

(No Model.)

R. R. PEASE.
CAR SEAT.

No. 442,637.

Patented Dec. 16, 1890.

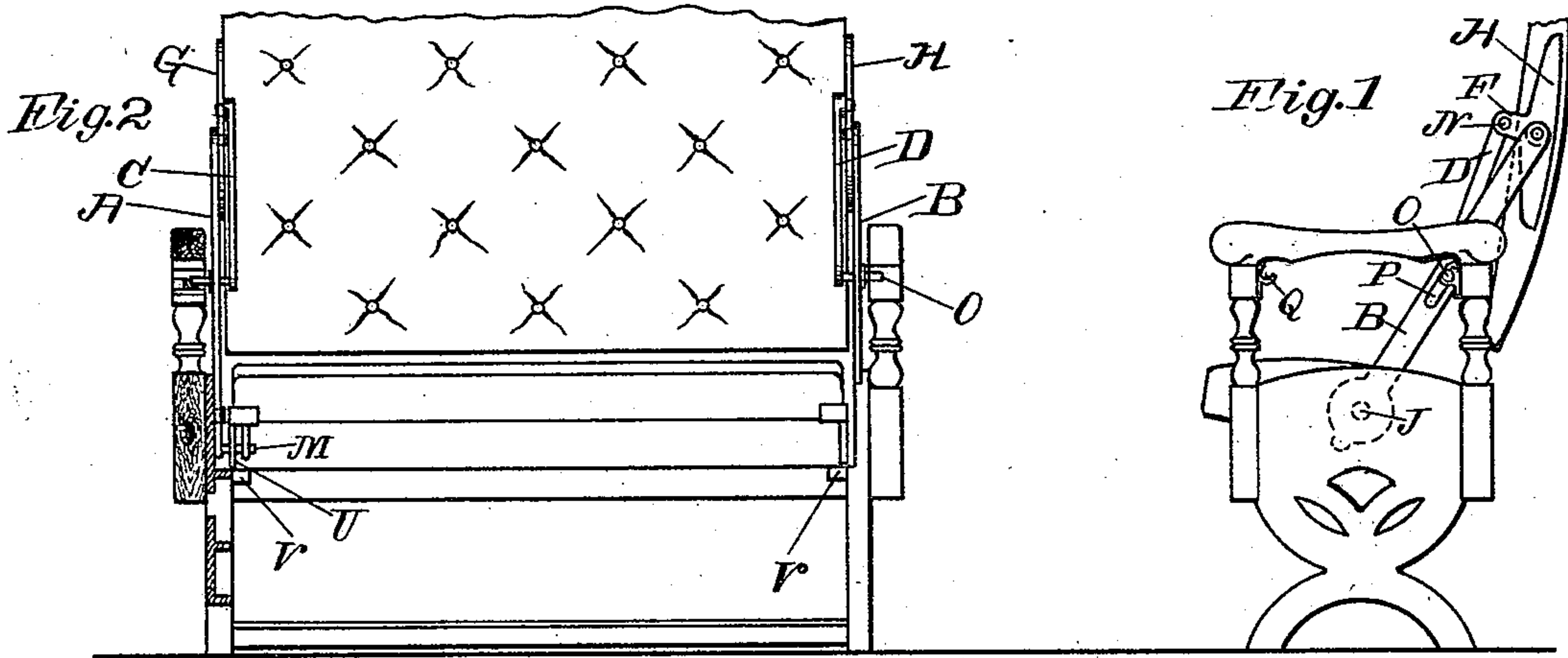


Fig. 8 Fig. 9

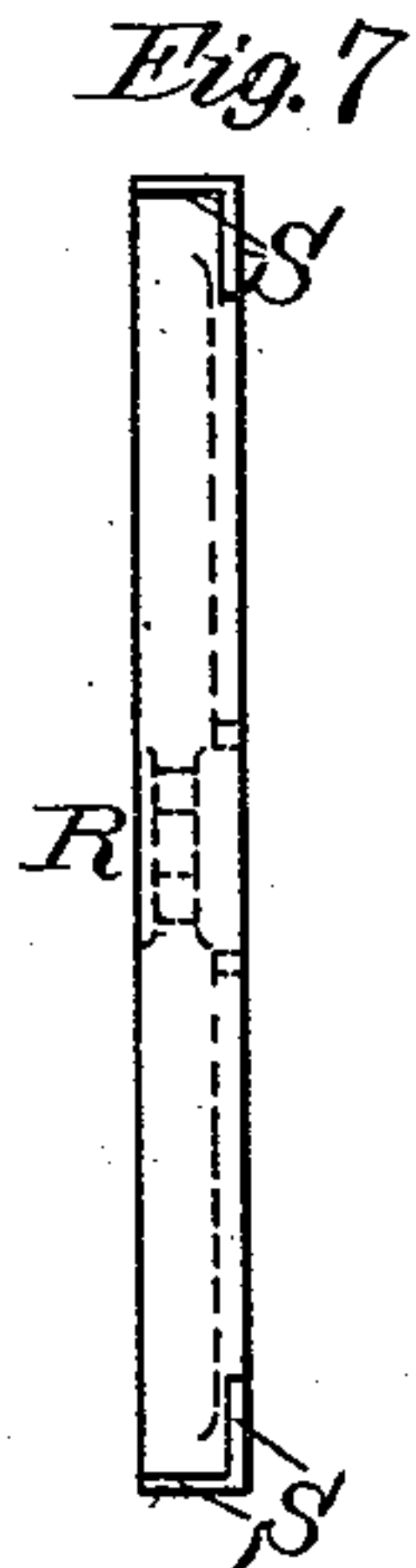
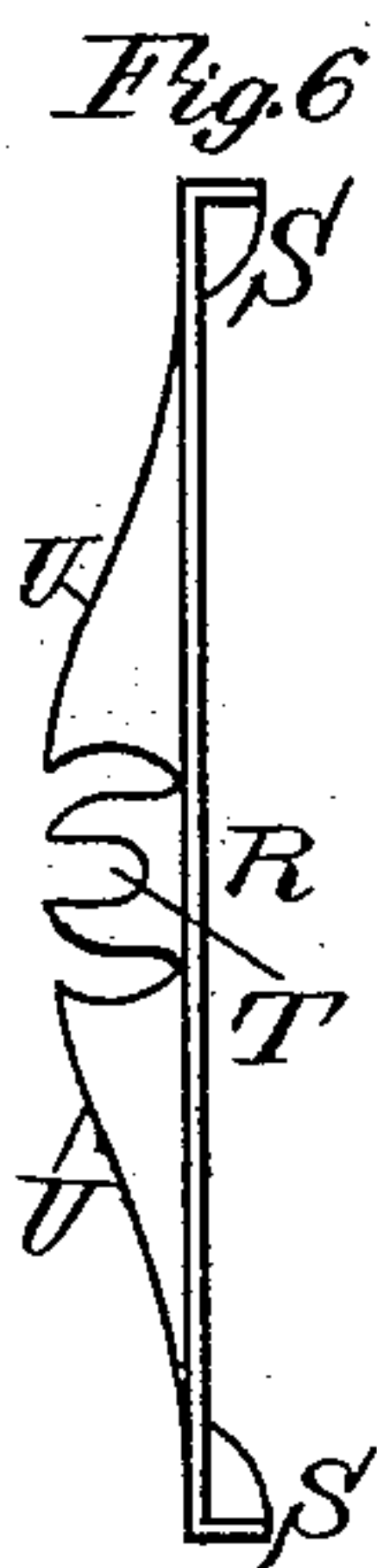
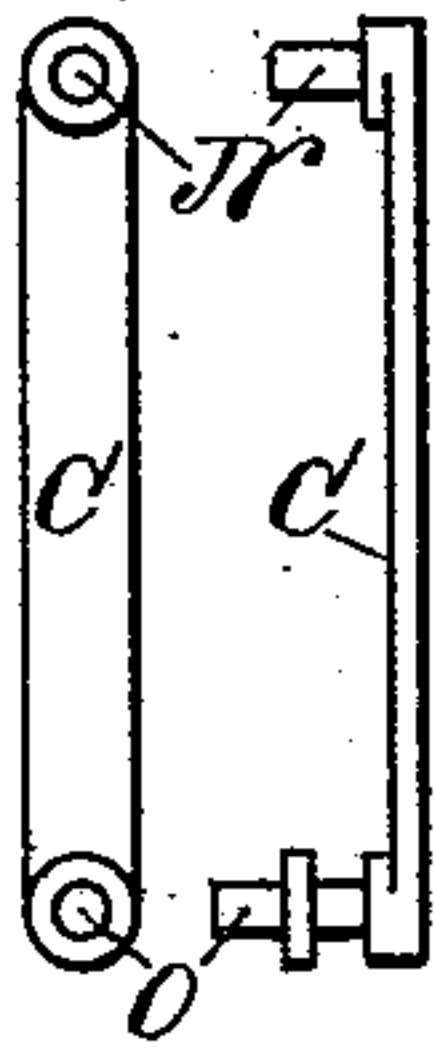


Fig. 3

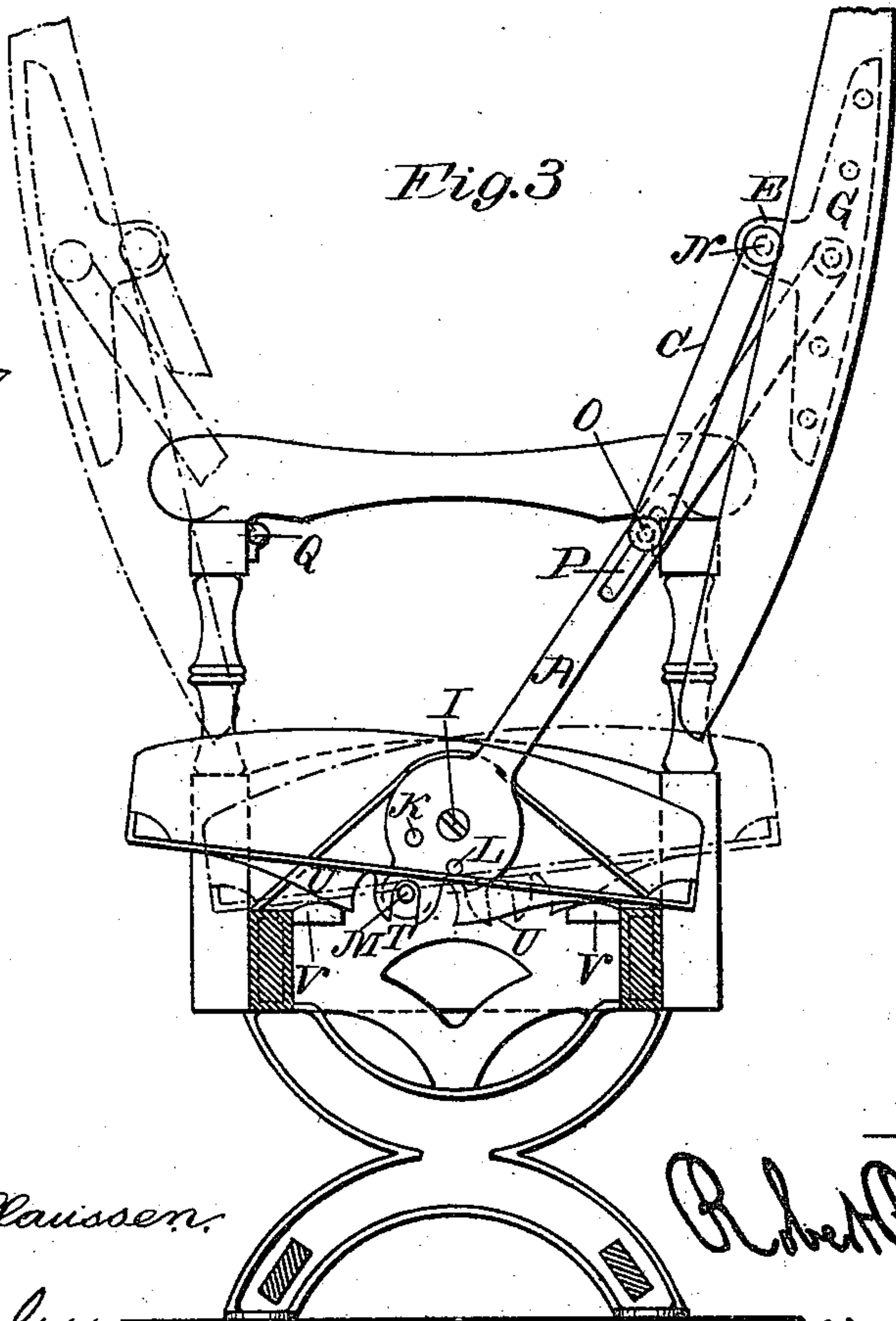
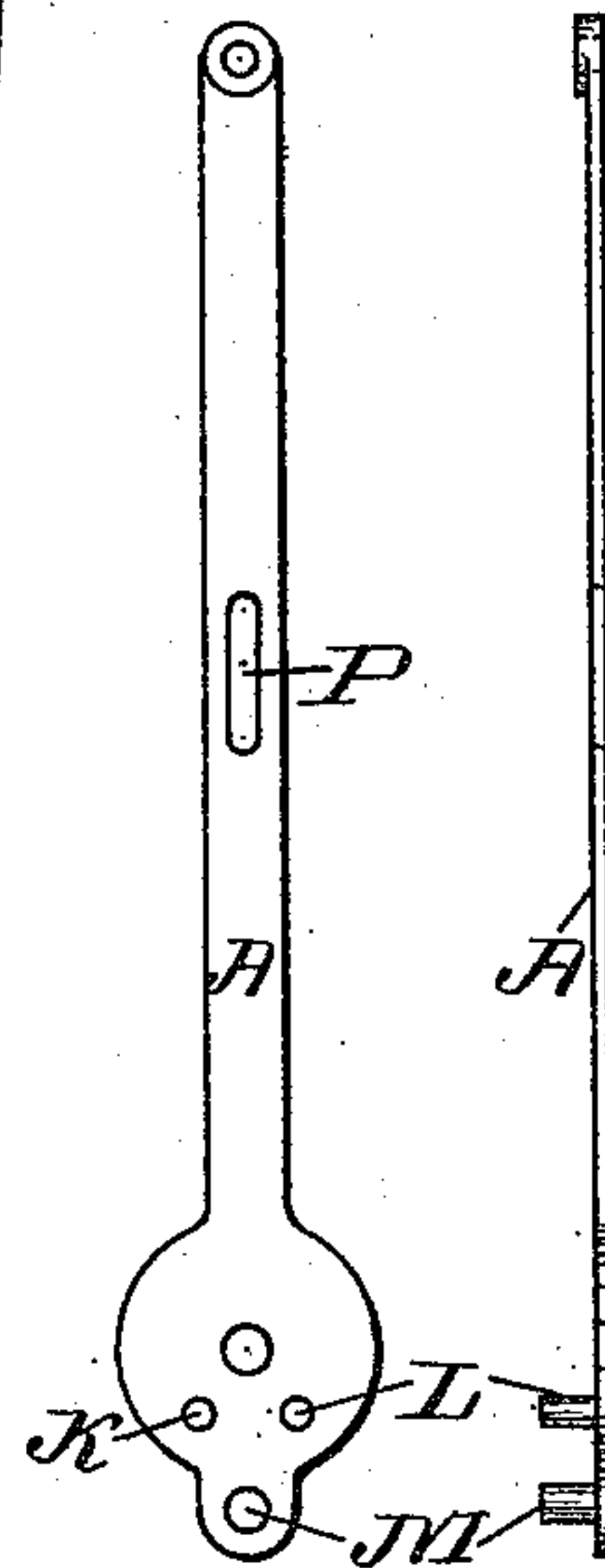


Fig. 4 Fig. 5



Witnesses:

Edward E. Claissen.

Phemie A. Phelps.

Inventor:

Robert R. Pease, by

Albert G. Walker

UNITED STATES PATENT OFFICE.

ROBERT R. PEASE, OF HARTFORD, CONNECTICUT, ASSIGNOR TO HENRY ROBERTS, OF SAME PLACE.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 442,637, dated December 16, 1890.

Application filed December 26, 1889. Serial No. 334,936. (No model.)

To all whom it may concern:

Be it known that I, ROBERT R. PEASE, of Hartford, Connecticut, have invented a new and useful Improvement in Car-Seats, of which the following description and claim constitute the specification, and which is illustrated by the accompanying sheet of drawings.

This invention consists of a particular combination of mechanism applicable to the construction of that class of car-seats wherein the turning over of the back of the car-seat operates to reverse the inclination of the seat proper, and that particular combination is clearly defined in the claim.

Figure 1 of the accompanying drawings is an end view of a car-seat which has my present improvements. Fig. 2 is partly a front view and partly a longitudinal section of what is shown in Fig. 1. Fig. 3 is a central cross-section of the frame of the car-seat of Fig. 1, showing the inner sides of those vertical parts of that frame which are beyond that cross-section line, and showing also the inner sides of those moving parts of my new mechanism which are at the same end of the seat in their relations to the back of the car-seat and to the seat proper when turned in one direction, and showing in dotted lines the relations of the parts to each other when turned in the other direction. Figs. 4 and 5 are a side view and an edge view, respectively, of one of the two levers, the upper ends of which are oscillated by turning over the back of the car-seat, while the lower ends of which operate to reverse the inclination of the seat proper. Fig. 6 is a side view of one of the two end supports of the seat proper, and Fig. 7 is a plan view of the same. Figs. 8 and 9 are a side view and an edge view, respectively, of one of the two links which connect brackets extending forward from the ends of the back of the car-seat to the two levers, which support that back midway of the length of those levers.

A is the lever which supports one end of the car-seat, and B is the corresponding lever which supports the other end, while C and D are the links which connect the levers A and B to the brackets E and F, respectively, and these brackets project forward from the plates G and H, which plates are fixed to the respective ends of the back of the car-seat. The up-

per ends of the levers A and B are pivoted to the plates G and H some distance rearward of the places where the links C and D are pivoted to the brackets E and F. The levers A and B are also pivoted near their lower ends to the respective ends of the frame of the car-seat, as indicated by the letters I and J, and still below the last-mentioned pivotal points the levers are provided with the inwardly-projecting studs K and L, and still lower with the inwardly-projecting stud M. The links C and D are each provided with a pivot N for engagement with the brackets E and F, respectively, and also with the stud O for engagement with the slot P in the levers A and B, respectively. Each of the studs O projects outward through the slots P far enough to engage with the sockets Q and with corresponding sockets on the opposite side of the frame of the car-seat alternately. The support R of the seat proper is provided at each of its ends with the right-angled flange S, and at its center with the downwardly-opening slot T, and on the two sides of that slot with the inclined flanges U, and the corresponding support on the other end of the seat proper is likewise provided with corresponding features. The ledges V project inward from the end pieces of the frame of the car-seat, adjacent to the end of the side pieces thereof, and under the inclined flanges U, respectively.

The mode of operation is as follows: When the back of the car-seat and seat proper are in the positions shown in full lines in Fig. 3, the back is upheld in its position by the studs O, resting in the sockets Q in that side of the seat, and the seat is held in its position by the studs M in the slots T. When the back is turned over, the studs M, operating in the slots T, slide the seat proper, with its supports R, upon the flanges U across the ledges V to the position shown in dotted lines in Fig. 3, and when the seat proper reaches that position the back of the seat reaches its position shown in dotted lines in that figure, in which latter position the links C and D are shifted to the other sides of the levers A and B, respectively, and the studs O are locked in the sockets Q on that side of the car-seat. Thus whenever the back of the seat is reversed in either direction the inclination of the seat

proper is correspondingly changed, and that mode of operation is combined with the advantage of having the lower edge of the back of the seat above the adjacent border of the
5 seat proper instead of rearward thereof, and that advantage enables a seat-back of a particular width to be much higher than it would otherwise be.

I claim as my invention—

10 The combination of the levers A and B, pivoted near their lower ends to the longitudinal center of the frame of the car-seat and pivoted at their upper ends to the longitudinal center of the back of the car-seat and pro-

vided with slots between those pivoted places, 15 and the links C and D, pivoted at their upper ends to brackets extending forward from the longitudinal center of the back of the car-seat and provided at their lower ends with sliding and rocking engagements with the 20 slots in the levers A and B, respectively, all substantially as described.

Hartford, Connecticut, December 24, 1889.

ROBERT R. PEASE.

Witnesses:

ALBERT H. WALKER,
ESTHER S. WALKER.