

No. 747,957.

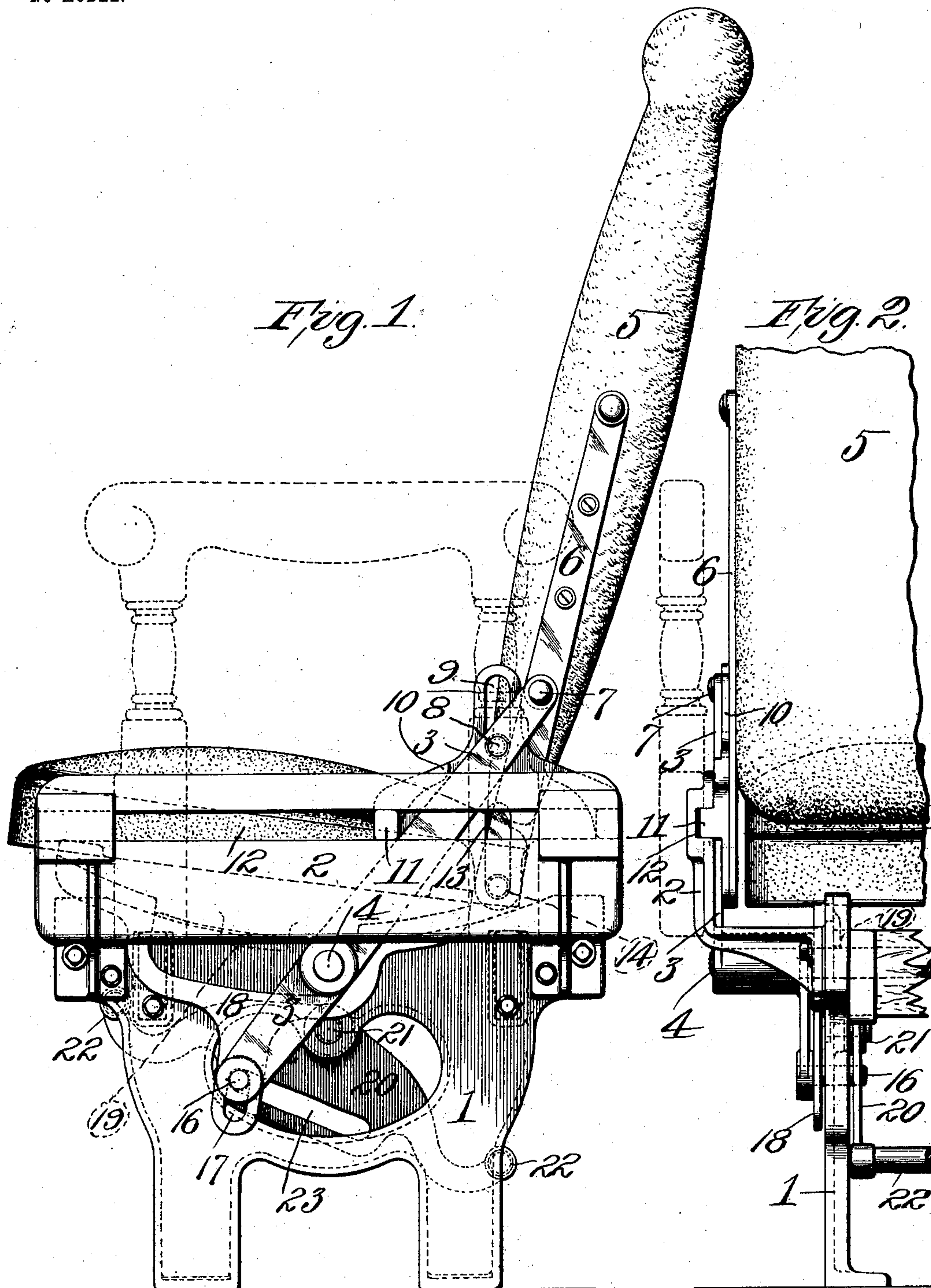
PATENTED DEC. 29, 1903.

F. K. FASSETT.
CAR SEAT.

APPLICATION FILED JAN. 28, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:
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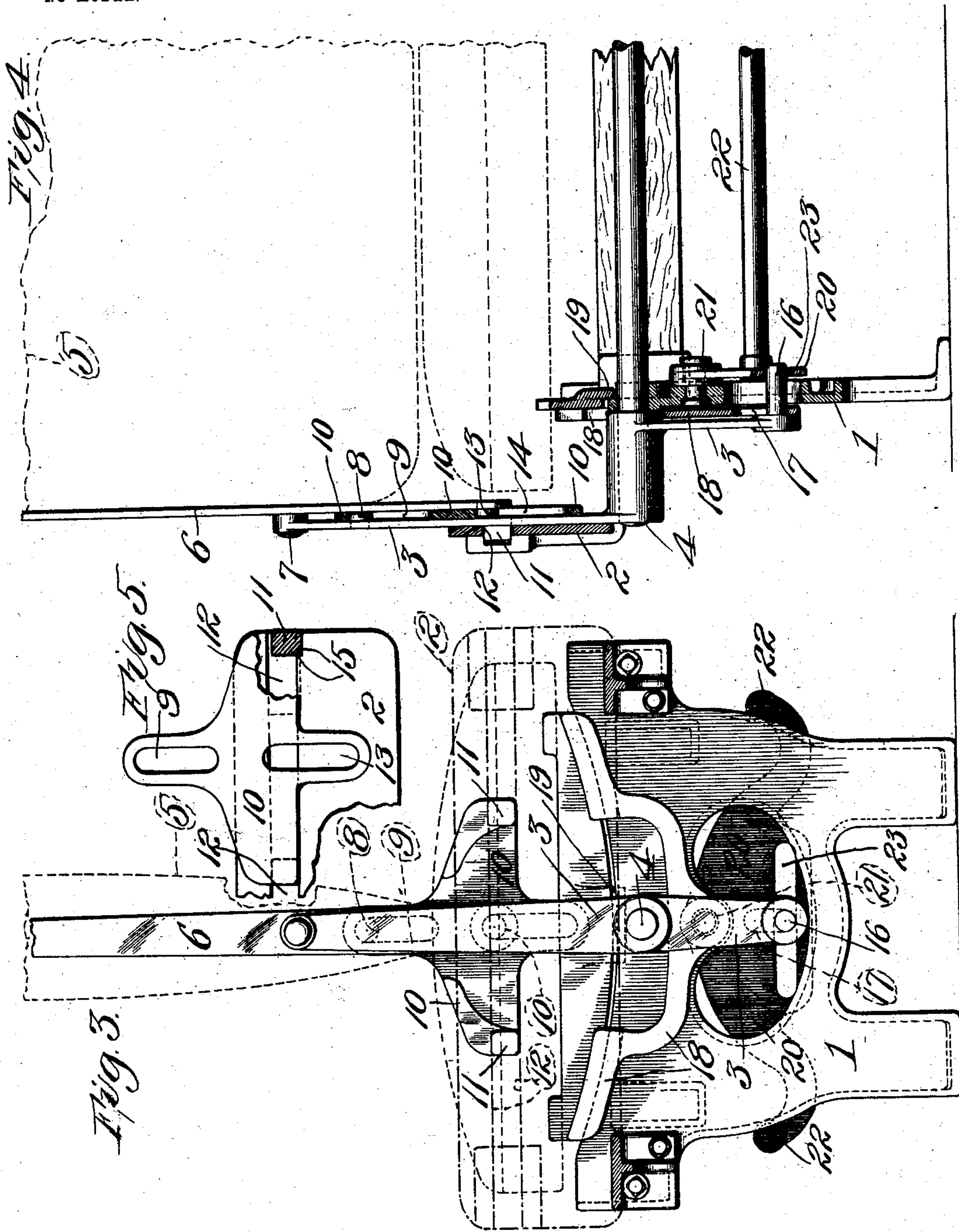
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2 SHEETS—SHEET 2.



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Ralph K. K. K.

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UNITED STATES PATENT OFFICE.

FRANCIS K. FASSETT, OF ST. LOUIS, MISSOURI.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 747,957, dated December 29, 1903.

Application filed January 28, 1903, Serial No. 140,950. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS K. FASSETT, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Car-Seats, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view of my improved car-seat. Fig. 2 is a fragmentary rear elevational view. Fig. 3 is a side elevational view, partly in section, showing the parts in medial position. Fig. 4 is a vertical longitudinal sectional view. Fig. 5 is a detail view of a means for locking the traveling member.

This invention relates to a new and useful improvement in car-seats of that type known as "walk-over" seats, the object being to construct a seat of the character described which is simple, cheap, and easy of assemblage and repair.

My invention consists in the construction, arrangement, and combination of the several parts, all as will hereinafter be described, and afterward pointed out in the claims.

In the drawings, 1 indicates the side standard or support, preferably in the form of a casting, to which is bolted or otherwise secured an outwardly-offset track-casting 2. These castings 1 and 2 are preferably duplicated at each side of the seat, although it is obvious that the casting 1 may be dispensed with next the side wall of the car, in which event the casting 2 will be secured direct to the side wall, and suitable bearings will be provided on the side wall for the pivot-rods, which rods will hereinafter be referred to.

In describing the moving parts it will be understood that such parts are duplicated at each end of the seat.

3 indicates a lever fixedly mounted on a rock-shaft 4 on the casting 1 or the side wall of the car, which lever carries at its upper end the back 5 of the seat. Each end of this back is provided with a strap 6, to which lever 3 is pivotally connected at 7.

8 indicates a stud or roller on the lever 3, which enters a vertically-elongated slot 9 in

a guiding-casting 10, mounted in ways in the casting 2. The manner in which this casting 10 is slidingly mounted in casting 2 is shown in Figs. 1 and 2 and consists of lateral lugs 11, which are received in the horizontally-disposed trackway 12.

13 indicates a vertically-elongated slot in the lower end of casting 10, preferably in vertical alinement with the opening 9, said opening 13 receiving the stud or roller 14, extending from the lower end of the strap 6 on the back of the seat. By referring to Figs. 2 and 4 it will be observed that this strap extends some distance below the back of the seat in order to straddle the bottom portion of the seat, so as to permit the back of the seat to terminate above the rear edge of the bottom portion of the seat for obvious reasons.

The operation of the parts above described is as follows: Assuming the parts to be in the position shown in Fig. 1 and it is desired to reverse the seat, the back is thrown over and in this movement is compelled, because of the pivotal connection 7, to ride in an arc of a circle determined by the lever 3. The pivotal point 7 practically carries the back of the seat and the stud 14 determines the inclination of the seat-back, reversing such inclination in the different positions thereof. The stud 8 forms a connection between the lever 3 and the casting 10, insuring the movement of said casting with the seat-back. In the movement of the seat-back from one position to the other it is obvious that the inclination is gradually changed from its original position to its designed position, the seat-back in the medial position being practically vertical, as shown in Fig. 3. In this movement from one position to the other the operator ordinarily grasps the seat-back above the pivotal connection 7, and consequently this pivotal connection 7 becomes to an extent a fulcrum, the stud 14 in the opening 13 forming to some extent the resistance. If the casting 10 was not held against vertical displacement, the lug 11, which for the sake of convenience in this description we will term the "rearmost" lug, would rise vertically, and I take advantage of this tendency (see Fig. 5) to provide a shoulder 15 at each end of the trackway 12, said shoulder being located in the lower side of the trackway, and when the

seat-back is in either of its two extreme positions the rearmost lug 11 will rest behind the shoulder. This prevents accidental displacement of the seat-back and forms an effective lock for the moving parts under ordinary conditions. This shoulder may be either straight or inclined, as is obvious, and is preferably not deep for obvious reasons, as the lifting tendency of the rearmost lug in moving the said back from one position to the other is relied upon to carry said rearmost lug up over the shoulder.

In seats of this character it is desirable to tilt the seat-bottom at each reversal of the seat-back, throwing the forward edge of the seat-bottom upwardly and outwardly. This I accomplish by providing the lower end of lever 3 with a stud or roller 16, which enters an elongated opening 17 in the lower end of a yoke-shaped saddle 18. This saddle rides on a curved trackway on the upper edge of casting 1 (see Fig. 3) or its equivalent secured to the said wall of the car, said saddle being held against lateral displacement by the arms which are located on the outer face of the casting and also by a lug 19, arranged to bear against the inner face of the casting. (See Figs. 3 and 4.) The seat-bottom is secured to and carried by this saddle-casting and in the movement of the lever 3 is brought back and forth to assume its designed position, as will be well understood. I also provide foot-rests, and as it is of advantage to displace the idle rest under the front of the seat to permit of the introduction of satchels and parcels and the like under the seat I prefer to arrange the foot-rests on a pivoted carrier and connect said carrier with the lever 3, whereby the idle rest under the front of the seat will be moved upwardly at each reversal of the seat, while the rest at the back of the seat will be lowered and placed in commission for use of the occupant in the next adjacent seat to the rear.

20 indicates the pivoted foot-rest carrier, pivoted at 21 to the casting 1 or to a stud extending from the side wall of the car. This carrier has extensions at its extremities in which are mounted the foot-rest bars 22.

23 indicates an elongated opening which receives the stud 16 on the lower end of lever 3. As this lever moves backward and forward, it is obvious that the pivotal foot-rest carrier is rocked vertically, each rocking movement corresponding exactly to the position of the seat-back, placing the foot-rest at the back of the seat in its lowered position and raising the foot-rest at the front of the seat out of the way.

I am aware that minor changes can be made in the construction, arrangement, and combination of the several parts of my device without in the least departing from the nature and principle of my invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a car-seat, the combination with a support provided with a guideway, of a guide-plate non-pivotally mounted in said guideway and traveling therein, a lever whose arc of movement is intersected by said guideway, a seat-back pivoted at one point upon said guide-plate and at another point to said lever, and driving connection between said lever and said guide-plate, whereby said lever serves to throw said seat-back about the latter's pivotal connection upon said guide-plate; substantially as described.

2. In a car-seat, the combination with a support provided with a guideway, and the seat-back, of a lever pivotally connected thereto, said lever having a fixed fulcrum, a traveling member mounted in said guideway and having a slot-and-pin connection with said lever, and a slot-and-pin connection between the seat-back and said traveling member, whereby the inclination of the seat-back in its different positions is determined; substantially as described.

3. In a car-seat, the combination with a relatively fixed locking member, of a seat-back movable across the seat, a movable locking member which coöperates with said relatively fixed locking member to lock said seat-back against accidental movement in a given direction, and connection between said seat-back and said movable locking member whereby upon the application of unrestricted pressure to said seat-back in said given direction said movable locking member is moved to clear said fixed locking member and is maintained in unlocking position until said seat-back has been moved across said seat, and said seat-back is moved in said given direction across said seat; substantially as described.

4. In a car-seat, the combination with a support provided with a guideway having locking-shoulders at its opposite ends, of a guide-plate having separated lugs in said guideway and adapted to coöperate with said locking-shoulders to lock said plate against accidental movement, a lever having a substantially fixed fulcrum and pivoted upon said guide-plate, and a seat-back pivoted at one point to said lever and at another point upon said guide-plate, the said pivotal connection between said guide-plate and said seat-back being at a point non-coincident with the said pivotal connection between said guide-plate and said lever, whereby when pressure is applied to said seat-back said guide-plate is tilted upon one of its said lugs to cause the other thereof to clear its said co-operating locking-shoulder; substantially as described.

5. In a car-seat the combination with a support provided with a guideway, and the seat-back, of a lever, a traveling member connected to said seat-back and provided with a plurality of lugs extending into said guideway, shoulders in said guideway for co-operating with said lugs, pivotal connection

between the lever and the said seat-back, and means whereby connection is made between the seat-back and the traveling member and when the seat-back is reversed, a
5 tendency is exerted on the engaged lug to move it out of engagement with the shoulder; substantially as described.

6. In a car-seat, the combination with a support, of a saddle slidable upon said sup-
10 port and provided with a slot, a seat-bottom-carried by said saddle, a foot-rest carrier pivoted upon said support and having an elongated slot extending longitudinally of said carrier, an operating-lever, and a pin upon

said lever, said pin entering both the said 15 slot in said saddle and the said slot in said foot-rest carrier, whereby upon pivotal movement of said lever said saddle and foot-rest carrier are operated; substantially as described.

20 In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 26th day of January, 1903.

FRANCIS K. FASSETT.

Witnesses:

G. A. PENNINGTON,
GEORGE BAKEWELL.