J. LAMONT & D. E. McCOMBS.

VEHICLE SEAT.

APPLICATION FILED JAN. 8, 1908.

922,157. **Patented May 18, 1909.**

Fig. 1.

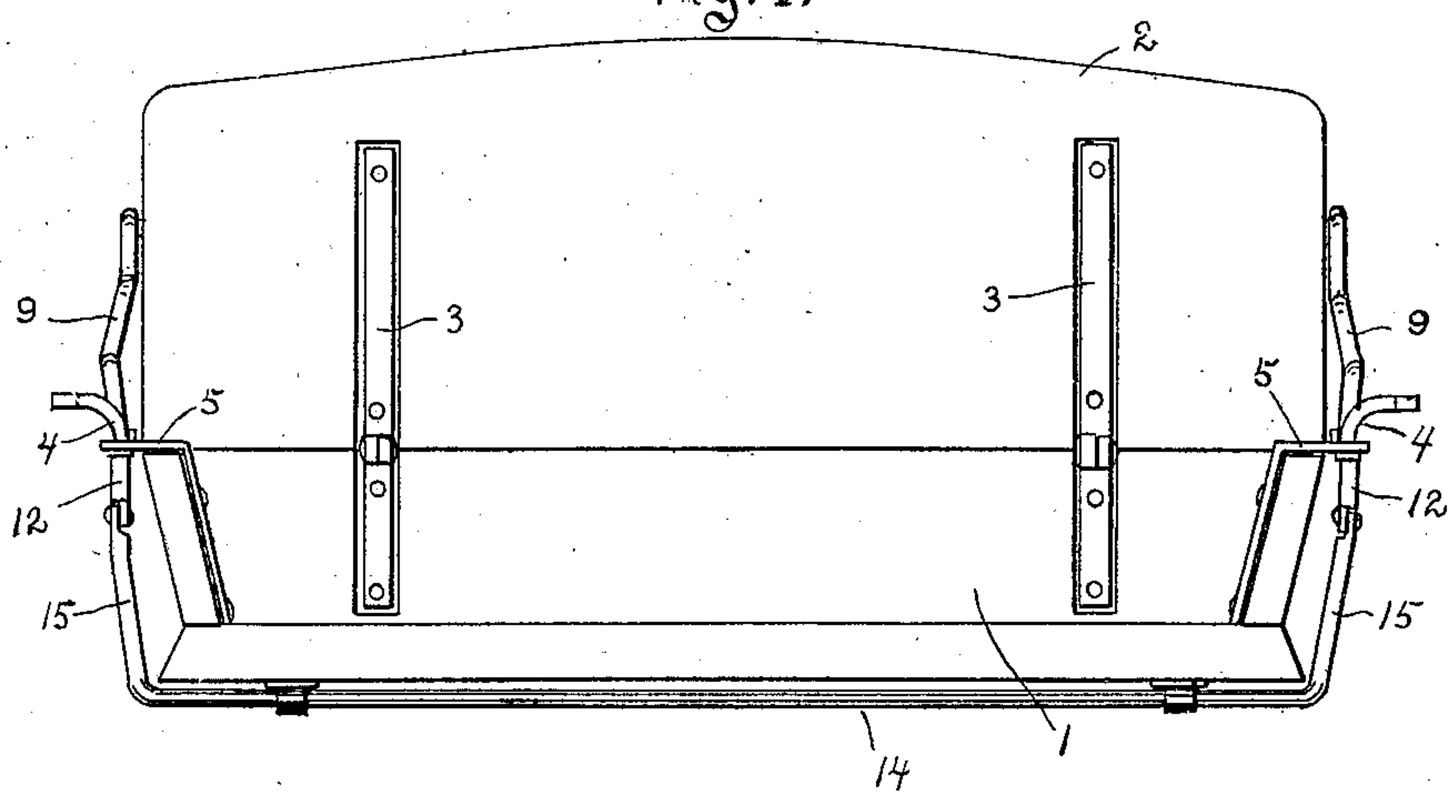


Fig. 2.

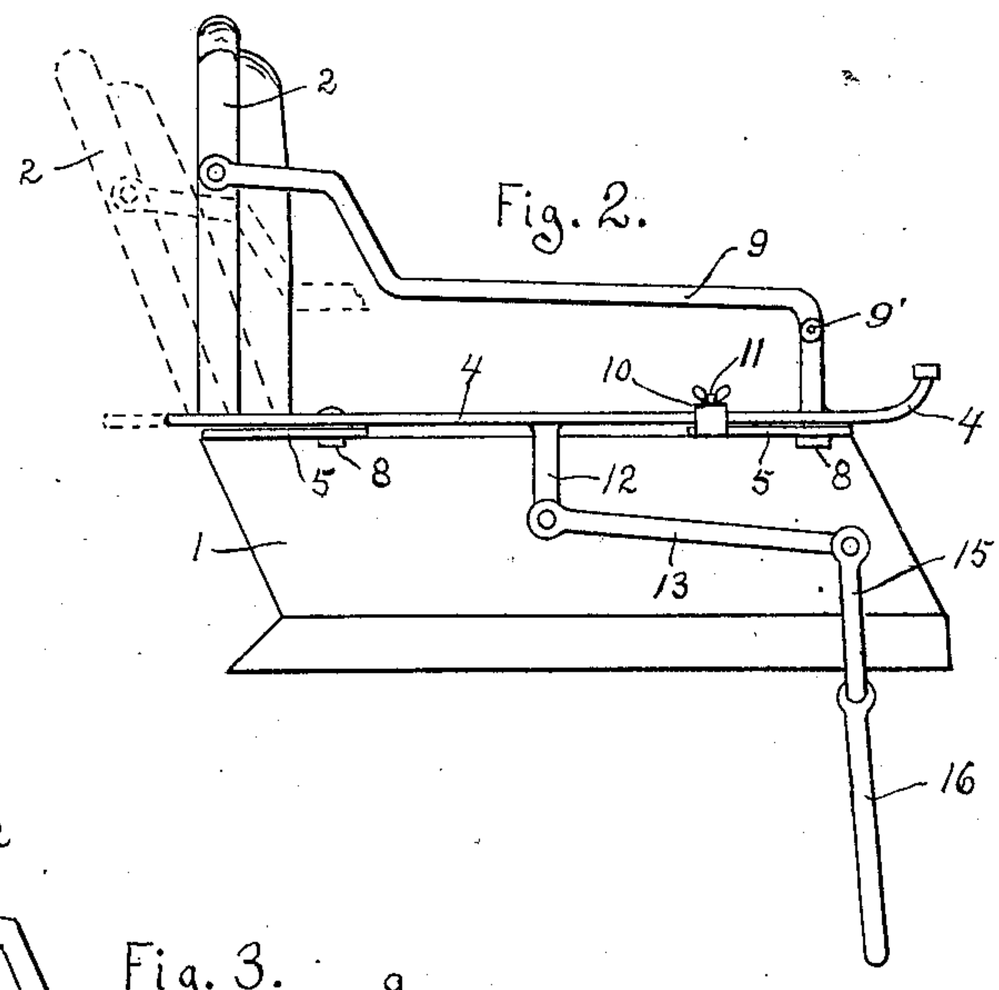


Fig. 3.

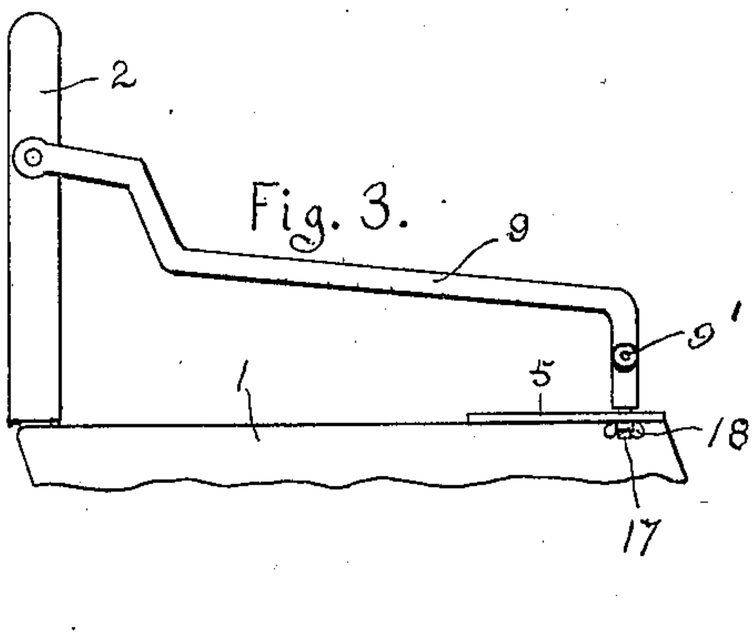
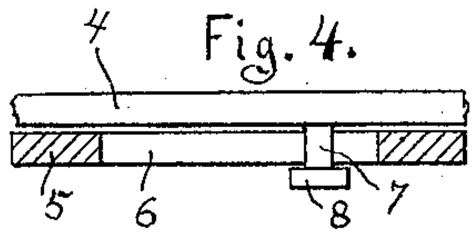


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN LAMONT AND DAVID E. McCOMBS, OF COMO, ILLINOIS.

VEHICLE-SEAT.

No. 922,157. Specification of Letters Patent. Patented May 18, 1909.

Application filed January 3, 1908. Serial No. 409,231.

To all whom it may concern:

Be it known that we, JOHN LAMONT and DAVID E. McCOMBS, citizens of the United States, residing at Como, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Vehicle-Seats; and we do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

Our invention has reference to seats for carriages and similar vehicles, and pertains more specially to a novel means for adjustment of the backs of such seats, whereby the angle of inclination thereof to the seat itself can be varied.

In traveling for a considerable distance in a carriage or similar conveyance, the trip frequently becomes tiresome, largely on account of the rigid position of the back of the seat, and the chief purpose of our device is to enable the position of the back to be changed, permitting a corresponding change in the position of the body of the passenger, and to a great extent relieving the tedium of the ride.

In the drawings: Figure 1 is front view of a seat provided with our invention. Fig. 2 is an end elevation thereof. Fig. 3 is an end elevation of a seat with a modified form of our device. Fig. 4 is a detail, partly in section, showing one of the plates 5.

Similar parts are referred to by similar numbers throughout the several figures.

1 represents the seat of the vehicle, and 2 the back thereof, secured to such seat by means of hinges 3. A top-rail 4 is supported at each end of the seat by a pair of plates 5, secured to the seat 1. The plates 5 are provided with longitudinal slots 6, (Fig. 4,) engaging pins 7 extending downwardly from the rail 4, and provided at their lower ends with heads 8, of greater diameter than the width of the slots. At each end of the seat is an arm-rail 9 jointed at 9′, and fixed to the rail 4 at its forward end, and pivotally attached to the end of the back 2 at its rear end. Fixed to the forward plate 5 is a clip 10, loosely embracing the rail 4, and provided with a thumb-screw 11, which is adapted to impinge the rail 4 with its inner end, and prevent movement of such rail.

Depending from the rail 4 at each end of the seat is an arm 12, to the lower end of which is pivoted a bar 13, the forward end of which is pivotally secured to an upwardly bent arm 15 of a rock-shaft 14, journaled beneath the seat 1. By this means movement of the rail 4 at one end of the seat is at once imparted to said rail at the opposite end of the seat, rendering the action of such rail uniform.

The normal position of the back 2 is shown in full lines in Fig. 2, in which position it is held by the clip 10. When it is desired to change the position of the back, the thumb-screw 11 is operated to release the rail 4, and such rail moved rearwardly, carrying with it the arm-rail 9, and moving the back 2 to the position shown in broken lines in Fig. 2. In this position the back 2 is in line with the back part of the seat 1, but if desired, such back can be supported at any point between such inclined position and a vertical one.

The shaft 14 may be provided with a handle 16, by which such shaft can be operated to raise or lower the back 2. Such arm may be adapted to be worked by the foot of the operator.

In Fig. 3 is shown a simple form of the device which can be used with vehicles which do not have a top, and in which the rail 4 is not required. Only one of the plates 5 is used, and the forward end of the rail 9 terminates in a bolt 17, extending downwardly through the slot in such plate, and provided with a thumb-nut 18, by means of which the rail 9 can be secured in place. By loosening the nut 18 the back 2 can be inclined rearwardly as in the other construction.

What we claim as our invention, and desire to secure by Letters Patent of the United States, is:

1. A device of the class named, comprising a seat; a back, hingeably attached to such seat; a top-rail for supporting vehicle tops, slidably mounted on said seat; an arm rail, pivotally attached to said back at its rear end, and rigidly fixed to said top-rail at its forward end; and means for holding said top-rail in adjusted position, substantially as described.

2. A seat for vehicles, comprising a seat; a back, hingeably attached to such seat; a top-rail for supporting vehicle tops, slidably mounted on said seat; an arm-rail, pivotally secured to said back at its rear end, and fixed to said top-rail at its forward end; and means for holding such top-rail in adjusted position, substantially as and for the purpose named.

3. A seat for vehicles, comprising a seat; a back, hingeably attached thereto; a pair of plates, secured to the end of the seat; a top-rail for supporting vehicle tops, slidably supported on said plates; a rock-shaft, journaled to said seat; means for imparting the movement of said rock-shaft to said top-rail; means for imparting the movement of said top-rail to said back; and means for holding said top-rail in adjusted position, substantially as shown and described.

4. In a device of the class named, the combination with a seat and back hingeably attached thereto, of a top-rail for supporting vehicle tops, slidably mounted on the seat; means for imparting the movement of said top-rail to the back, to raise or lower the same; a rock-shaft, journaled to said seat; means for connecting said rock-shaft with said top-rail, so that the movement of either one thereof will be imparted to the other; means for operating said rock-shaft; and means for holding said top-rail in adjusted position, substantially as shown and set forth.

5. In a device of the character described, in combination with the seat, of a seat back hinged thereto, plates secured to the seat and being formed with slots, top-rails for supporting vehicle tops slidable on said plates, means on said top rails slidingly engaging in said slots, means for securing said top rails in adjusted position, arm rails attached to said seat back and to said top rails, and shiftable with the latter to shift the seat-back, and shifting means for said top-rails.

6. In a device of the character described, in combination with the seat, of a seat back hinged thereto, plates secured to the seat and being formed with slots, top-rails slidable on said plates, means on the top-rails slidingly engaging in said slot, means for securing said top-rails in adjusted position, arm-rails attached to said back and to said top-rails and shiftable with the latter to simultaneously shift the seat back, and a shaft beneath the seats having its ends connected with the top-rails on the opposite sides of the seat, and means for operating the shaft.

In testimony whereof, we affix our signatures, in presence of two witnesses.

JOHN LAMONT.
DAVID E. McCOMBS.

Witnesses:
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F. A. GOULD.