(No Model.) 2 Sheets—Sheet 1.

J. CADMAN & E. MALLEY.

SEAT.

No. 598,557. Patented Feb. 8, 1898.

Fig. 2

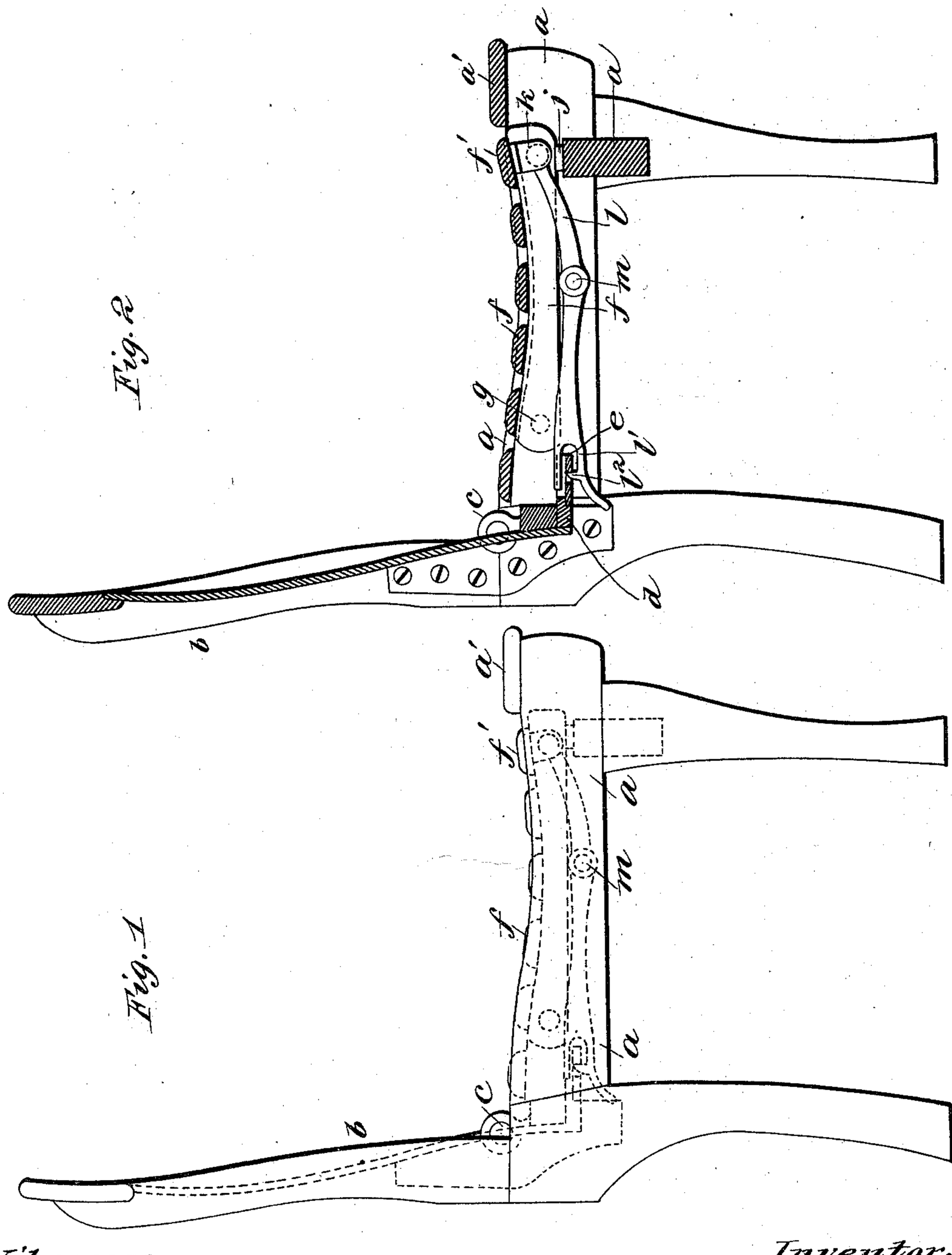

Fig. 1

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 5

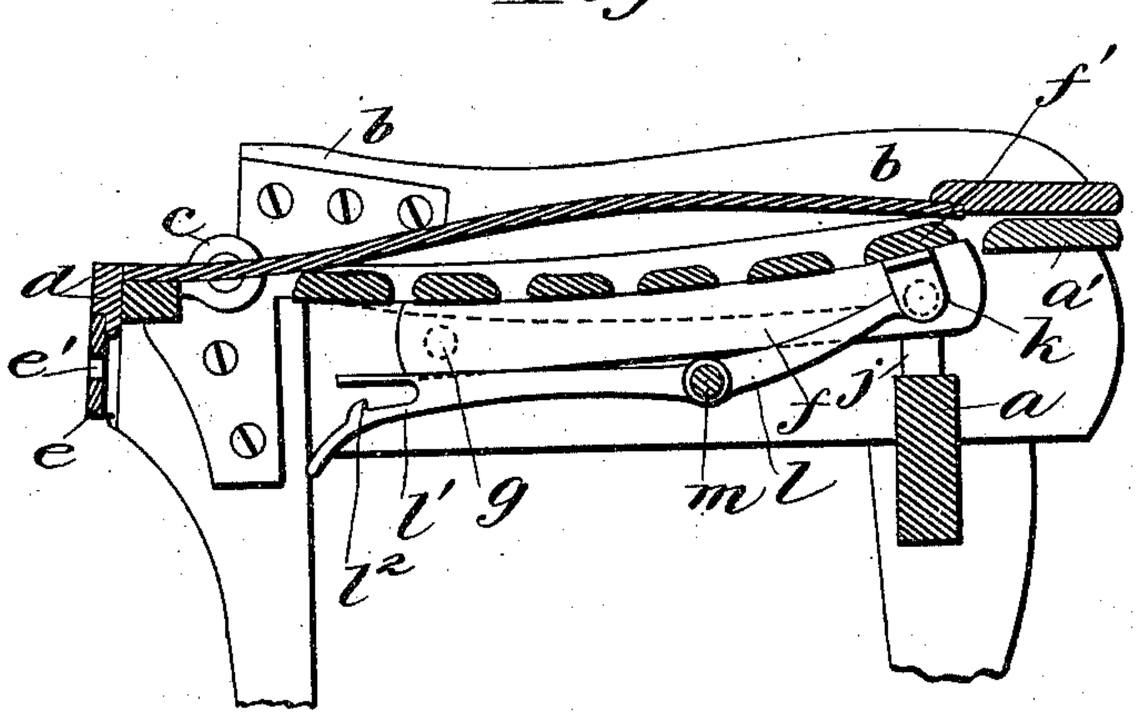


Fig. 3

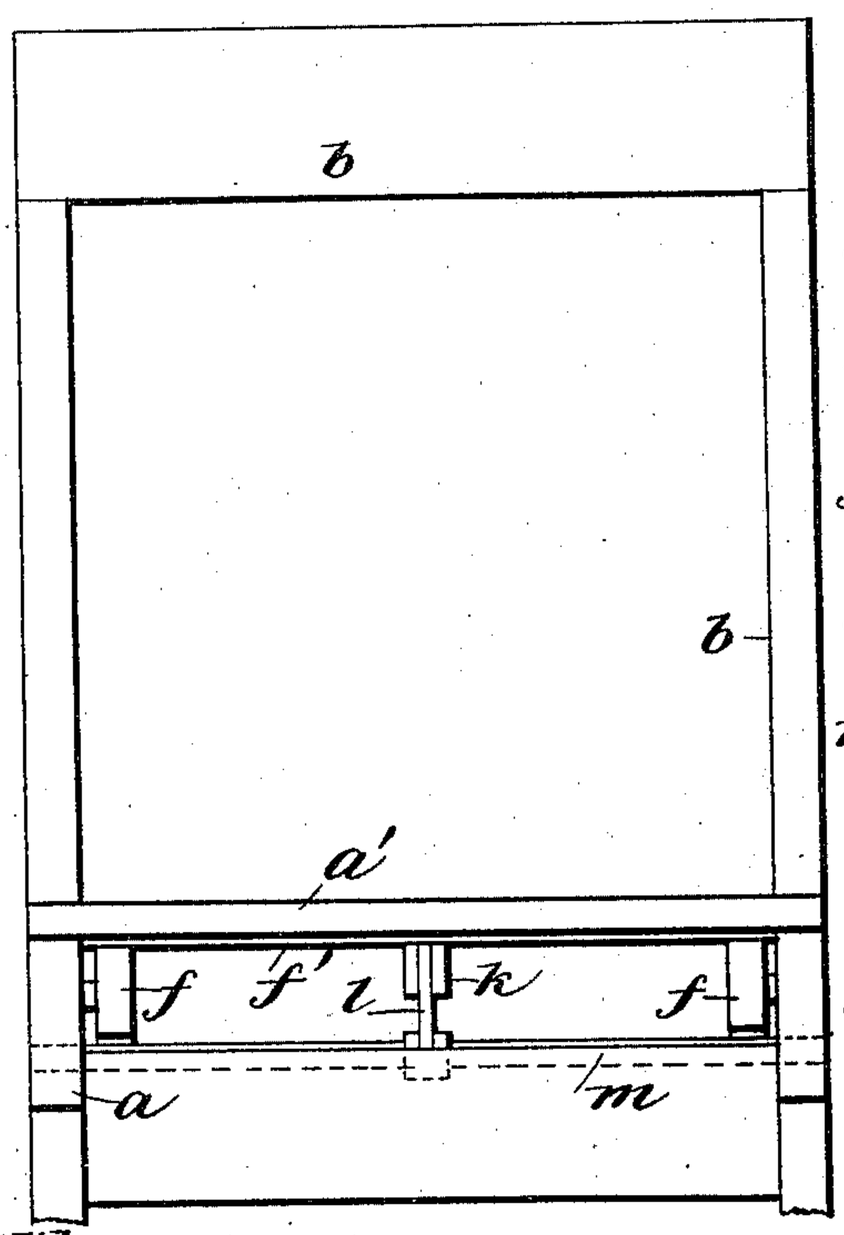
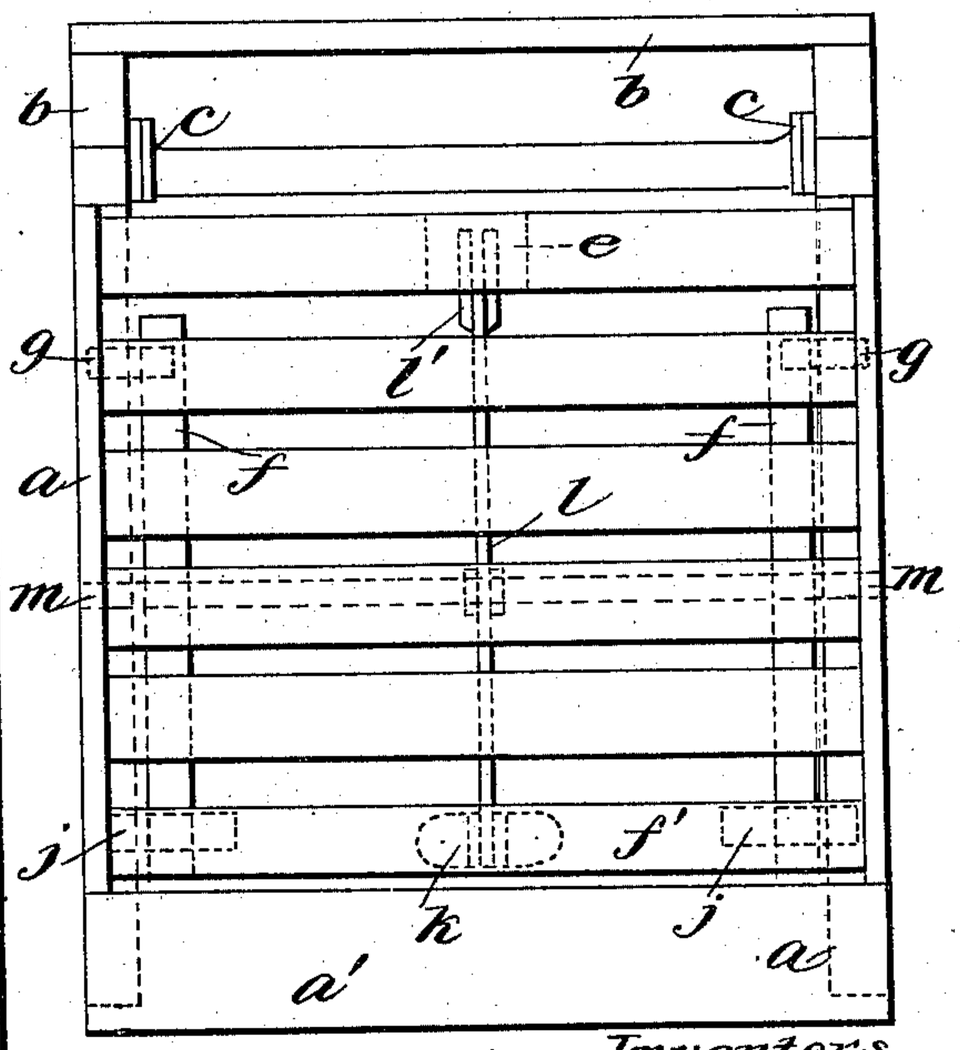


Fig. 4



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UNITED STATES PATENT OFFICE.

JAMES CADMAN AND EDWIN MALLEY, OF MANCHESTER, ENGLAND.

SEAT.

SPECIFICATION forming part of Letters Patent No. 598,557, dated February 8, 1898.

Application filed March 6, 1897. Serial No. 626,263. (No model.)

To all whom it may concern:

Be it known that we, JAMES CADMAN and EDWIN MALLEY, subjects of the Queen of Great Britain, residing at Manchester, in the county of Lancaster, England, have invented a certain new and useful improvement in or applicable to the seats of tram-cars and other vehicles, seats for gardens, public grounds, decks of ships, and other exposed places, and for closets, of which the following is a full, clear, and exact description.

This invention relates to seats such as are employed in exposed or public places.

The object of this invention is to protect said seats from rain or dust when not occupied, irrespective of any action on the part of the last user. We attain this object by the means hereinafter described, and as shown in the accompanying two sheets of drawings illustrating our invention.

Figure 1 is an end view of a seat. Fig. 2 is a sectional end elevation, Fig. 3 is a front view, and Fig. 4 is a plan, of the same. In each of these views the mechanism is shown in the position in which it would be placed when the seat is occupied and the back or cover thereby raised. Fig. 5 is a sectional end view of the same seat, showing the mechanism in the position it would be placed by the seat being vacated and said seat thereby automatically covered by the back.

In the views similar letters refer to similar parts.

In this invention we construct a seat or seats such as are or may be fitted to the outside of tram-cars or other vehicles, or seats such as may be employed in places of resort, gardens, cricket or like grounds, the decks of ships or other exposed places, and the seats of closets and the like, with backs or covers, as *b*, that are hinged, as at *c*, to the rear portion of the frame *a*. An angle-board *d* is attached to the bottom portion of the back, and said angle-board has a catch-plate *e* fitted thereto. We connect a seat, as *f*, to the back portion of the frame *a* by means of studs *g* or equivalents, the front portion of said seat resting on springs, as *j*. We attach a bracket *k* to the under side of the front rail *f'* of the seat *f* and connect therewith a lever *l*, which is fulcrumed on a rod *m*, that is supported between the two sides of the frame *a*. We form the inner end of said lever with a jaw *l'*, formed so as to fit into the catch-plate *e*. The front portion of the seat when unoccupied will be raised a little by the springs *j*, as in Fig. 5, and the back or cover *b*, which when employed in exposed places is constructed so as to be waterproof, will lie down and cover the seat.

In applying our invention when a seat is required to be occupied the back or cover *b* is lifted, as shown in Fig. 1. The weight of the occupant depresses the springs *j* and causes the front of the seat *f* to be placed linable with the front rail *a'* of the frame *a*. By these means the catch l^2 on the jaw end *l'* of the lever *j* engages with the slot *e'* in the catch-plate *e*, that is fitted in the aforesaid angle-board, thereby retaining and preventing the back or cover *b* from leaning forward against the back of the occupant if said occupant does not wish to sit in a backwardly-reclining position. When the occupant rises and thereby takes the weight off the seat, the springs *j* raise the front of the seat *f*, causing the catch l^2 of the jaw end *l'* of the lever *l* to be disengaged from the catch-plate *e* of the angle-board *d*, as in Fig. 5, and the upper member of the jaw end *l'* will strike the catch-plate *e* and tilt the back *b*, and the back *b* will then fall down by its own weight and cover the seat *f*, irrespective of any attention on the part of the user. Seats such as hereinbefore described may be made to accommodate two or more persons by extending the frame *a* to any length that may be required and duplicating or multiplying the seats *f* and the backs *b* and the mechanism therefor.

In the application of our invention to the seats of closets we place the hereinbefore-described lever *l* to one side nearer to the frame *a*, so as to be clear of the aperture required in the seat for a closet, or two of said levers may be employed, one at each side of the aperture in the seat, the necessary adjuncts in either case being modified accordingly.

Having described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a seat, the combination with the seat-frame; a seat pivoted therein, and a back pivoted to said frame and adapted to be folded upon said seat, of a locking-lever pivoted in said frame beneath the seat and engaging

said seat, a catch secured to the back and adapted to be automatically engaged by said locking-lever to lock the seat in position of use, substantially as described.

2. In a seat, the combination with the seat-frame, a seat pivoted therein, and a back pivoted to said frame and adapted to be folded upon said seat, of a locking-lever pivoted in said frame and engaging said seat, a catch secured to the back and adapted to be automatically engaged by said locking-lever when the seat is opened for use, and a spring interposed between the seat and frame adapted automatically to disengage said catch and locking-lever to permit the folding of the back, substantially as described.

3. In a seat, the combination with the seat-frame, a seat pivoted therein, a spring interposed between said seat and frame, and a back pivoted to said frame and adapted to be folded upon said seat and provided with a catch at its lower end, of a locking-lever pivoted between its ends in said frame beneath the seat and secured at one end to said seat and provided at its free end with a jaw, one member of which is constructed as a latch adapted to automatically engage the catch on the back when the seat is opened for use, and the other member of which is adapted to engage said catch when the seat is vacated and thereby cause the folding down of the back upon the seat, substantially as described.

In testimony whereof we have hereunto set our hands this 29th day of January, A. D. 1897.

JAMES CADMAN.
EDWIN MALLEY.

Witnesses:
JAMES DEAS,
THOMAS PRESCOTT.