

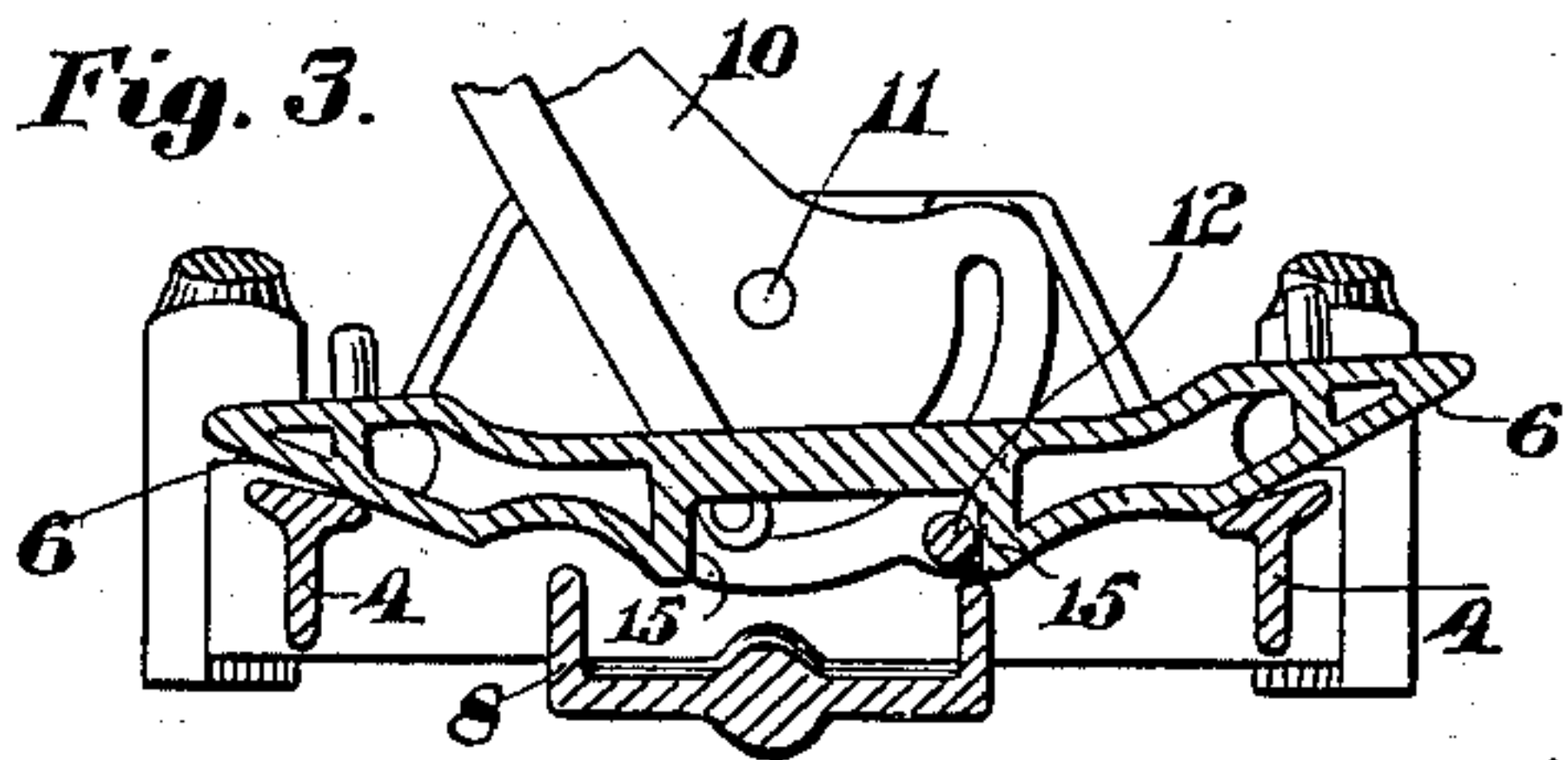
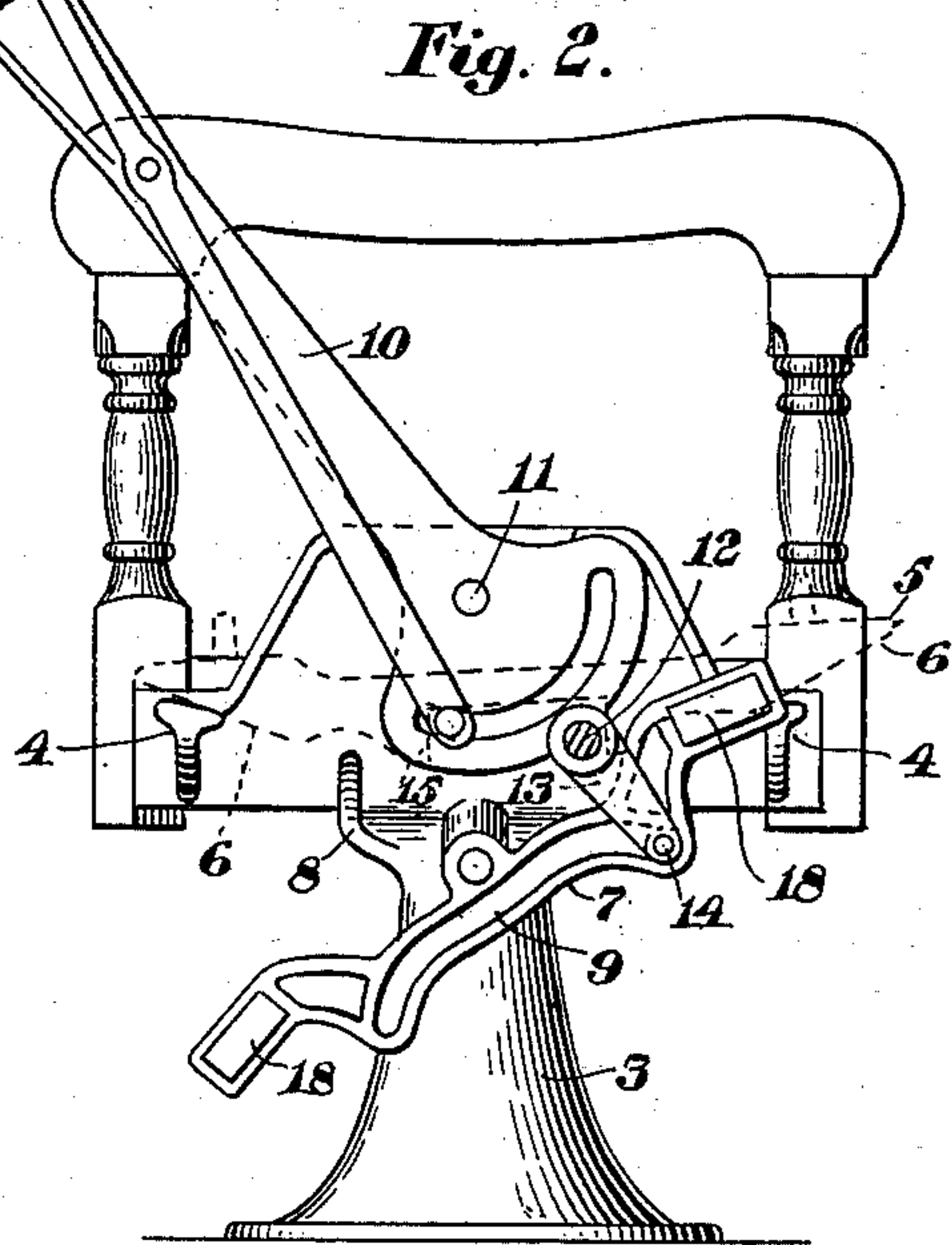
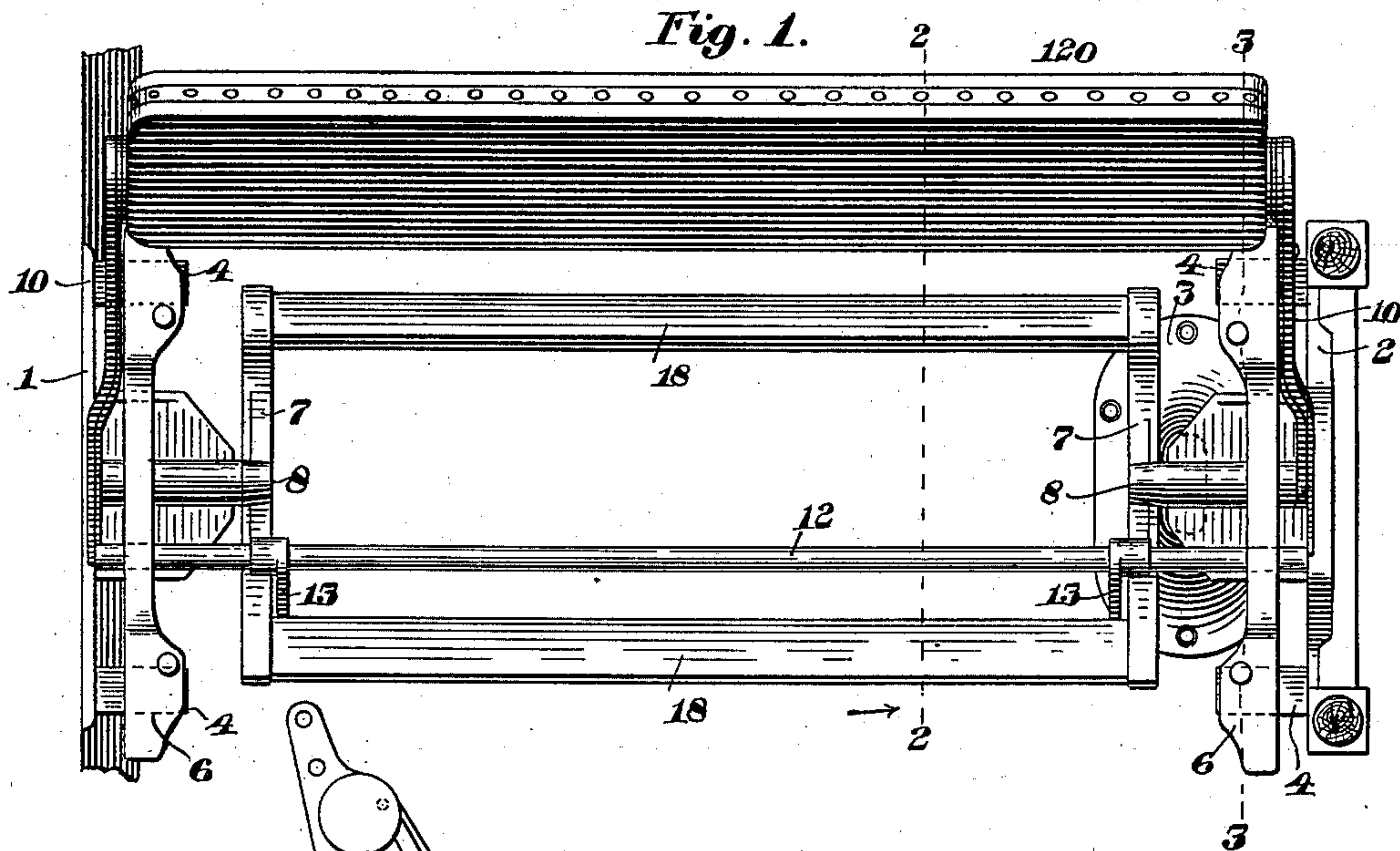
No. 657,481.

Patented Sept. 4, 1900.

T. B. CANN.
CAR SEAT.

(Application filed Apr. 25, 1900.)

(No Model.)



Witnesses:
Walter E. Lombard
E. Batchelder

Inventor:
Thomas B. Cann
by *Night Brown Quimby*
Attys.

UNITED STATES PATENT OFFICE.

THOMAS B. CANN, OF WAKEFIELD, MASSACHUSETTS, ASSIGNOR TO THE
HEYWOOD BROTHERS & WAKEFIELD COMPANY, OF SAME PLACE.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 657,481, dated September 4, 1900.

Application filed April 25, 1900. Serial No. 14,239. (No model.)

To all whom it may concern:

Be it known that I, THOMAS B. CANN, of Wakefield, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Car-
5 Seats, of which the following is a specification.

This invention relates to a car-seat having a reversible or swinging back, the foot-rest frame which is reversible with the back, and
10 a seat which is also reversible in that its transverse inclination can be varied to raise that edge which is at the front and depress the edge which is at the rear.

The invention has for its object to provide
15 simple and efficient means whereby the reversal of the back causes also a reversal of the position of the foot-rest frame and seat.

The invention consists of the improvements which I will now proceed to describe
20 and claim.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a top plan view of a car-seat embodying my invention, the seat-cushion being removed.
25 Fig. 2 represents a section on line 2 2 of Fig. 1. Fig. 3 represents a section on line 3 3 of Fig. 1, showing one of the seat-supporting slides in section.

The same reference characters indicate the
30 same parts in all the figures.

1 and 2 represent the end pieces of the supporting-frame, the end piece 1 being constructed for attachment to the side of the car, while the end piece 2 is supported by a pedestal 3, bolted to the floor of the car. Each
35 end piece is provided with lugs 4 4, having inclined upper surfaces, forming guides for seat-supporting slides 5, one of which is shown in dotted lines in Fig. 2, said slides having
40 inclines 6 6 on their under sides bearing on the inclined upper surfaces of the bars 3.

7 7 represent the cross-bars of the foot-rest frame, which frame includes the parallel foot-rests 8 8, attached to and extending between
45 the cross-bars 7. Said cross-bars are pivoted at 18 18 to the end pieces 1 2 and are provided with slots 9, the end portions of which are curved downwardly, as shown in Fig. 2.

10 10 represent levers which are pivoted
50 at 11 11 to the end pieces 1 2, the pivots 11 being in line vertically with the pivots 8 of

the foot-rest frame. The seat-back 120 is connected with the upper ends of the levers 10 by means which are well known and constitute no part of my invention. To the lower
55 ends (which also constitute the shorter arms) of the levers 10 is affixed a rod 12, which extends from one lever to the other under the seat-supporting slides 5. To the rod 12 are
60 affixed two arms 13 13, the lower ends of which are provided with studs 14, which enter the slots 9 in the cross-bars of the foot-rest frame.

The seat-supporting slides 5 are provided with shoulders or abutments 15 15, which are
65 the ends of slots or recesses cut or formed in the under sides of these slides. The distance between the said abutments is such that the rod 12 when moved laterally by the swinging movement of the levers 10 will first move
70 from one abutment to the other without moving the slides 5 and will then impart a sufficient movement to said slides to reverse the inclination of the seat supported by the slides.

It will be seen that when the position of the back is reversed from the position shown in
75 Figs. 1 and 2 the inclination of the levers 10 will be reversed, causing the arms 13 to move from one end of the slots 9 to the opposite end of said slots, thus reversing the inclination of the foot-rest frame and at the same
80 time reversing the inclination of the seat.

I claim—

1. In a car-seat, a fixed seat-frame, a reversible foot-rest frame pivoted to the seat-frame below the seat thereof and comprising
85 parallel foot-rests, and foot-rest-connecting cross-bars having slots the end portions of which are curved downwardly, back-supporting levers pivoted to the seat-frame above the pivots of the foot-rest frame, a connecting-rod extending between said levers below
90 their pivots and rigidly attached to the levers, and downwardly-projecting arms rigidly attached to said rod and having studs entering said slots, the movement of said arms caused
95 by the reversal of the position of the back causing a reversal of the position of the foot-rest frame.

2. In a car-seat, a fixed seat-frame, a reversible foot-rest frame pivoted to the seat-
100 frame below the seat thereof and comprising parallel foot-rests, and foot-rest-connecting

cross-bars having slots the end portions of which are curved downwardly, back-supporting levers pivoted to the seat-frame above the pivots of the foot-rest frame, a connecting-rod extending between said levers below their pivots and rigidly attached to the levers, downwardly-projecting arms rigidly attached to said rod and having studs entering said slots, the movement of said arms caused by the reversal of the position of the back causing a reversal of the position of the foot-rest frame, and seat-supporting slides having inclines guided by corresponding inclines on the seat-frame, and shoulders or abutments

located at opposite sides of and coacting with said rod, the said abutments being separated by spaces considerably longer than the diameter of the rod, whereby when the position of the back is reversed the rod first moves independently from one pair of abutments to the other, and then causes a reverse inclination of the seat. 15 20

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

THOMAS B. CANN.

Witnesses:

C. W. H. FREDERICK,
C. F. BROWN.