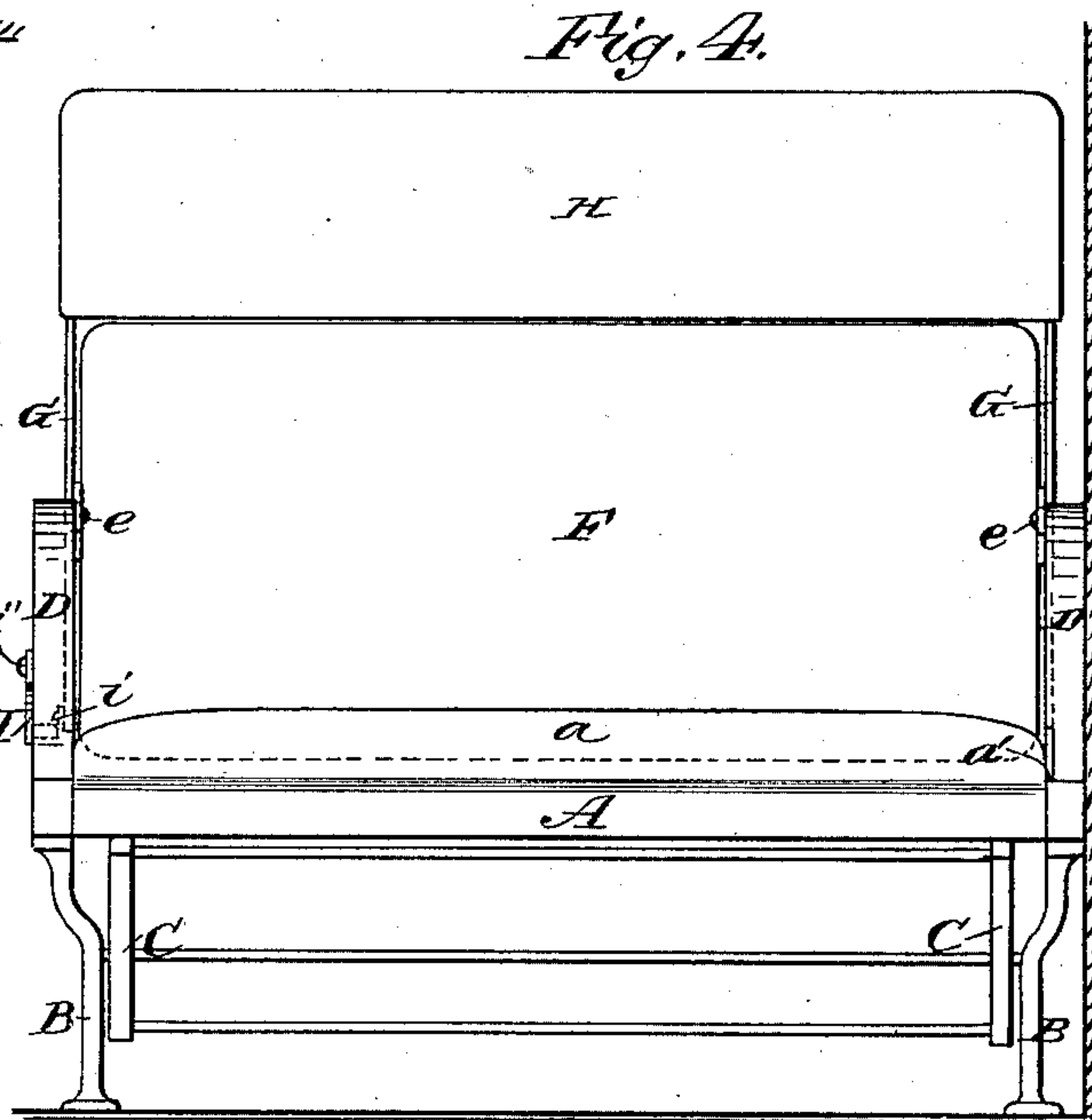
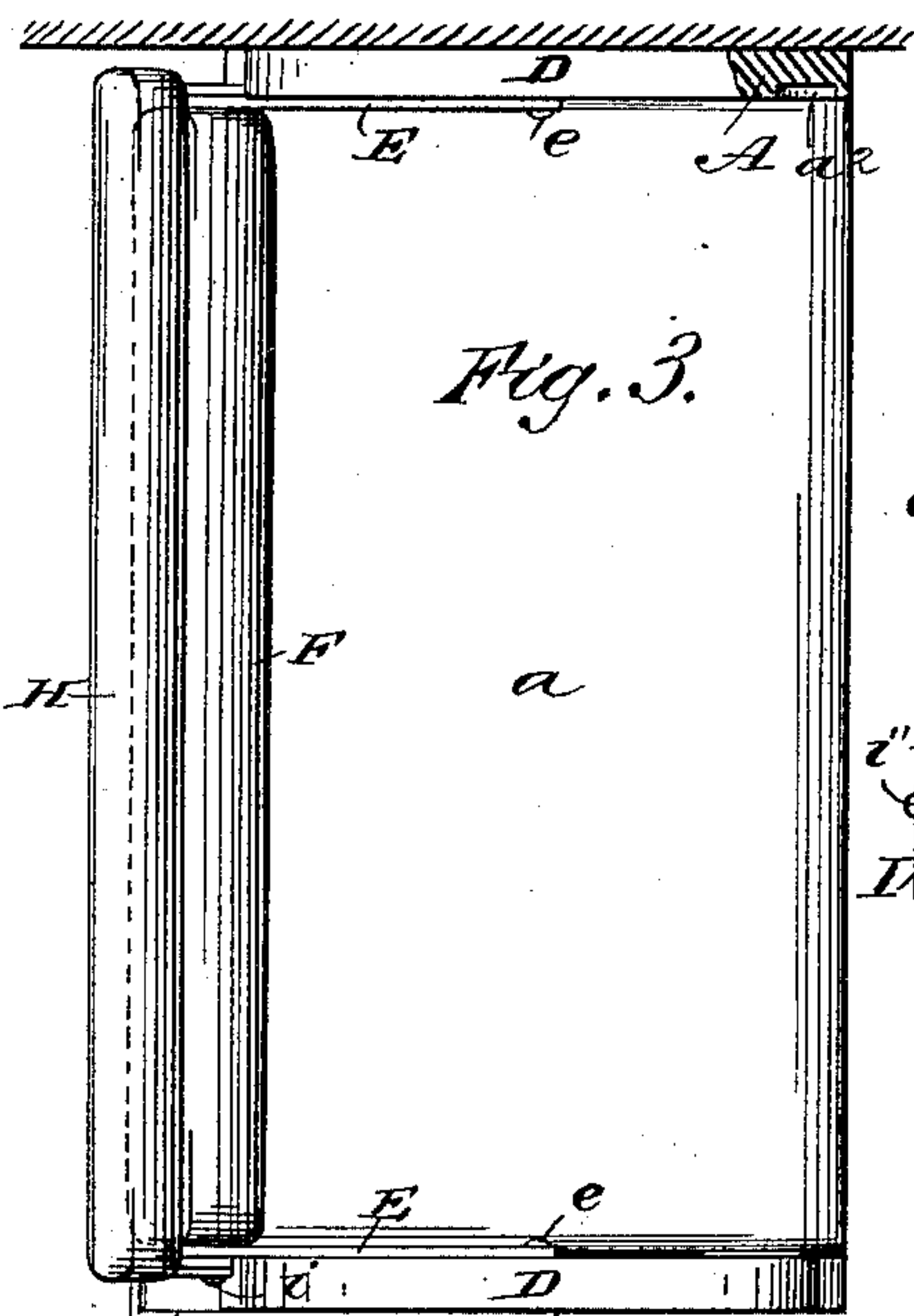
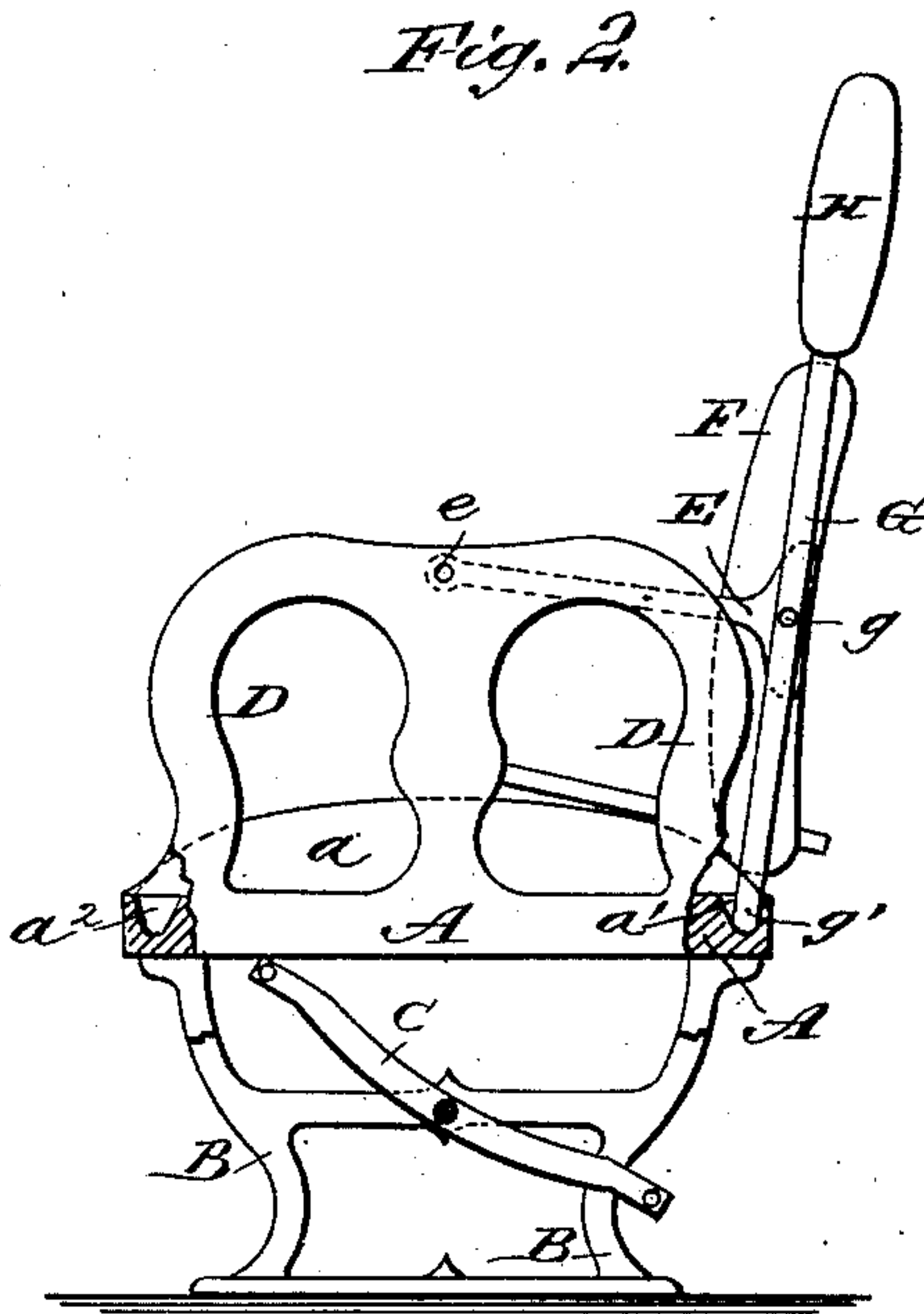
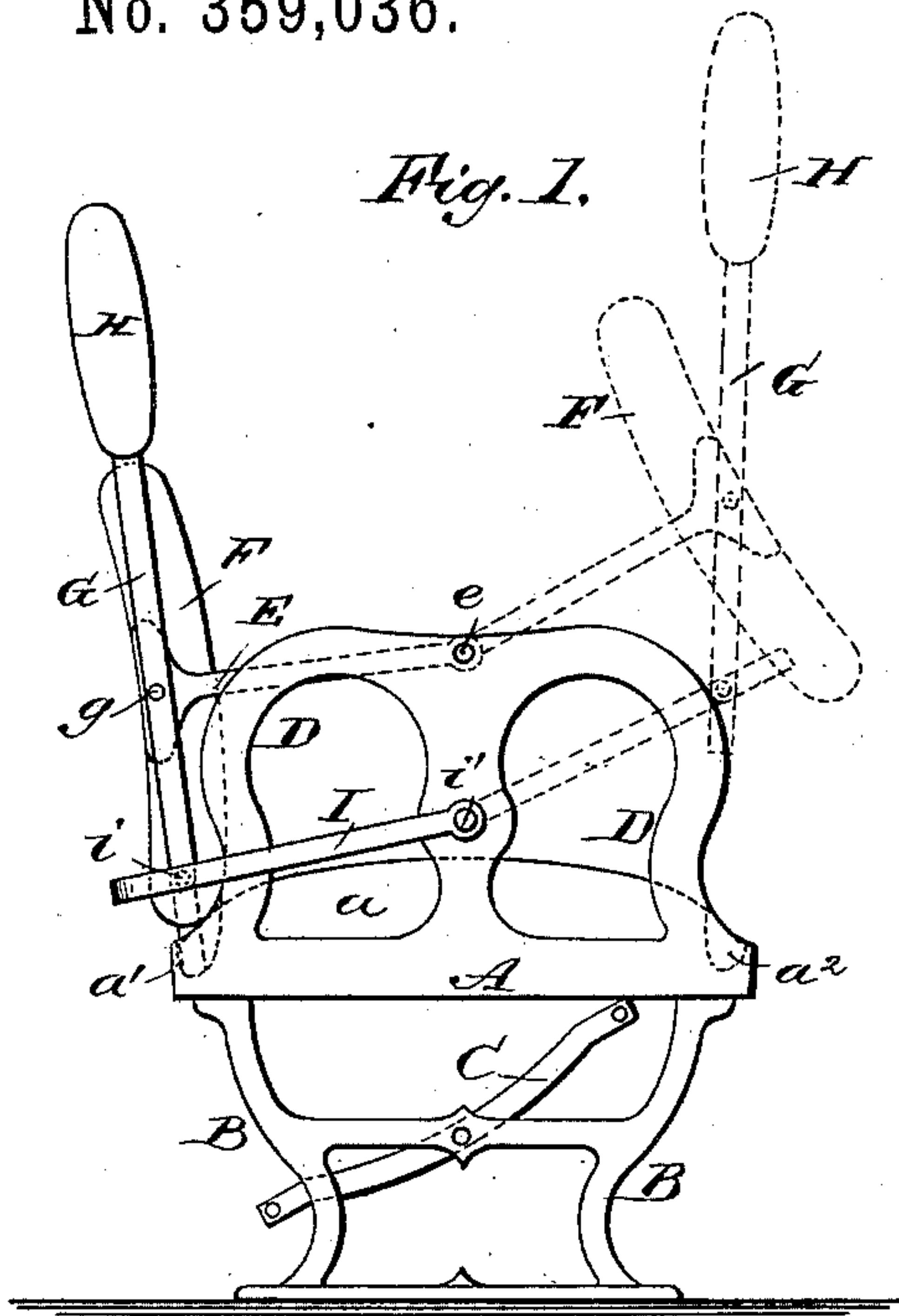


(No Model.)

U. SMITH.
CAR SEAT.

No. 359,036.

Patented Mar. 8, 1887.



WITNESSES:

W. H. Meyer
C. Sedgwick

INVENTOR:

U. Smith
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

URIAH SMITH, OF BATTLE CREEK, MICHIGAN.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 359,036, dated March 8, 1887.

Application filed June 26, 1886. Serial No. 206,310. (No model.)

To all whom it may concern:

Be it known that I, URIAH SMITH, of Battle Creek, in the county of Calhoun and State of Michigan, have invented a new and Improved Car-Seat, of which the following is a full, clear, and exact description.

My invention relates to reversible seats for railway-cars or other vehicles, and has for its object to provide a simple, strong, and readily adjustable seat of this character.

The invention consists in certain novel features of construction and combinations of parts of the car-seat, all as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is an elevation of the car-seat at its outer end, and indicates in dotted lines the movements of the seat-back and head-rest while being reversed. Fig. 2 is an elevation of the opposite end of the seat, partly broken away and in section. Fig. 3 is a plan view of the car-seat, partly broken away and in section, and a portion of the side wall of the car, also in section; and Fig. 4 is a front view of the car-seat and a vertical section of part of the side wall of the car.

The car-seat frame A, which is or may be upholstered at *a*, is supported by opposite end legs, B B, to and between which the usual tilting foot-rest, C, is or may be pivoted.

The opposite end arms, D D, of the car-seat rise from the ends of the seat-frame A, and to these arms are pivoted at *e e* the one end of links E E, the other ends of which are fastened to the opposite ends of the seat-back F, which may be reversed by swinging it on the pivots *e e* in the usual way.

To opposite ends of the seat-back F are pivoted, by pins *g*, and preferably to the metal links E, the metal bars G G, to the upper ends of which are fixed the head-rest H, which extends the full length of the back F, as shown in Figs. 3 and 4. I propose to make the back F a little narrower than usual, so that the head-rest may be made sufficiently wide to insure comfort to the passengers, and at the same time the back and head-rest will require little, if any, more expensive fabric to cover the upholstery on them than the ordinary car-seat

having no head-rest. The arrangement of the seat, its back, and the head-rest admit of producing striking effects in their upholstery coverings and in harmony with the interior fittings and finish of the car.

The lower ends, *g'*, of the head-rest bars G extend downward from the bar-pivots, and are adapted to rest on the seat-bottom frame A, or to enter sockets or recesses *a'* *a''* made in the end parts of the frame. (See Fig. 2.)

To one of the head-rest bars G, and preferably the one at the outer end of the seat next the aisle of the car, there is pivoted at *i* one end of a tie-bar, I, which is bent outward near the pivot and extends forward along the adjacent arm D of the seat, and is pivoted at *i'* about to the center of the arm, as most clearly shown in Figs. 1 and 3 of the drawings.

The operation is as follows: As shown in Figs. 1 and 2, the ends *g'* of the head-rest bars G rest in the seat-frame recesses *a'*, whereby the head-rest is firmly braced to resist any backward pressure of the passengers' heads against it. To reverse the positions of the seat-back and head-rest, the back F will be swung over on its pivots *e e*, and at the same time the head-rest will be swung over by its pivot-connections at *g* with the seat-back, and the tie-bar I also will be swung over on its pivot *i'*, as indicated in dotted lines in Fig. 1; and by reason of the pivotal connection of the tie-bar with the head-rest arm G at *i* the head-rest bars and head-rest will be maintained in a vertical position as the back F turns beneath the head-rest, and the ends *g'* of the bars G—as the back F takes its new position—will fall into the notches *a''* at the other edge or side of the seat-frame A, and the head-rest will be held securely above the seat-back in reverse position, as will readily be understood. When the tie-bar I is not used, the head-rest and seat-back may be reversed in position by simply lifting the head-rest and swinging it over to the opposite edge of the seat and placing the ends of the head-rest bars G in the seat-frame notches *a'* or *a''*, depending on the direction of movement of the back and head-rest; but the use of the tie-bar I is preferable, as the seat-back and head-rest then may be reversed by taking hold of the seat-back, which is heavier than the head-rest, and consequently less strain will be thrown on the pivots of the

head-rest bars than when the seat is reversed by taking hold of the head-rest, as above described. Furthermore, the tie-bar I assures the entrance of the ends g' of the head-rest bars into the notches or recesses a' or a^2 of the seat-frame without attention of the operator.

When a passenger leans against the seat-back F, the pressure thereon has an effect to lock the head-rest H securely in place, so it cannot be unshipped or displaced by upward pressure of the passenger's head on it, and which advantage is not obtained by head-rests having support by pivoted bars on the seat-back itself, as will readily be understood.

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-bottom frame and its arms, of a reversible back linked pivotally to the arms and a head-rest connected pivotally by its supporting-bars to the ends of the seat-back, and said head-rest bars extending below their pivots and adapted to bear on the seat-bottom frame, substantially as described, for the purposes set forth.

2. In a car-seat, the combination, with the seat-frame A, having notches or recesses a' a^2 and arms D D, of a back, F, linked pivotally to the arms, bars G G, pivoted to the ends of

the back F, and a head-rest, H, attached to the upper ends of the bars G G, said bars extending below their pivots and adapted to enter the recesses a' or a^2 of the seat-frame, substantially as described, for the purposes set forth.

3. In a car-seat, the combination, with the seat-bottom frame and its end arms, a reversible back linked pivotally to the arms, a head-rest connected pivotally by its supporting-bars to the ends of the seat-back, and said head-rest bars extending below their pivots and adapted to bear on the seat-bottom frame, of a tie-bar pivoted to the seat-arm and to one of the head-rest bars, substantially as described, for the purposes set forth.

4. In a car-seat, the combination, with the seat-frame A, having recesses a' a^2 , arms D D, a back, F, linked pivotally to the arms, and bars G G, pivoted to the back F, and extending below the pivots and adapted to enter the seat-frame recesses a' or a^2 , substantially as specified, of a tie-bar, I, pivoted to the seat-arm and to one of the head-rest bars G, substantially as described, for the purposes set forth.

URIAH SMITH.

Witnesses:

LEON A. SMITH,

CHARLES L. PALMER.