(No Model.)

J. LEMMAN.

CAR SEAT.

No. 504,882. Patented Sept. 12, 1893.

Fig. 2.

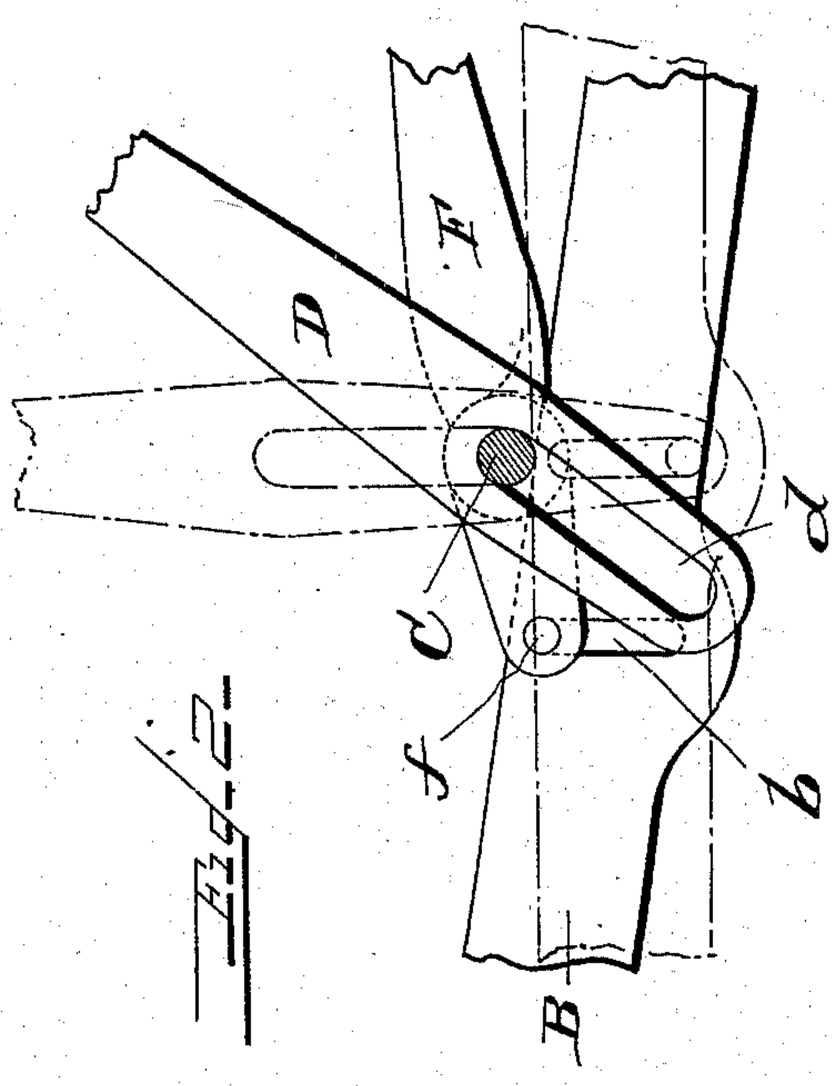


Fig. 3.

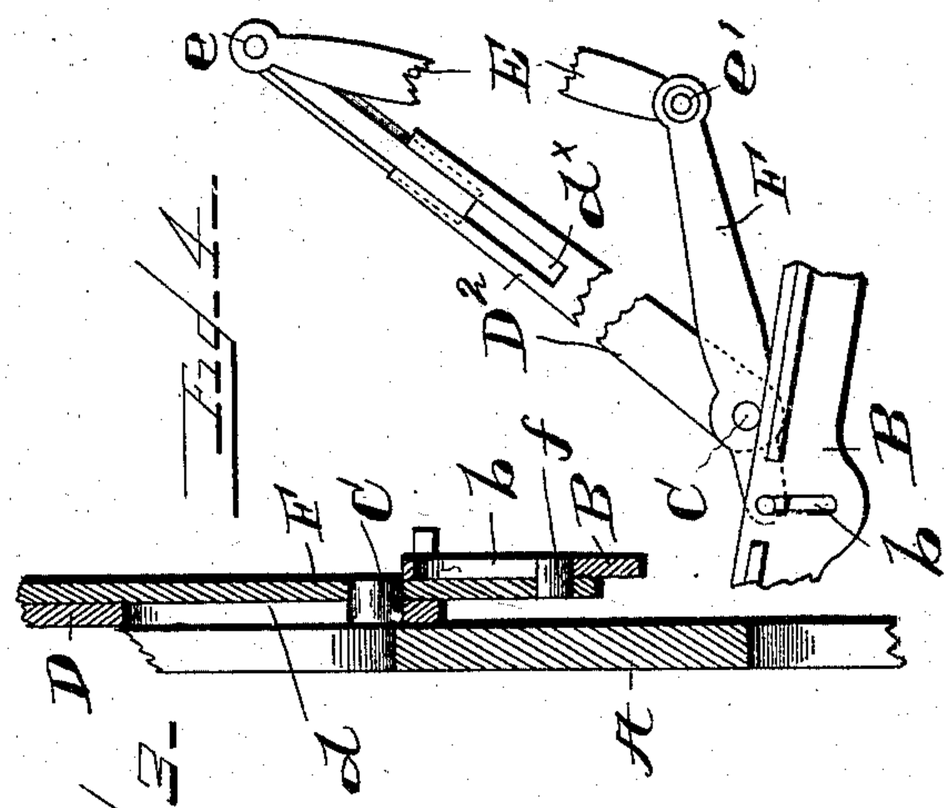
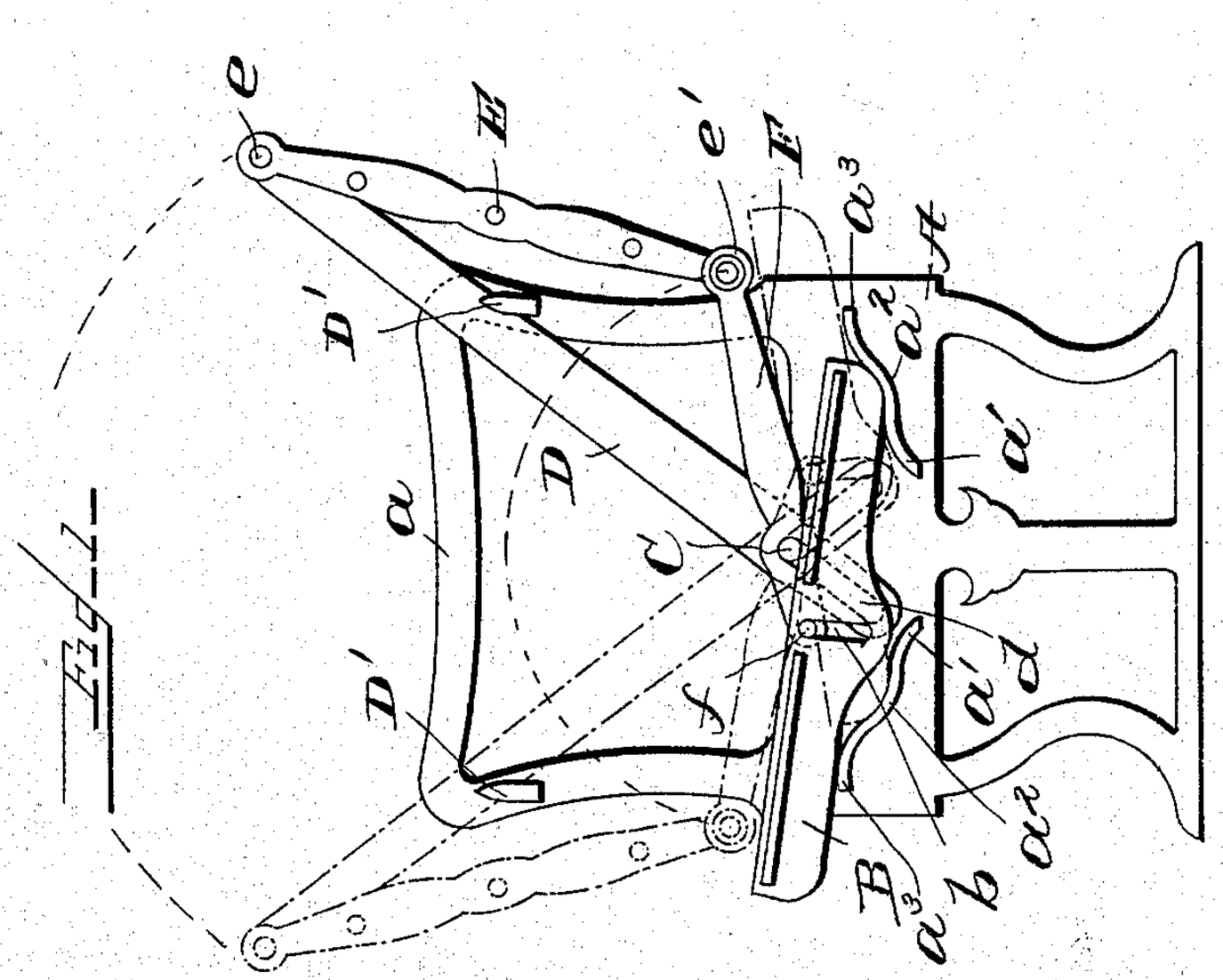


Fig. 7.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN LEMMAN, OF WAKEFIELD, MASSACHUSETTS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 504,882, dated September 12, 1893.

Application filed October 5, 1892. Renewed August 12, 1893. Serial No. 483,020. (No model.)

To all whom it may concern:

Be it known that I, JOHN LEMMAN, 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 Railway-Car 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.

My invention is an improvement in railway car seats and consists in the novel features of construction and combination of parts, reference being had to the accompanying drawings in which I have shown one form in which I have contemplated embodying my invention.

My said invention is fully disclosed in the following description and claims.

Referring to the said drawings, Figure 1 represents an inner side view of one end of a car seat constructed according to my invention. Fig. 2 is an enlarged detail view of parts of the construction, and Fig. 3 is an enlarged sectional view of portions of the operating parts in the positions they would occupy while the back is being reversed. Fig. 4 is a view showing a slightly modified form of striker arm.

In the drawings A represents one of the sides of the supporting frame, having the usual arm rest *a*.

B represents one of the irons which has its lower corners curved or rounded as shown. Each of the end seat irons B is supported by brackets or ways *a' a'*, each of which has a concave portion a^2 adapted to receive and fit one end of the seat iron B, and an upwardly inclined or curved portion a^3 which acts as a cam to raise one edge of the seat when the seat is moved horizontally. The supporting frame is provided with a pivot pin C which is engaged by a slot *d* in the lower end of the striker arm D, the upper end of said striker arm being pivotally connected with the back iron E preferably adjacent to its upper end as shown at *e*. The lower part of the back iron E is pivotally connected with one end of what I term the seat operating arm F, as shown at *e'*. The arm F is pivoted upon the pin C intermediate its ends and has its other end secured to the seat iron by a slotted connection.

In the drawings the seat iron B is shown as provided with a slot *b* adjacent to its center, and the arm F with a pin *f* engaging said slot. When the back is in operative position at either side of the seat, the parts will occupy the positions indicated in Fig. 1.

The pivot pin C will engage the upper end of the slot *d* of the striker arm and said arm will engage one of the striker arm supports D' on the arm rest *a*. The pin *f* on the seat operating arm will engage the upper end of the slot *b* in the seat iron and the point of engagement of the seat iron and the seat operating arm will be in substantially a horizontal line with the pivot pin C thus locking the seat against movement so that any pressure exerted horizontally on the seat will not have a tendency to move the seat operating arm, but will be resisted by the stationary pivot pin C. The end of the seat iron nearest the back will engage the concave portion or socket a^2 of one of the ways *a'*, while the other end will be held in a raised position by the cam a^3 of the other bracket or way *a'* holding the seat in the desired inclined position.

When it is desired to reverse the seat the operator seizes the back and raises it. The striker arm will be raised until the lower end of slot *d* engages the pivot pin when the lower end of the back with the seat operating arm may be swung to the other side of the striker arm, and the parts allowed to sink on the other side of the seat until the striker arm engages the striker arm support D'. The movement of the seat operating arm will cause the seat proper to move horizontally and lower the end of the seat iron adjacent to the back into the socket a^2 while the opposite end of the seat iron will be elevated and the seat given the desired incline. I have shown and described only the parts located at one end of the car seat but it will be understood that the parts will be duplicated at the other end, the seat being secured to and supported by the seat irons and the back secured to the back irons, in the usual manner.

In Fig. 4 I have shown a slightly modified construction in which the striker arm D^2 is

not provided with a slot but is pivoted upon the pin C. The striker arm in this form is extensible and is shown as formed of two parts the one having a dovetailed groove or recess $d^{\times}$ in which the other part slides. The upper part of the arm is pivoted to the back iron, while the lower part is pivoted to the pin C so that when the back is raised and thrown over the upper part of the striker arm moves upward in the groove or recess of the other part, extending the arm and the parts resume their normal positions as the back comes into a position of rest.

What I claim, and desire to secure by Letters Patent, is—

1. In a reversible car seat the combination with the main frame, the movable seat and the back, of a link at each end of the car seat pivoted to the upper part of the back forming the striker arms, a seat operating arm or link at each end of the car seat pivoted to the lower part of the back, the striker arm and seat operating arm at each end of the car seat being pivoted to the main frame by a common pivot located near the level of the seat, the connection of each striker arm with the back and frame permitting the back to move from and toward the frame in a direction longitudinally of the striker arm and each seat operating arm having a slotted connection with the seat, substantially as described.

2. In a reversible car seat the combination with the main frame, the seat and the back, of links pivoted to the upper part of the back and to the main frame near the level of the seat frame forming the striker arms, seat operating arms pivoted to the lower part of the back and to the main frame, the back and the seat and operating arms when in a position of rest forming a triangle with the striker arms and the connections of the striker arm with the back and frame permitting the back to move longitudinally of the striker arm, the seat operating arms being connected to the seat by a compensating connection said point of connection being in nearly the same horizontal plane as the pivot point of the seat operating arm, substantially as described.

3. In a reversible car seat the combination with the main frame the movable seat and the back, of links one at each end of the seat forming the striker arms and pivoted to the upper part of the back, seat operating links pivoted to the lower part of the back, the said striker arm and the seat operating links at each end of the seat engaging and operating on the same pivot, the said striker arms being slotted to engage its pivot and the seat operating link being connected with the seat by a compensating connection the said point of connection when the back and seat are in their positions of rest, being in line with the pivot points of the seat operating arm, substantially as described.

4. In a reversible car seat the combination with the main frame, the seat and the back, of a link at each end of the car seat pivoted to the upper part of the back, forming the striker arms, a seat operating link or arm at each end of the car seat, pivoted to the lower part of the back, both the striker arm and seat operating arm at each end of the car seat operating upon a common pivot each of the striker arms having a slot engaging its pivot and the seat operating links being each provided with a pin engaging a slot in the seat construction, substantially as described.

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

JOHN LEMMAN.

Witnesses:
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