

(No Model.)

G. HARVEY.
CAR SEAT.

No. 358,266.

Patented Feb. 22, 1887.

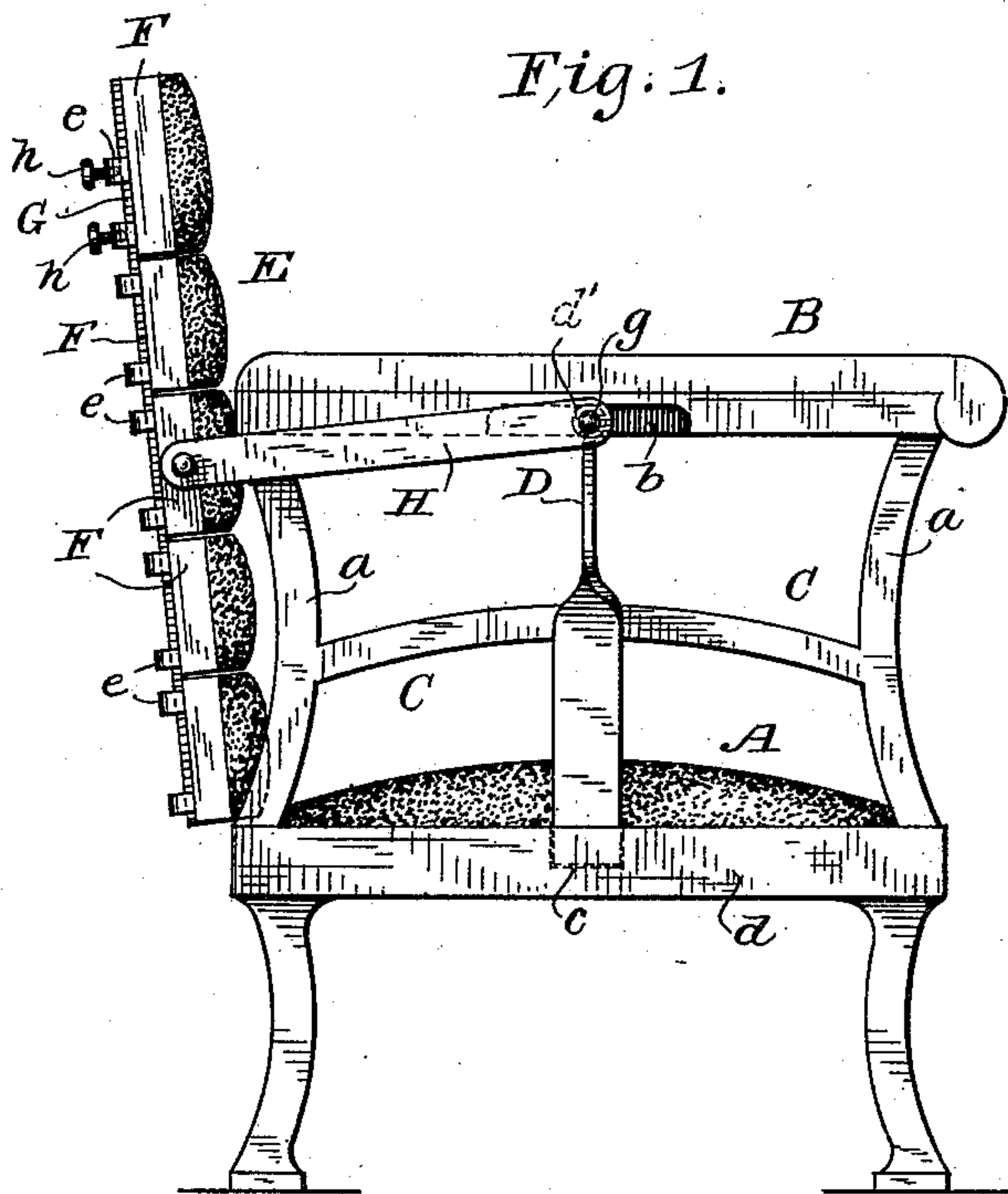
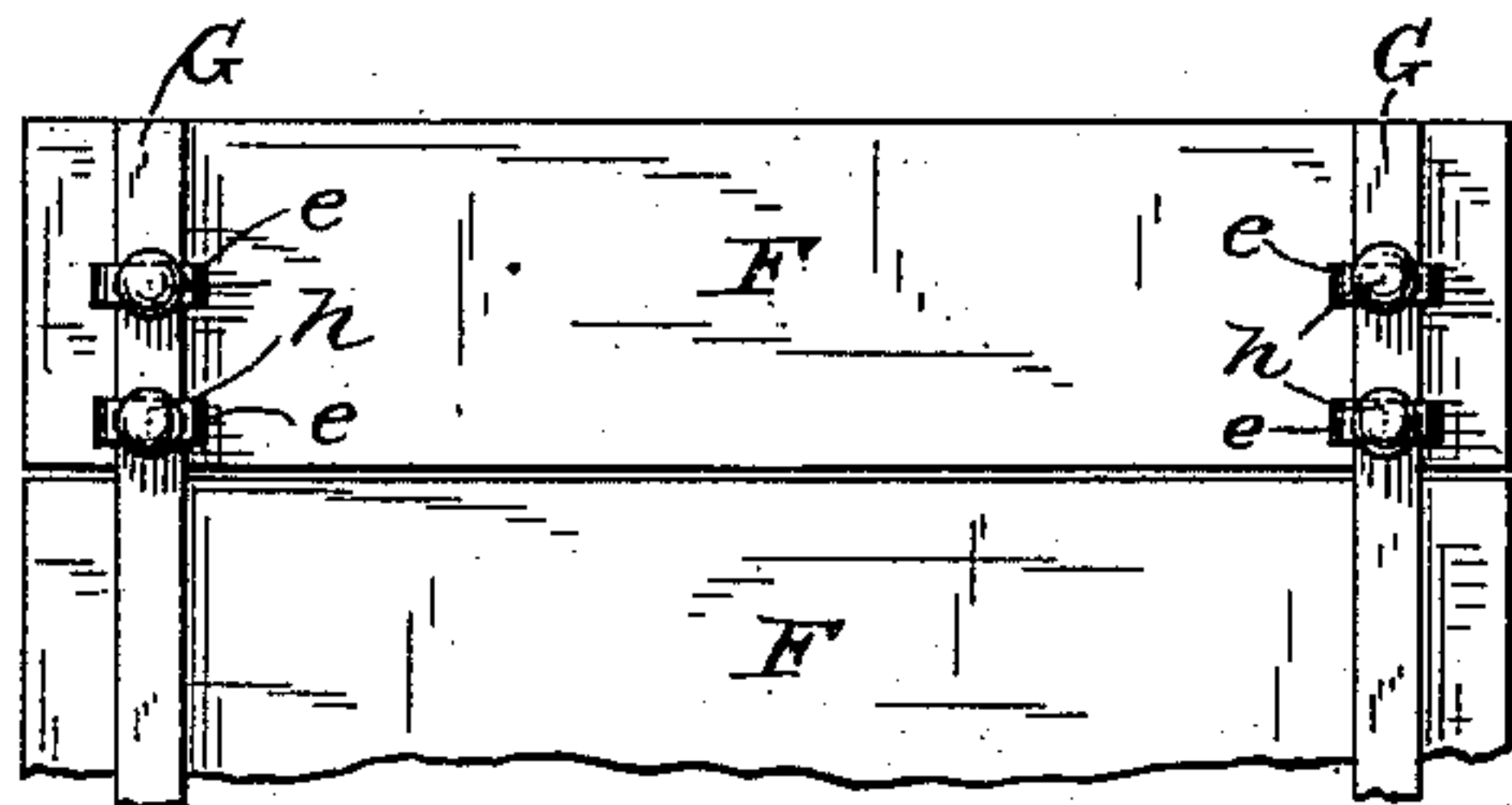


Fig. 2.



Witnesses

Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 358,266, dated February 22, 1887.

Application filed June 3, 1886. Serial No. 204,044. (No model.)

To all whom it may concern:

Be it known that I, GEORGE HARVEY, a subject of the Queen of Great Britain, residing at Winnipeg, in the Province of Manitoba and Dominion of Canada, have invented certain new and useful Improvements in Car-Seats; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-seats, the object being to provide a back which will recline and conform to the back of the passenger, thereby affording an easy and comfortable seat.

A further object of the invention is to provide a car-seat which shall be simple in its construction, strong and durable, and cheap to manufacture.

With the above and other objects in view the invention consists in the combination, with a supporting-frame, of a seat and a sectional back for the same.

The invention further consists in the combination, with a supporting-frame, of a seat, a sectional back, and springs secured to said back to hold the sections in place.

The invention further consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a sectional elevation of a car-seat embodying my invention. Fig. 2 is a detail view.

Corresponding parts in both the figures are denoted by the same letters of reference.

Referring to the drawings, A represents the car-seat proper.

B represents the arm-rest, which is secured at the upper end of a supporting-frame, C, which supporting-frame comprises the uprights *a*, connected by the integral cross-bar *a'*. The arm-rest B is provided on its under side, about midway its ends, with an elongated recess, *b*.

D represents a flat spring, the lower end of which is seated in a recess, *c*, in the rail *d* of the seat, and has its upper end bent to form a

loop or eye, *d'*, which upper end is located in the elongated recess *b*.

E represents the back of the seat, which is composed of a series of independent sections, F.

Located on the rear faces of the sections F, and secured thereto by clamps, catches, or staples *e*, are flat springs G, which serve to hold the sections in place, and yet allow them to yield to conform to the back of the passenger occupying the seat.

H represents an arm, which is pivoted to the side of the back at one end, and connected with the loop or eye of the spring D by a pivot-bolt, *g*. Said spring, as will be seen, allows the back of the car-seat to set at an incline. By the weight of the passenger the incline will be increased, and when said weight or force is removed the back is drawn to its normal position by the spring.

It will be understood that in use two of the springs D and two connecting-arms H are employed.

In Fig. 2 I have illustrated a detail view of the upper section, F, of the back. This section is adjustable vertically, to form a support for the head of the passenger, by means of set-screws *h*, which secure the clamps *e* in place, so that by loosening said set-screws the upper section may be moved vertically and secured in its adjusted position.

The improvement before described is simple in its construction, strong and durable, cheap to manufacture, and affords an easy and comfortable car-seat.

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 the seat proper and the arm-rests secured thereto, of the back having arms secured thereto, and the flat vertical springs secured to the seat proper and connected with said arms at their upper ends, substantially as set forth.

2. The combination, with the seat proper, the arm-rests secured thereto and formed with recesses, and the springs secured to the seat-frame at their lower ends and working in said recesses at their upper ends, of the back and

arms, and the arms pivotally connecting the back with the upper ends of the springs, substantially as set forth.

3. In a car-seat, the combination, with the seat proper, of a back composed of a series of sections, springs connecting said sections, the arm-rest supported by a frame, a spring secured to said frame, and an arm secured to

the back and connected with the free end of the spring, as set forth. 10

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

GEORGE HARVEY.

Witnesses:

EDWARD LUNN,

JOHN MERRICK BATEMAN.