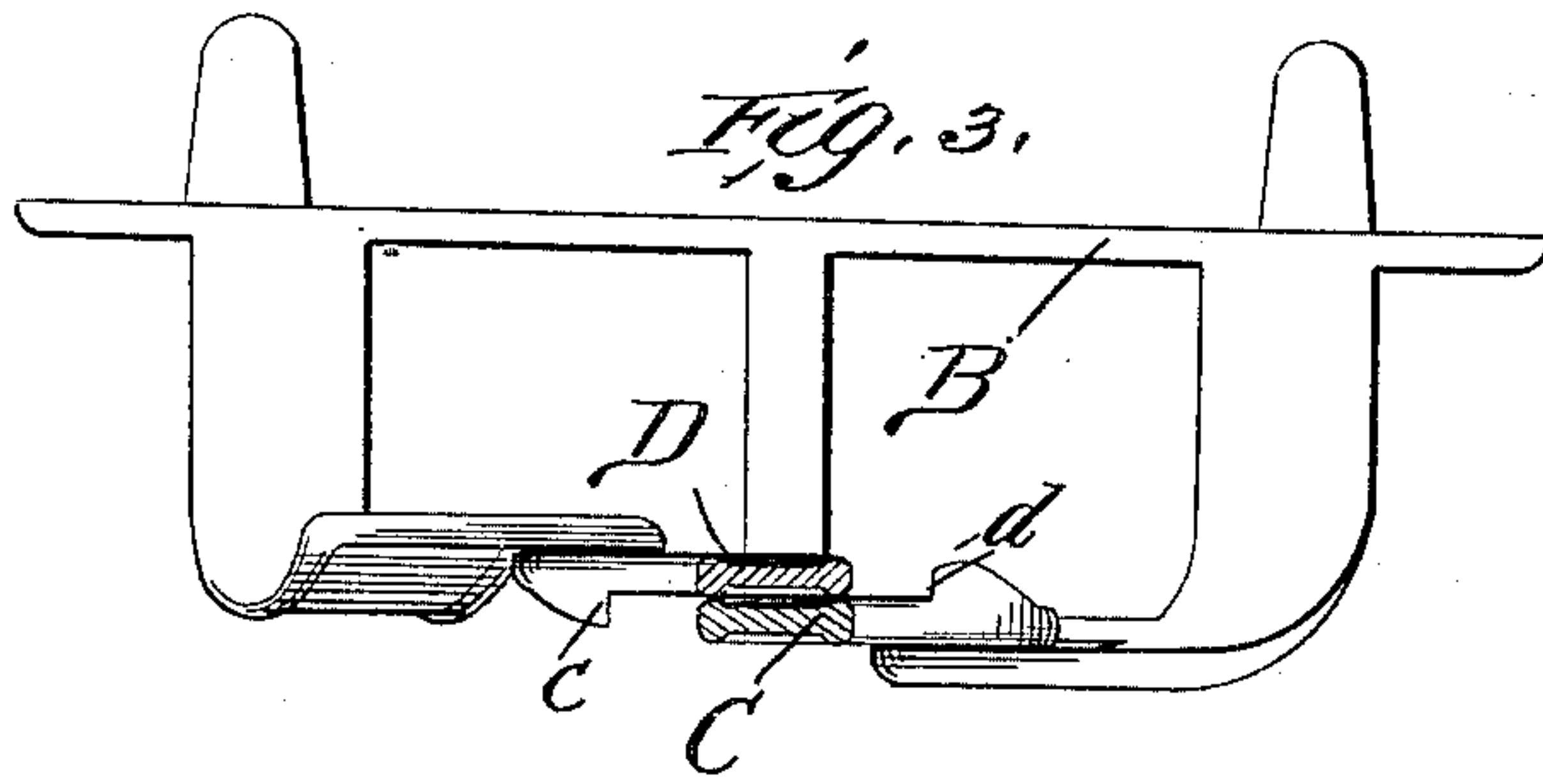
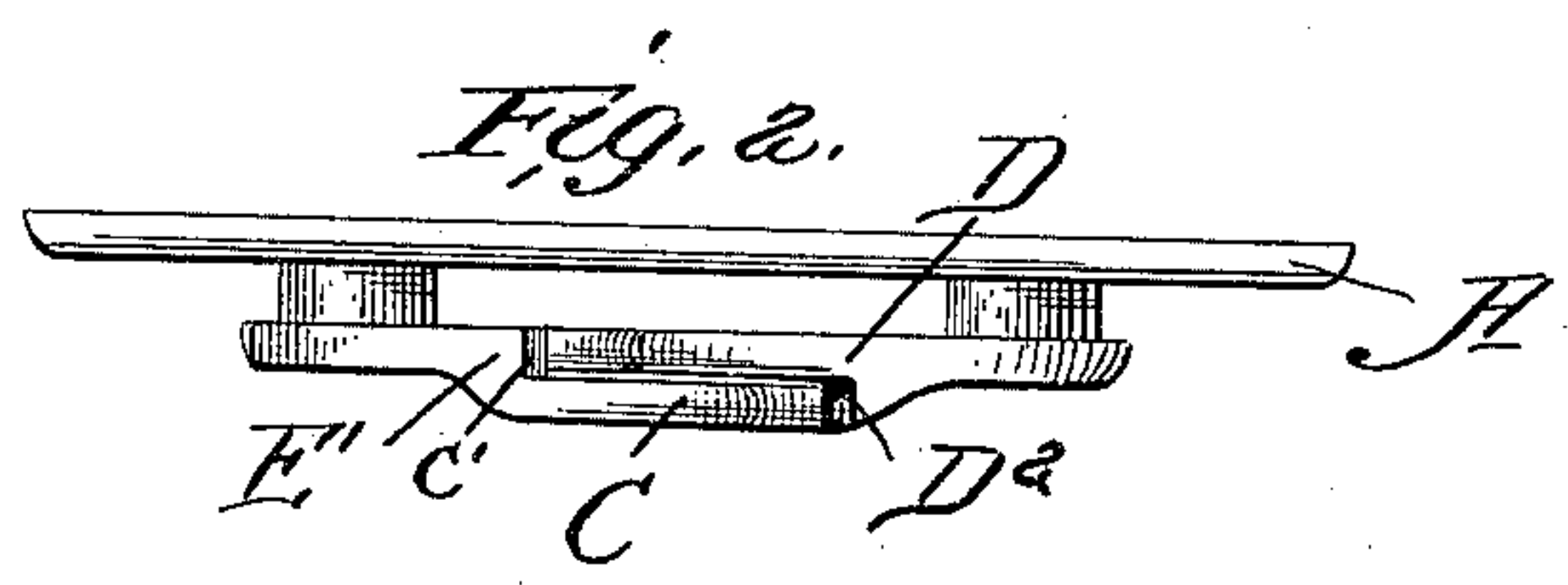
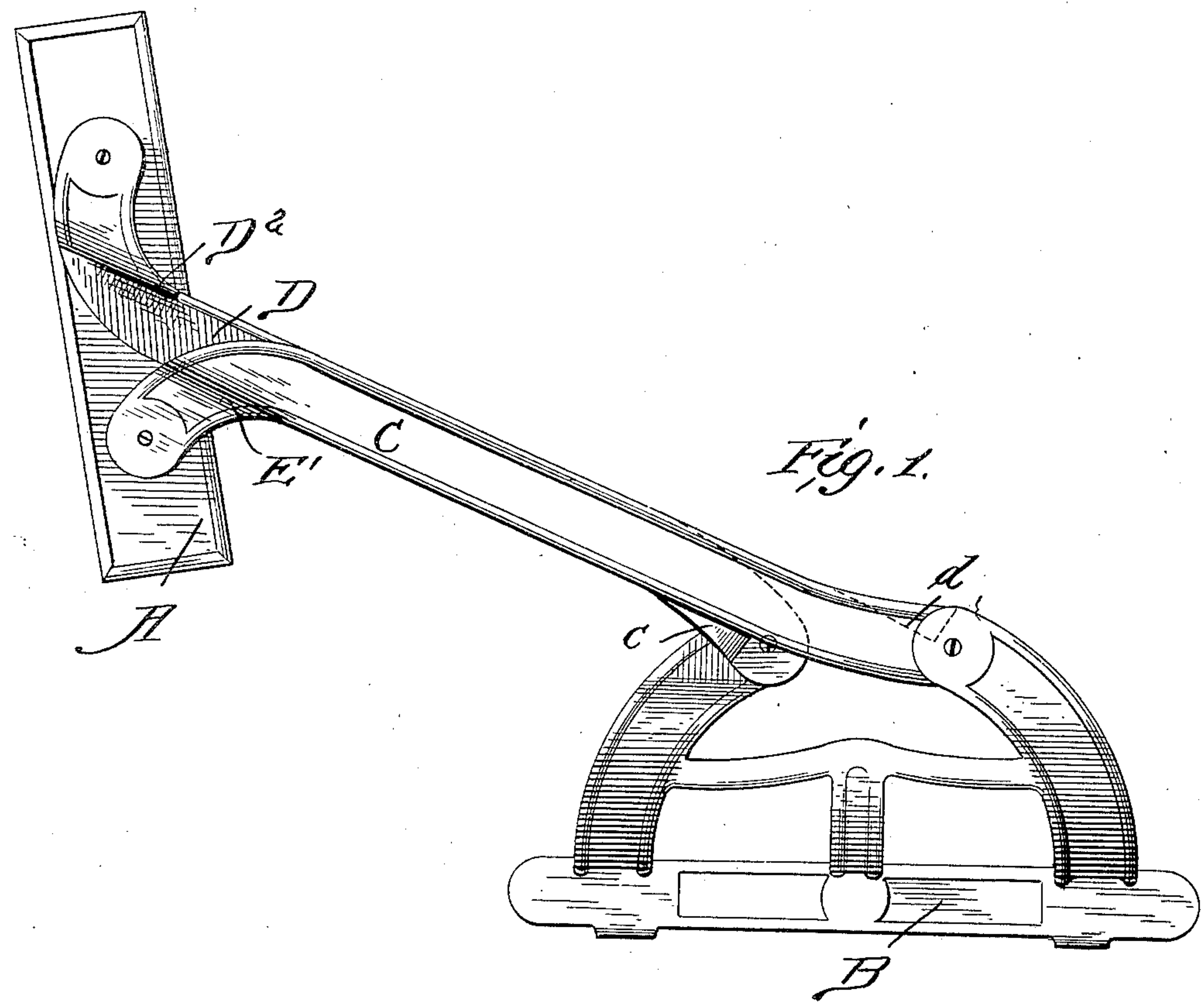
No. 657,198.

Patented Sept. 4, 1900.

J. S. JOHNSTON.  
STRIKER ARM FOR CAR SEATS.

(Application filed Jan. 20, 1900.)

(No Model.)



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# UNITED STATES PATENT OFFICE.

JOHN SAMULE JOHNSTON, OF NEW YORK, N. Y., ASSIGNOR TO THE  
POTTIER & STYMUS COMPANY, OF SAME PLACE.

## STRIKER-ARM FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 657,198, dated September 4, 1900.

Application filed January 20, 1900. Serial No. 2,203. (No model.)

*To all whom it may concern:*

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

My invention relates to a striker-arm connection for the seat-back of railway-car seats, and is designed to furnish a very simple connection adapted to allow the back to be reversed in position and furnishing at the same time stops to limit the movement of the parts.

In the accompanying drawings, Figure 1 is  
15 a side elevation showing the connection in one position, and Fig. 2 shows a detail plan view. Figs. 3 and 4 show a detail section view.

The bracket which fastens to the back is  
20 shown at A, while the bracket which is a part of the seat-standard or secured thereto is shown at B. The connection between is composed of two arms C D. These arms are substantially parallel to each other throughout  
25 the greater part of their length, their lower ends being connected to opposite projections of the bracket B, these projections being out of line, so that the two arms may fold one upon the other. The arm D has a stop *c* on  
30 its inner face at the lower longitudinal edge thereof, near its lower pivotal connection, against which the arm C abuts and rests when the parts are in the position shown in Fig. 1, while the opposing face of the arm C at the  
35 upper edge of the same, near its lower pivotal point, is provided with a corresponding stop *d*, against which the arm D abuts and rests when

the parts are in a reversed position to that illustrated in Fig. 1. At the opposite or upper ends the arms are pivotally connected to  
40 the bracket A in the same plane; but the arm C has its upper end downwardly and outwardly curved to bring it into this plane, as shown at E'. The arm C is provided with a stop at its upper end, as shown at *c'*, on its  
45 face, and this serves as a bearing for the edge of the arm D when in the position shown in Fig. 1. The inner side of the arm D is provided with a shoulder D<sup>2</sup>, against which the edge of the arm C bears when the parts are  
50 in a reversed position to that shown in Fig. 1.

It will be seen that the arms are substantially symmetrical and constitute a very simple method of connecting the standard with  
55 the seat-back.

What I claim is—

In combination with the standard and seat-back, two substantially-symmetrical connecting-arms of uniform thickness throughout, the arm C having one end formed with a bent or  
60 curved portion to bring its point of pivotal connection in the same plane with the corresponding end of the other arm, stops on the inner face of the arm C adjacent to each end of the same and reversely-arranged stops on  
65 the under face of the inner arm D, substantially as described.

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

JOHN SAMULE JOHNSTON.

Witnesses:

WILLIAM F. CHILMARK,  
FRANK FRIEDLEBEN.