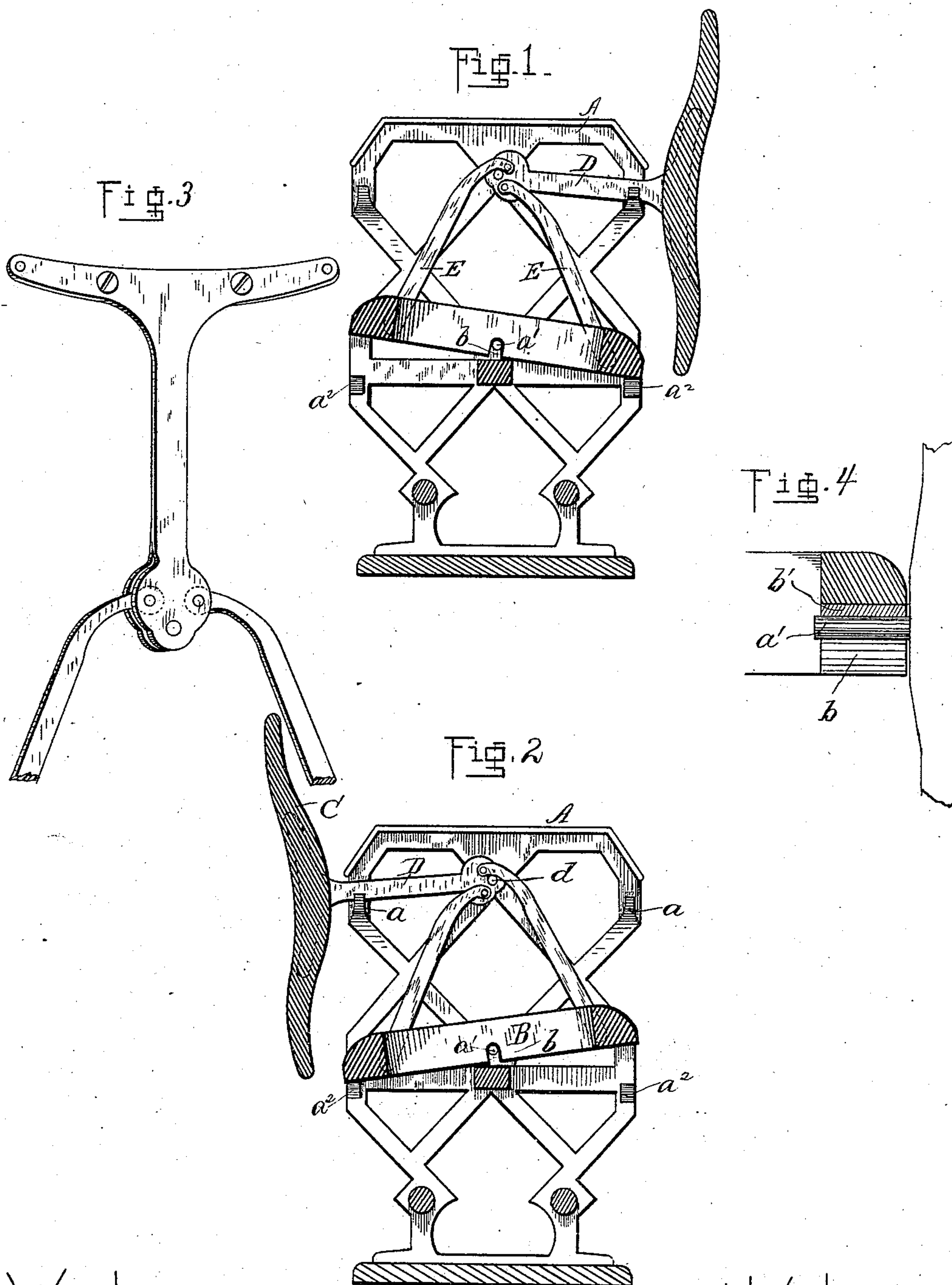


(No Model.)

F. H. HENRY.
REVERSIBLE SEAT.

No. 294,874.

Patented Mar. 11, 1884.



WITNESSES:
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UNITED STATES PATENT OFFICE.

FRED H. HENRY, OF WAKEFIELD, MASSACHUSETTS.

REVERSIBLE SEAT.

SPECIFICATION forming part of Letters Patent No. 294,874, dated March 11, 1884.

Application filed November 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRED H. HENRY, a citizen of the United States, residing at Wakefield, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Reversible 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 that type of car-seats which are constructed with a pivoted seat so combined with the reversible back that in reversing such back the seat is simultaneously tilted back a little for the sake of increasing the comfort of an occupant.

My invention consists of the combination, with the pivoted seat and the striker-arms of the reversible back, of a pair (or two pairs) of suspension-rods, which carry the seat, and are so pivoted to the striker-arms that, while they are adapted to tilt the seat on reversal of the back, they will act to hold or lock the seat in its tilted position.

In order that my invention may be clearly understood, I have illustrated in the annexed drawings, and will proceed to describe, one form thereof.

Figure 1 is a transverse section of my improved car-seat. Fig. 2 is a similar transverse section, showing the back in the reverse position. Figs. 3 and 4 illustrate details.

The same letters of reference indicate identical parts in all the figures.

In its general construction the car-seat illustrated does not differ from the ordinary car-seat in general use, it being composed of a couple of stands, A, suitably connected together, the seat B, and the reversible back C, provided at each end with a striker-arm, D, by which it is pivoted at *d* to the stands A, on which latter suitable lugs, *a a*, are formed for supporting the striker-arms at points near the back. The seat is supported at its ends, at its mid-width, on studs *a'*, which are fixed to or formed on the stands, and project into vertical slots *b* in the end bars of the seat, half-boxes *b'* being applied to the seat to form suitable bearings, as clearly shown in Fig. 4.

The pivoted end of the striker-arms is suitably enlarged for the attachment thereto of the upper ends of the suspension-rods E E, which extend, respectively, to points at the end of the seat, near the corners thereof, where they are pivoted to the seat, as clearly shown. The points where the suspension-rods are pivoted to the striker-arm are so located that when the back is in proper position force or weight applied to the seat on either side of its pivots will only tend to hold the striker-arms of the back with increased force against the lugs *a*. In other words, the back cannot be reversed by pressure on the seat, and the seat is held locked in either position by the suspension-rods. Though I prefer to give the seat a bearing on the studs *a'*, that is not absolutely necessary where a pair of suspension-rods is applied to each end of the seat—a construction which I regard as the best. In that case the studs *a'* need merely to act as pivots, not as supports, for the seat, since the seat will be sufficiently supported by the suspension-rods. The stands may be provided with projections *a''* to aid in supporting the seat at the lower side. By so connecting the suspension-rods to the seat that they may be readily detached therefrom, provision is made for a convenient removal of the seat.

While I have described my invention as applied to car-seats, it is obvious that it is equally applicable to reversible hall-seats and all other kinds of reversible seats.

I claim as my invention—

The combination, substantially as before set forth, of the stands, the seat pivoted thereto, the back constructed with striker-arms, by which it is pivoted to the stands, and the suspension-rods for supporting, tilting, and locking the pivoted seat, each suspension-rod being at one end pivoted to a striker-arm, substantially as described, and at the other end to the seat.

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

FRED H. HENRY.

Witnesses:

JOHN A. ANDERSON,
EUGENE C. BRYANT.