

No. 742,152.

PATENTED OCT. 27, 1903.

R. BELLINGTON, JR.
OUTDOOR SEAT.

APPLICATION FILED MAY 25, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

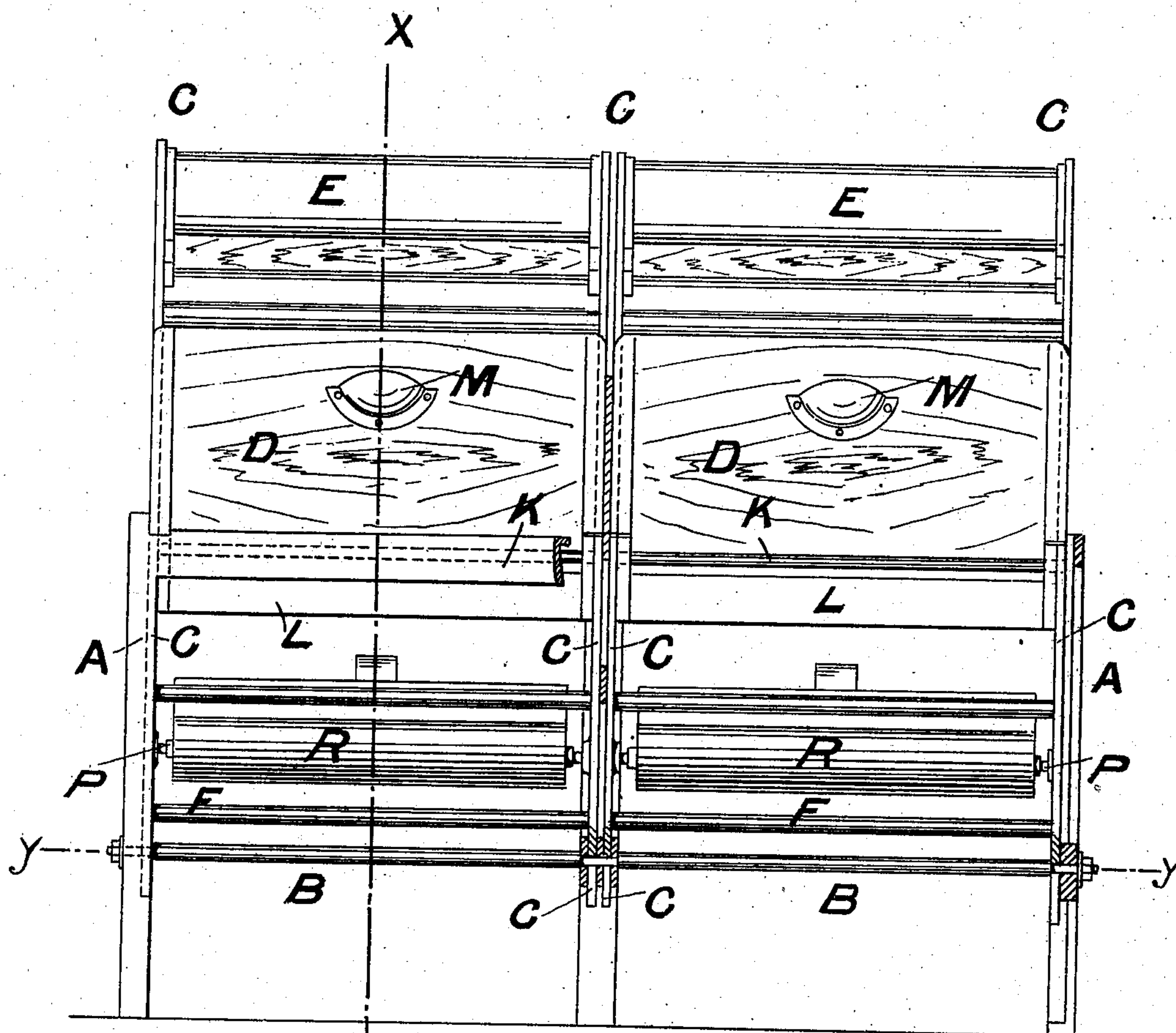


FIG. 1.

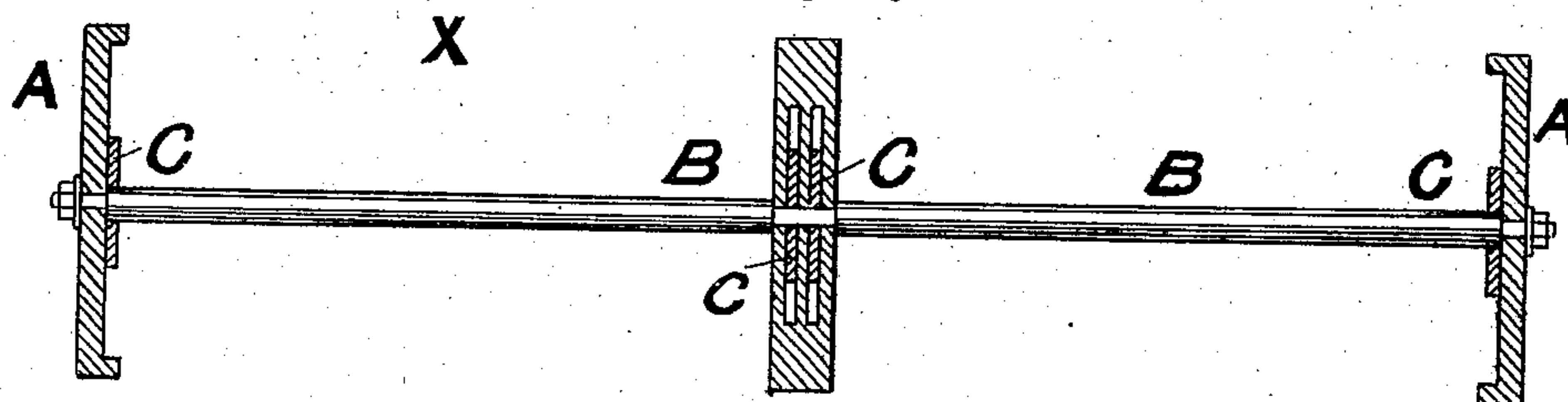


FIG. 3.

WITNESSES.

B. Talham Woodhead
E. Howard.

INVENTOR

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2 SHEETS—SHEET 2.

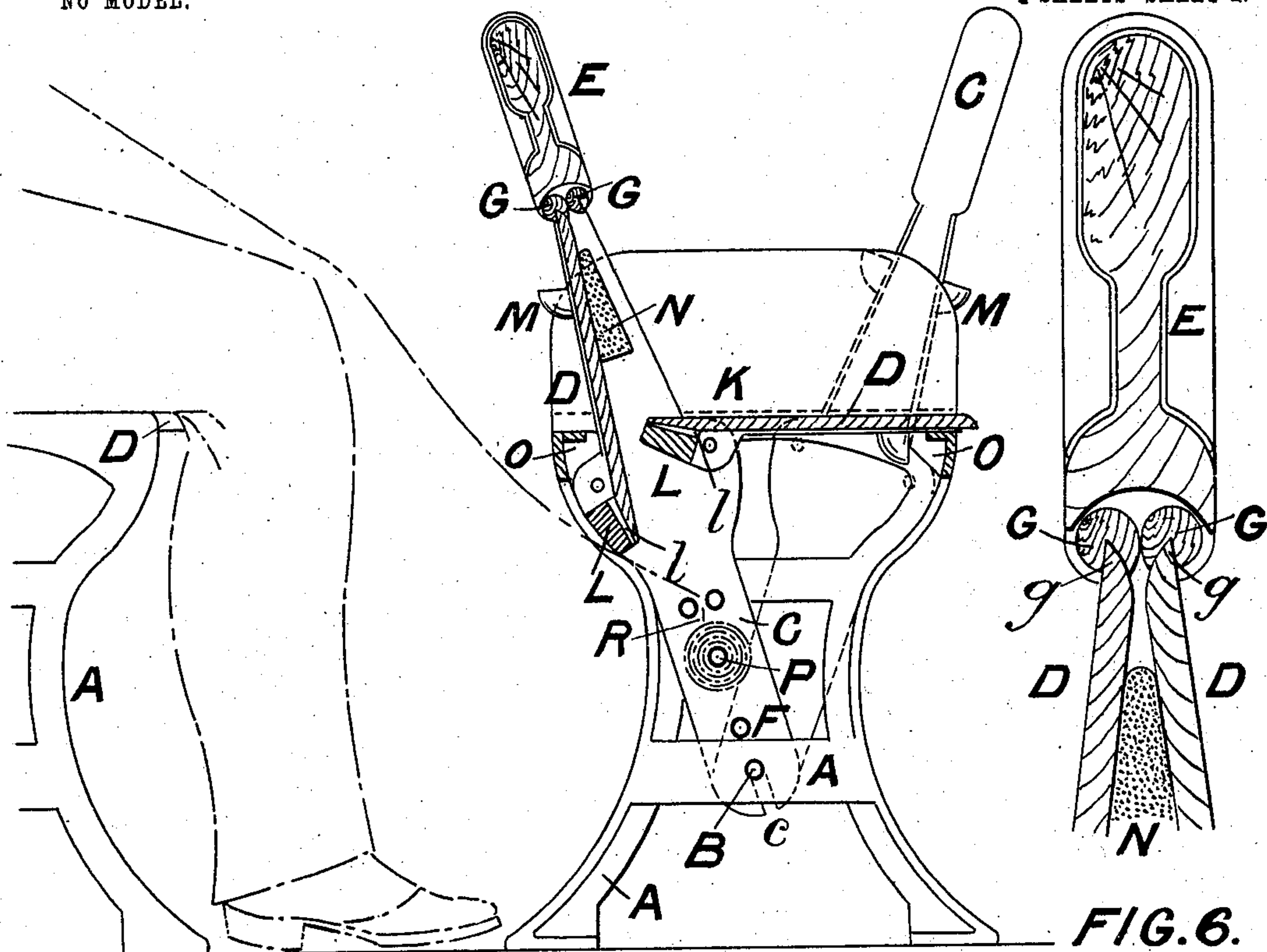


FIG. 4.

FIG. 6.

WITNESSES.
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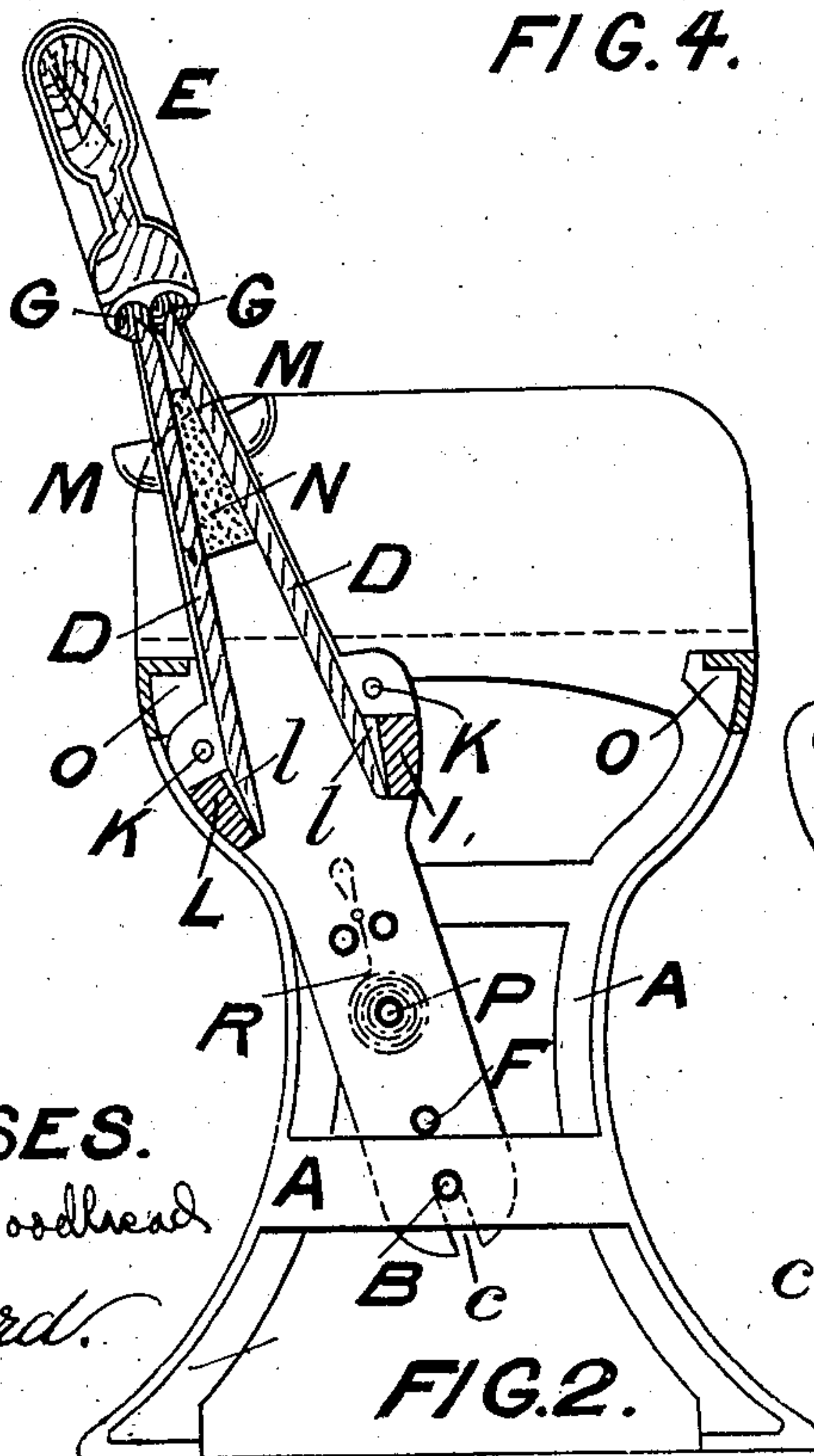


FIG. 2.

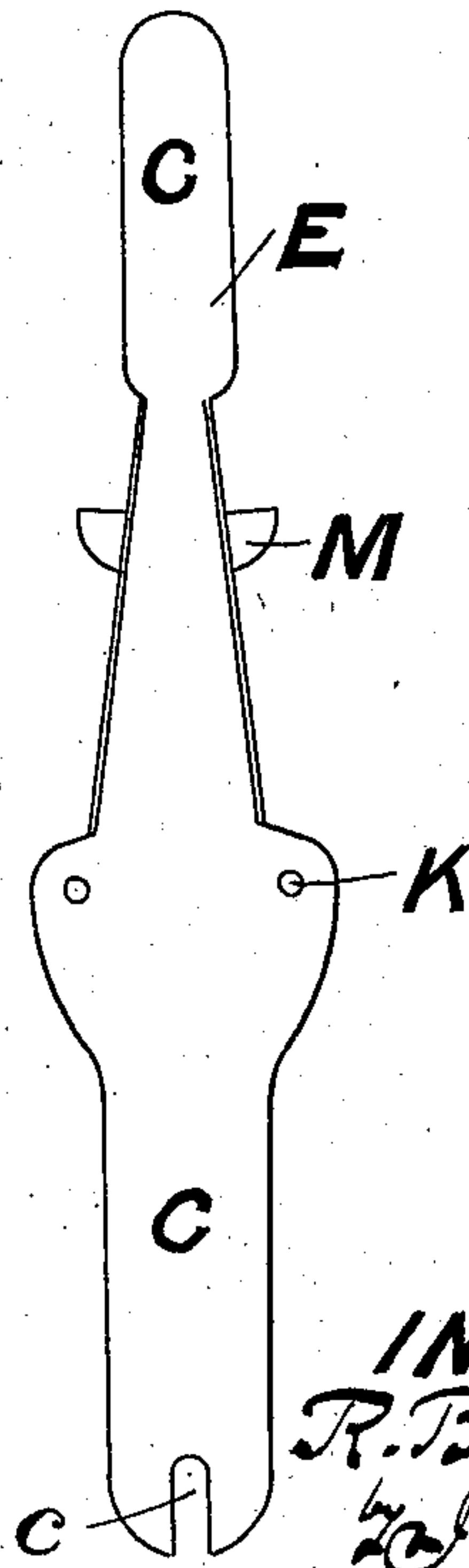


FIG. 5.

INVENTOR.
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UNITED STATES PATENT OFFICE.

ROBERT BILLINGTON, JR., OF BLACKPOOL, ENGLAND.

OUTDOOR SEAT.

SPECIFICATION forming part of Letters Patent No. 742,152, dated October 27, 1903.

Application filed May 25, 1903. Serial No. 158,666. (No model.)

To all whom it may concern:

Be it known that I, ROBERT BILLINGTON, Jr., a British subject, and a resident of Bloomfield Road, Blackpool, in the county of Lancaster, England, have invented certain new and useful Improvements in Outdoor Seats, of which the following is a specification.

This invention relates to seats applicable to tramway-vehicles, ships' decks, gardens, and other outdoor or exposed situations and is designed to provide a seat which will be proof against rain and dust, so as always to present a dry and clean seat, and which will protect the user against pickpockets from the back. It will be fully described with reference to the accompanying drawings.

Figure 1 is a front elevation of seat when not in use; Fig. 2, a vertical section of same on line *x x*, Fig. 1; Fig. 3, a sectional plan on line *y y*, Fig. 1; Fig. 4, a vertical section similar to Fig. 2, showing position of seat when in use; Fig. 5, a side elevation of the parts comprising the seat and back removed from the supporting-frame; Fig. 6, an enlarged sectional detail of the weather-guard G.

The seat is preferably constructed in one, two, or more sections, according to its width, each section being of a width, say, fourteen to sixteen inches to hold one person, though, if desired, each section may be wide enough to hold two or more persons.

The supporting-frame A is constructed of metal or wood, of any desired or convenient shape or design, of sufficient strength and firmness to carry one, two, or more persons and is provided at or near the bottom with a rod, rail, or studs B, upon which side frames C, which carry the seats D and back E, are pivoted so as to move from back to front, or vice versa.

Each section of the seat is provided with two pivoted side frames C, between which a back or back rail E is securely fitted at the top and a tie-rod F at or near the bottom and by which the side frames C are rigidly connected together, forming a rigid frame which can be removed and replaced as required. The side frames C preferably rest upon the pivots B, being preferably supported therein by open slots *c* in their lower ends. Any other means for pivoting them to the frame A may, however, be adopted.

To the side frames C two seats D are pivoted upon rods or pivots K, so that they may assume either an upright position, as in Fig. 2, or a horizontal position, as in Fig. 4. To each seat D is secured a weight L, heavier than the seat, so placed that when the seat is free or not in use it will automatically fly back to the upright position. Thus when not in use the under side of the seat alone is exposed to the weather. When desired for use, the seat is drawn down from the upright to the horizontal position by a handle or knob M, attached to the under side. A channel or channels *l* are formed through the weights L or in any other suitable way to allow any water to flow away.

Above each seat D a weather-guard G is pivoted, which engages the edge of the seat when raised, protecting it and preventing any rain or dust entering behind it to wet or dirty the front surface of the seat. Each weather-guard G is pivoted between the side frames C and is formed with a groove *g*, against which the edge of the seat rests. The pressure or weight of the seat against the one side of the groove causes the weather-guard G to rotate upon its axis and brings the other side of the groove down over the edge of the seat, forming a weatherproof joint. The weather-guard is weighted or eccentrically pivoted to cause it to move back with the seat, so as to be in the proper position to receive the seat when it flies back again.

Between the two seats a buffer N, of rubber or other soft material, is fitted to cushion the seat and prevent concussion or noise when it flies back.

Inside the supporting-frame A is fitted a stop or cushion O, against which the side frames of the seats rest at either side.

Below the seats and also pivoted to the side frames C there is also fitted a spring-roller P, carrying an apron or knee-cover R, which can be drawn out to either side to protect the knees of a person occupying an adjacent seat, as shown in Fig. 4. The apron R when released is automatically drawn back and coiled up again upon the spring-roller P. It is to be understood, however, that the apron or knee-cover R is not essential and may be dispensed with.

Each section of the seat may be used inde-

pendently of the other section and in different positions, as shown in Fig. 4.

Between the two sections of the seat a division-board or partition may be affixed to prevent a garment being caught between the
5 uprights when moved from side to side.

What I claim as my invention, and desire to protect by Letters Patent, is—

1. In a seat the combination with the frame
10 A, the uprights C and pivoted seat D, of the fixed back rail E, affixed to the two uprights C provided with a curved under edge, and a pivoted weather-guard G, with a longitudinal
15 groove *g* which engages and covers the edge of the pivoted seat D, when raised, substantially as described.

2. In a seat constructed with movable reversible frames, the combination with the

frame A, the bar B upon which the side frames are pivoted, the two uprights C piv- 20
oted upon the bar B, the back rail firmly fixed thereto, and the two counterweighted seats D, of the two cylindrical weather-guards G, each provided with a longitudinal groove
25 *g* with which the edge of the seat engages when turned up to prevent rain or wet reaching the inner surface, substantially as described.

In witness whereof I have hereunto signed my name in the presence of two subscribing
30 witnesses.

ROBERT BILLINGTON, JUNR.

Witnesses:

J. OWDEN O'BRIEN,

B. TATHAM WOODHEAD.