No. 673,457. Patented May 7, 1901.

F. W. SAWYER.

CAR SEAT CUSHION.

(Application filed Aug. 15, 1900.)

(No Model.)

Fig. 4.

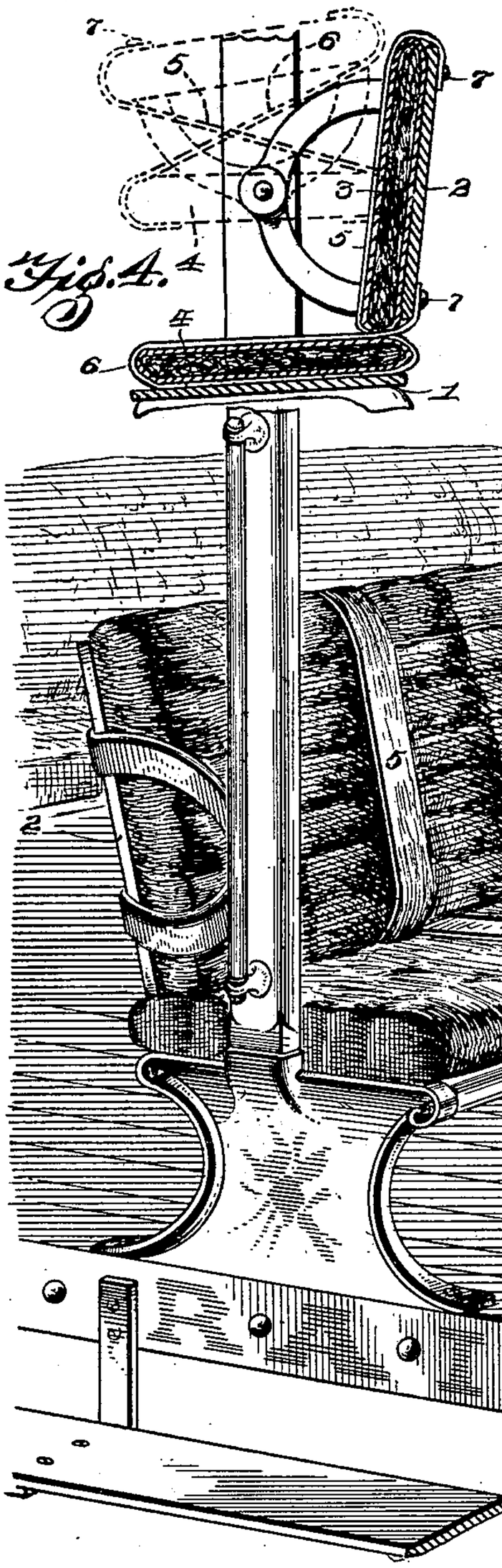
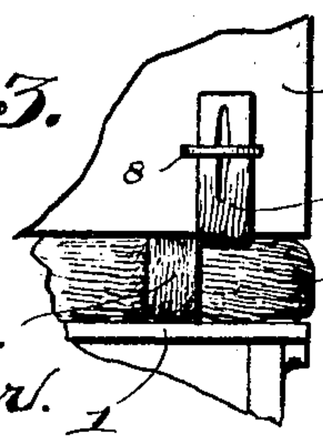


Fig. 1.

Fig. 2.

Fig. 3.



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UNITED STATES PATENT OFFICE.

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CAR-SEAT CUSHION.

SPECIFICATION forming part of Letters Patent No. 673,457, dated May 7, 1901.

Application filed August 15, 1900. Serial No. 26,970. (No model.)

To all whom it may concern:

Be it known that I, FRED W. SAWYER, a citizen of the United States, residing at West Gardner, in the county of Worcester and State of Massachusetts, have invented a new and useful Car-Seat Cushion, of which the following is a specification.

This invention relates to seat-cushions, and has particular reference to that class which are reversible and adapted for use on car-seats; and the object of the same is to provide a simple and effective cushion arrangement for a car-seat having an overturning back, wherein the cushions for both the seat and back are attached exclusively to the back and both operated by the latter, the cushions being detachable, so as to have the seat and back bare for coolness in warm weather, and whereby the cushions when applied may be easily changed, with the reversal of the back, to alternately bring opposite surfaces and edge portions thereof into position for contact with occupants of the seat and extend the wear and tear on the same over a greater surface and avoid concentration thereof on one portion solely.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a portion of a street-car, showing one of the seats thereof in full with the ordinary reversible back and the improved cushion attachment applied thereto. Fig. 2 is a transverse vertical section of the seat and back with the improved cushion thereon. Fig. 3 is a rear elevation of a portion of the seat and back and the improved cushions therefor, showing a different means for fastening the cushions. Fig. 4 is a view similar to Fig. 2, showing the operation of the cushions.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates a seat having a reversible back 2, these parts being of the usual or ordinary form used in cars and of that class also wherein the seat always remains fixed and immovable in any of its parts during the overturning or reversal of the back.

The improvement consists particularly in applying cushions 3 and 4 in such manner that they will both be controlled in their operation by and connected solely to the back, so that different portions of the said cushions will be alternately brought into wearing position for engagement by occupants of the seat as an entirety, whereby a longer service of one set of cushions will result, with the additional advantage of direct application of the same to ordinary car-seats and without requiring any change in the construction and arrangement of the latter, and whereby also the cushions can be easily removed to adapt the seat for summer use. To accomplish the result sought, a series of straps or bands 5 extend transversely across the upper surface of the cushion 3, are turned over the one edge of the latter, and have the one set of terminals thereof secured to the under side of the cushion. The opposite extremities of these straps or bands are passed between the adjacent back edge and the cushion 3 and detachably secured to the outer portion of the back 2, as shown by Figs. 2 and 3. Secured to the upper outer portion of the back are the terminals of another series of straps or bands 6, passing over the cushion 4 and also passed between the lower edge of the back 2 and the adjacent portion of the cushion 3 and around the edge thereof under the same and secured. It will be seen that both sets of straps are terminally attached to the seat-cushion, and the latter is free to be shifted or changed by the movement of the back 2. When the back is overturned from the position shown by Fig. 1 to arrange the seat with the front portion in the opposite direction, the edge of the seat-cushion, which is at the rear in the present showing, is gradually drawn up with what is now shown as the lower edge of the back-cushion, and the two cushions are disposed in parallel planes until the back 2 is disposed in the reverse position from that shown, when the seat-cushion will fall and bring what had been previously the rear edge to the front, the sets of straps or bands being in reverse position—that is, the straps 5 will extend across the seat-cushion and the straps 6 will be located over the back-cushion. This change of wearing-surface of the cushions and positions of the straps or bands will be effected at each re-

versal of the back 2, and the cushions will have a more durable service in view of the alternate disposition thereof to arrange opposite parts for contact with the occupants of the seat.

In Fig. 2 the fastenings 7 are in the form of removable screws, and in Fig. 3 hooks 8 are provided, and in some instances, where it is intended to avoid mutilation of the seat structure entirely, the said fastenings may be applied to the holding devices of the buffers on the back. When it is desired to remove the cushions, the straps are detached from the back without separating the same from the seat-cushion, and the two cushions are thus held intact for immediate application.

Though the preferred form of the improvement has been shown and described, it will be understood that changes in the form, size, proportions, and minor details can be resorted to without departing from the principle of the invention.

Having thus described the invention, what is claimed as new is—

1. The combination with a car-seat having an overturning reversible back, of seat and back cushions, and connections exclusively between the cushions and the back, whereby the seat-cushion is reversed by the overturning of the back.

2. The combination with a car-seat having a reversible back, of a seat and a back cushion, a series of straps or bands having one set of terminals thereof attached to the under side of the one edge of the seat-cushion, another series of straps or bands having one set of terminals thereof attached to the under portion of the opposite edge of the seat-cushion, the terminals of both series of straps opposite to those attached to the seat-cushion being attached to the outer side of the upper and lower portions of the back, and the straps of each series alternately positioned to hold the back-cushion in place.

3. The combination with a car-seat having a reversible back, of a seat-cushion and a back-cushion, and two sets of straps or bands, one set of the latter having the opposite terminals attached respectively to the one under-edge portion of the seat-cushion and the back, and the other set of straps or bands having the opposite terminals attached respectively to the opposite under-edge portion of the seat-cushion and to a point on the back opposite that to which the terminals of the first-mentioned straps or bands are attached.

4. The combination with a car-seat having a reversible back, of seat and back cushions, and connections between the opposite edge portions of the seat-cushion and the back, whereby the said seat-cushion will be reversed when the back is overturned.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

FRED W. SAWYER.

Witnesses:
A. O. SPEARE,
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