

UNITED STATES PATENT OFFICE

HERBERT C. MARTELL, OF FLINT, MICHIGAN, ASSIGNOR TO THE CLEVELAND HARDWARE COMPANY, OF CLEVELAND, OHIO.

VEHICLE-SEAT.

No. 899,748.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HERBERT C. MARTELL, a citizen of the United States, residing at Flint, in the county of Genesee and State of Michigan, have invented certain new and useful Improvements in Vehicle-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.

This invention relates to seats for vehicles; and it consists of a novel top rail for the seat which is separably connected with it as hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of a vehicle seat provided with a top rail according to this invention. Fig. 2 is a plan view of the same. Fig. 3 and Fig. 4 are cross-sections taken on the lines $x-x$ and $y-y$ in Fig. 1, respectively, and drawn to a larger scale. Fig. 5 is a cross-section taken on the line $z-z$ in Fig. 2.

A is the seat of the vehicle which is of any approved construction, provided with a back b and sides c . The cushion which rests on the seat bottom is not shown in the drawings.

B is a rail formed of metallic bars secured together and which is supported by the parts b and c . When the vehicle is provided with a top, the irons which support the top are connected to the rail B so that the top can be removed from the seat with the rail.

C are hooks secured to the back b and having the rear member B' of the rail mounted in them so that the rail is pivotally connected with the seat and is prevented from sliding forward.

D are angle-shaped supports or brackets which are secured to the sides of the seat at the front end thereof, and D' are similar brackets at the rear part of the seat. The rail rests on these brackets, and the front end portions of the rail are provided with projections d which project downwardly through holes in the lugs e at the tops of the brackets D.

Each side portion of the rail has a similar locking-spring or catch E pivoted to it, the

front end portion of said spring being bent to form a pin f which is pivoted in a hole in the rail. The front portion E' of the spring is curved downward so that it passes under the lug e between the seat side and the projecting portion of the projection d , and thereby prevents the rail from sliding or lifting. The rear portion of the spring E is curved upward so that it passes over a pin g which projects from the rail and which is provided with a head g' . The extreme rear end portion of the spring is bent around to form a handle h .

When the rail is to be detached from the seat, the spring-catches E are sprung out of engagement with the pins g , and are turned downward out of engagement with the lugs e and projections d . The rail can then be raised pivotally and can be slid out of engagement with the hooks C.

In carrying out this invention any other approved form of pivotal connection can be substituted for the pin f ; and any other approved of connection can be used at the back of the rail in place of the hooks C.

What I claim is:

1. The combination, with a vehicle seat, and a bracket secured to the seat and provided with a laterally projecting lug having a hole in it, of a shifting rail supported by the said seat and provided with a pin which projects downwardly through the said hole, a locking-catch formed of a single piece of spring metal, said catch being pivoted to the said rail at one end and engaging with the said lug and the end portion of the said pin below the said lug, and a projection on the said rail for the free end portion of the said locking-catch to engage with.

2. The combination, with a vehicle seat, and a bracket secured to one of the side portions of the seat and provided with a lug which projects laterally of the said side portion and which has a hole in it, of a shifting rail supported by the said seat and provided with a pin which projects downwardly through the said hole, a locking-catch formed of a single piece of spring metal, said catch being pivoted at one end to the said rail and having a downwardly curved portion which extends

under the said lug between the side portion of the seat and the projecting portion of the pin, said locking-catch having also an upwardly curved portion near its free end, 5 and a projection on the said rail for the said upwardly curved portion to engage with.

In testimony whereof I have affixed my signature in the presence of two witnesses.

HERBERT C. MARTELL.

Witnesses:

F. GOODWIN EVATT,
L. G. WILLISON.