

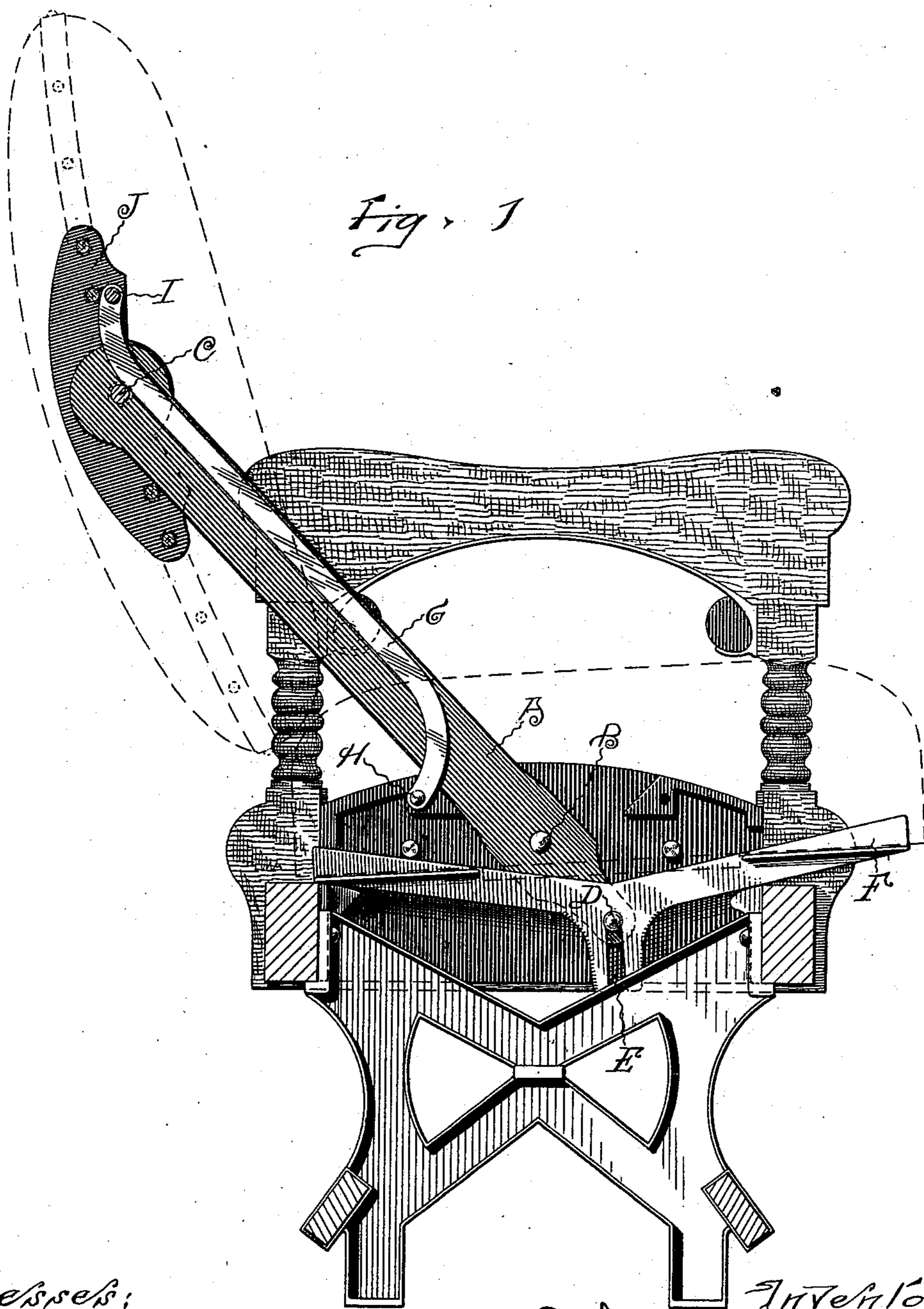
(No Model.)

3 Sheets—Sheet 1.

R. R. PEASE.
CAR SEAT.

No. 506,373.

Patented Oct. 10, 1893.



Witnesses:

C. Buckland

Robert G. Walker

Inventor;

Robert R. Pease

by Albert G. Walker
Atty.

(No Model.)

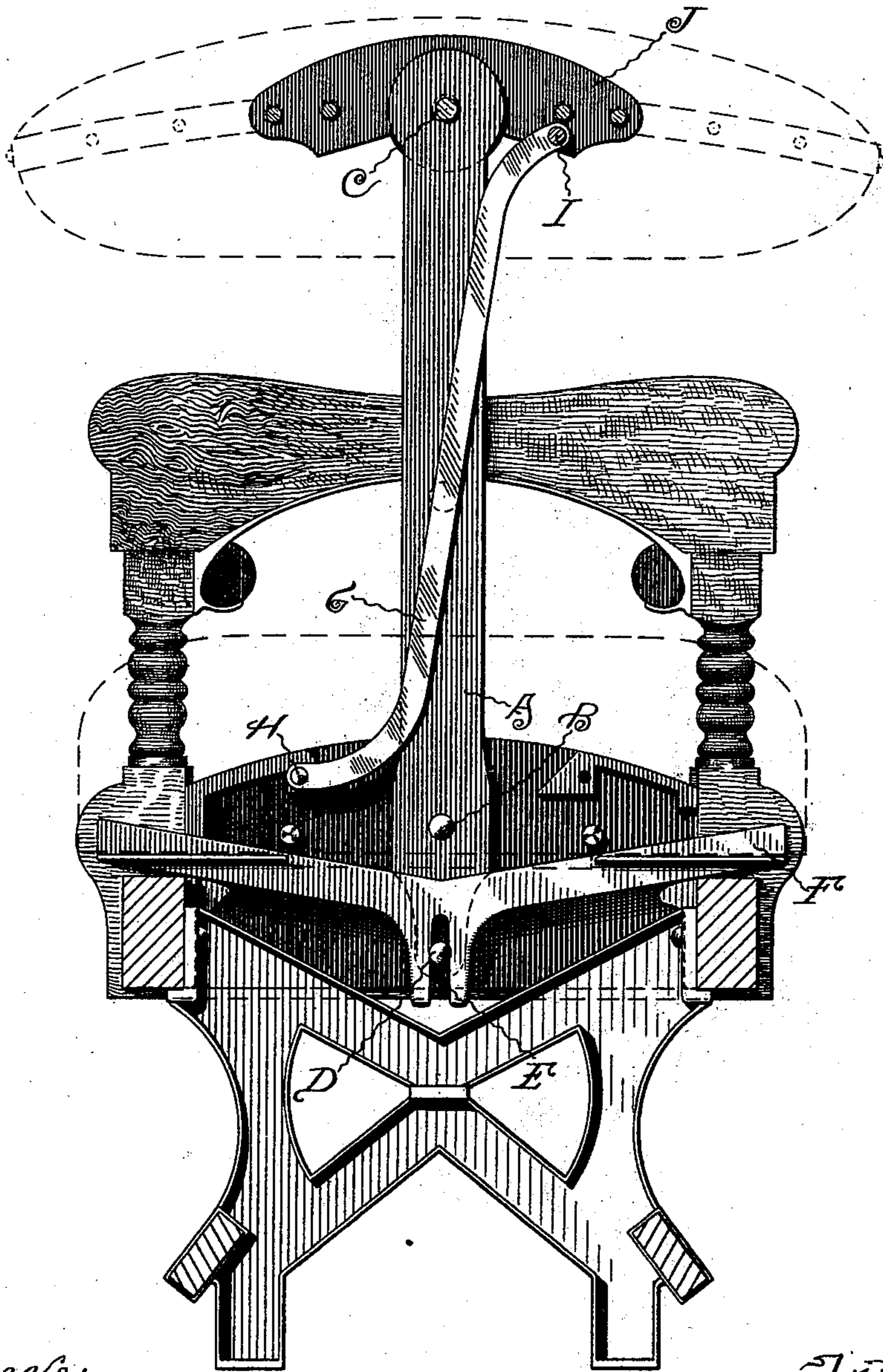
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Patented Oct. 10, 1893.

Fig. 2



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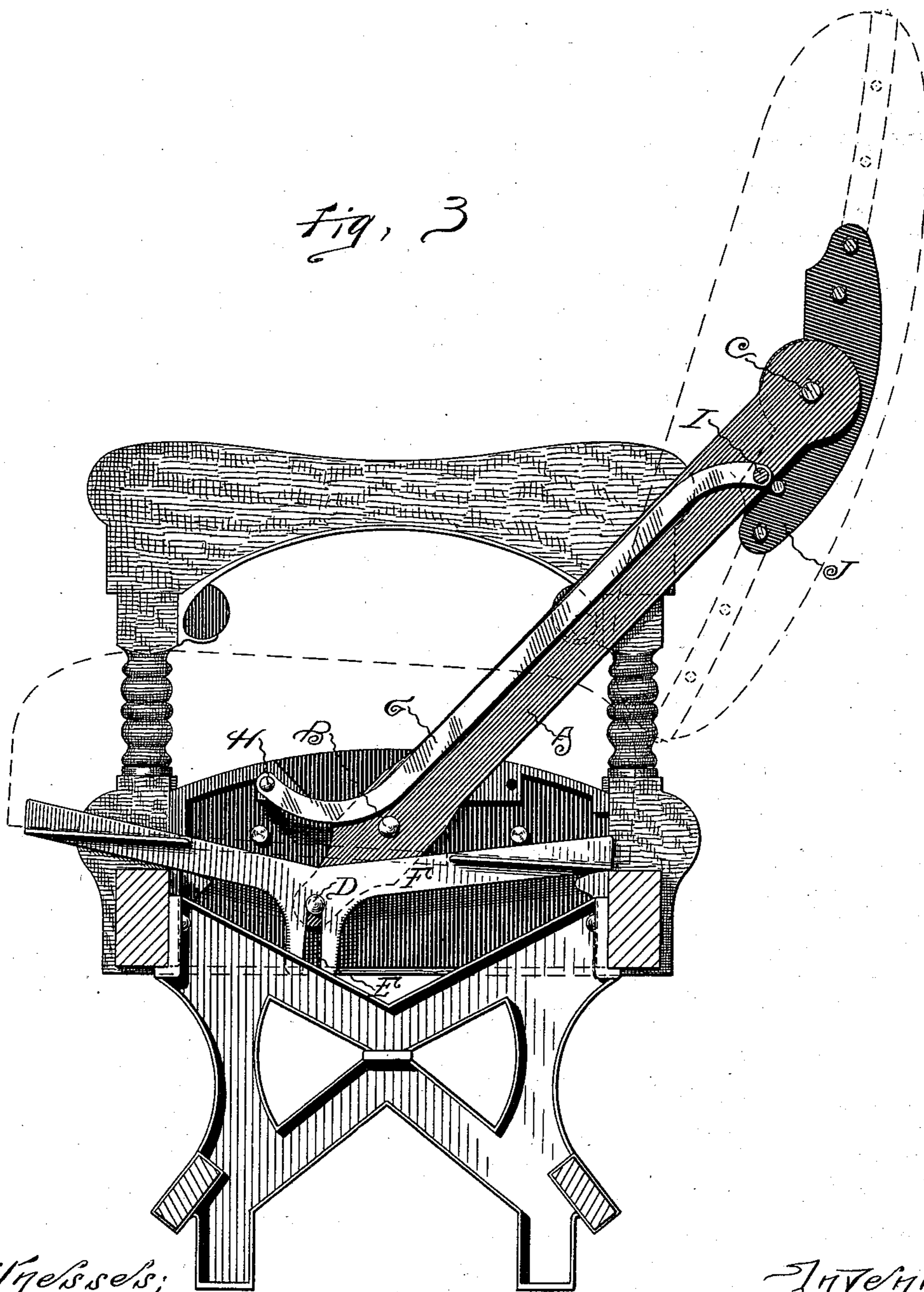
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Fig. 3



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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. 506,373, dated October 10, 1893.

Application filed May 18, 1893. Serial No. 474,635. (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 claims constitute the specification, and which is illustrated by the accompanying three sheets of drawings.

This invention relates to that class of car seats in which the inclination of the seat proper, is reversed by turning over the back of the car seat; and it consists in particular mechanism connecting the back of the car seat with the seat proper.

Figure 1 of the drawings, is a view of the wall end-piece of the seat, and its appurtenances, when the back of the seat is turned in one direction; and Fig. 2 is a view of the same, when the back of the seat is turned half way to its other position; while Fig. 3 is a view of the same, when the back of the seat and the seat proper are entirely reversed from the positions which are shown in Fig. 1.

A is the wall lever, the fulcrum of which is pivoted, by the pivot B, to the vertical center of the inner side of the wall end-piece of the seat; while its upper end is pivoted, by the pivot C, to the wall end of the longitudinal center of the car-seat back; and its lower end is provided with the stud D, which engages with the slot E of the sliding support F of the seat proper. The link G, is pivoted at its lower end to the inner side of the wall end-piece of the seat, on one side of the lever A, by the pivot H; and is pivoted at its upper end to the wall end of the car-seat back, on the other side of the lever A, by the pivot I; and that link is preferably curved, adjacent to its ends, as shown in the drawings.

The position of the link G, is close to the inner side of the lever A, and its upper end, instead of being pivoted to the plate J, as is the upper end of the lever A, is pivoted to another plate of the same shape, which is fastened to the wall end of the car-seat back, on the inner side of the lever A and the link G, by the same screws which fasten the plate J in its position on the outer side of the lever A. Counterparts of these devices are fixed to the aisle end of the seat, in the same

way that these devices are fixed to the wall end.

The mode of operation is as follows: When the seat-back is turned over, from the position shown in Fig. 1, to that shown in Fig. 3, the lower ends of the levers A, carry the supports F, of the seat proper, from the inclined position shown in Fig. 1, to the opposite inclined position shown in Fig. 3; while the links G, cause the seat-back to turn on the pivots C, relatively to the levers A, at the same time that the levers A are turning on the pivots B. Thus while the levers A turn upon the pivots B, through about ninety degrees, the seat-back turns upon the pivots C, through one hundred and twenty-five degrees, more or less; and when the seat-back is turned from the position shown in Fig. 3, to that shown in Fig. 1, these motions of the parts are reversed.

The fact that the links G, are pivoted away from the vertical centers, and the longitudinal centers, upon which the levers A, are pivoted, braces the seat-back against the tendency to rock, which always results from turning over a seat-back, by taking hold of one of its ends; because such pivoting results in supporting and guiding the seat-back, through all parts of its motion, by means of two diverging supports at each of its ends.

Each of the links G, is preferably curved, in opposite directions, as shown in the drawings, instead of reaching straight from its pivot H, to its pivot I, in order to keep as much as possible of its length inside of the adjacent lever A, in all of the relative positions of the two parts. For if a link G were made straight, there would be a long opening between the right hand edge of its lower half, and the left hand edge of the lever A; and another long opening between the left hand edge of its upper half, and the right hand edge of the lever A, whenever the seat-back is in the position shown in Fig. 2, and the turning of the seat-back to the position shown in Fig. 1, or that shown in Fig. 3, would close those openings, and might wound or even cut off the fingers of a hand inadvertently placed in them, when turning over the seat-back.

I claim as my invention—

1. The combination of two levers A, pivoted, near their lower ends, to the vertical centers of the end-pieces of a car-seat, and
5 pivoted, at their upper ends, to the longitudinal center of the back of the car-seat; and two links G, pivoted, at their upper ends, to the ends of the seat-back, away from its longitudinal center, and pivoted, at their lower
10 ends, to the end-pieces of the car-seat, away from their vertical centers, so that a line drawn between the two pivots of each link, would diagonally cross a line drawn between the two pivots of the adjacent lever when the
15 lever is in its vertical position, as well as when it is in either of its two positions of rest; all combined and operating together, substantially as described.

2. The combination of two levers A, pivoted, near their lower ends, to the vertical
20 centers of the end-pieces of a car-seat, and

pivoted, at their upper ends, to the longitudinal center of the back of the car-seat; and two compound curved links G, pivoted at their upper ends, to the ends of the seat-back, 25 away from its longitudinal center, and pivoted at their lower ends, to the end-pieces of the car-seat, away from their vertical centers, so that a line drawn between the two pivots of each link, would diagonally cross a line 30 drawn between the two pivots of the adjacent lever, and so that the body of each link is behind the adjacent lever when the lever is in its vertical position, as well as when it is in either of its two positions of rest; all combined and operating together substantially 35 as described.

ROBERT R. PEASE.

Witnesses:

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ROBERT G. WALKER.