

No. 772,742.

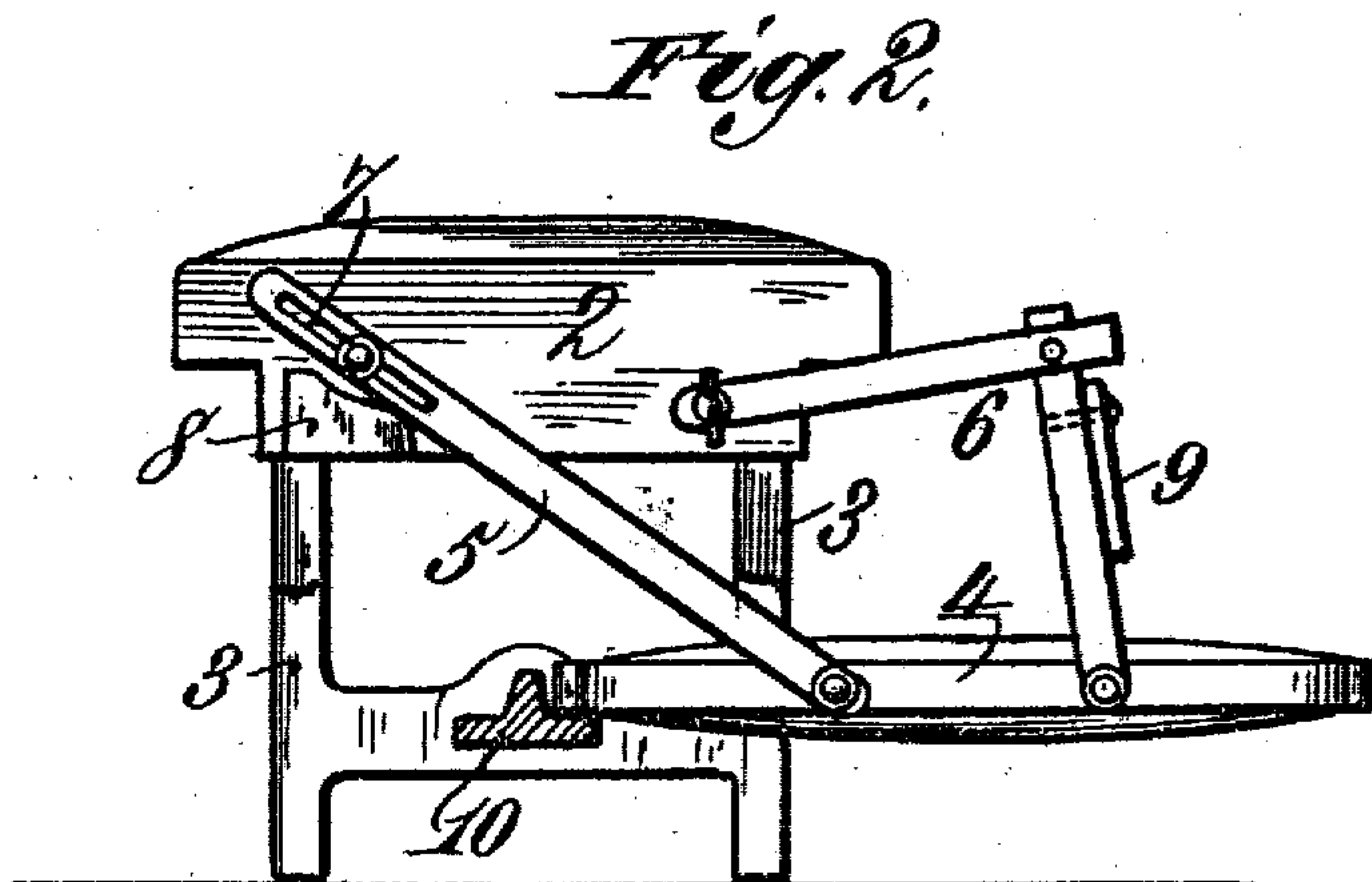
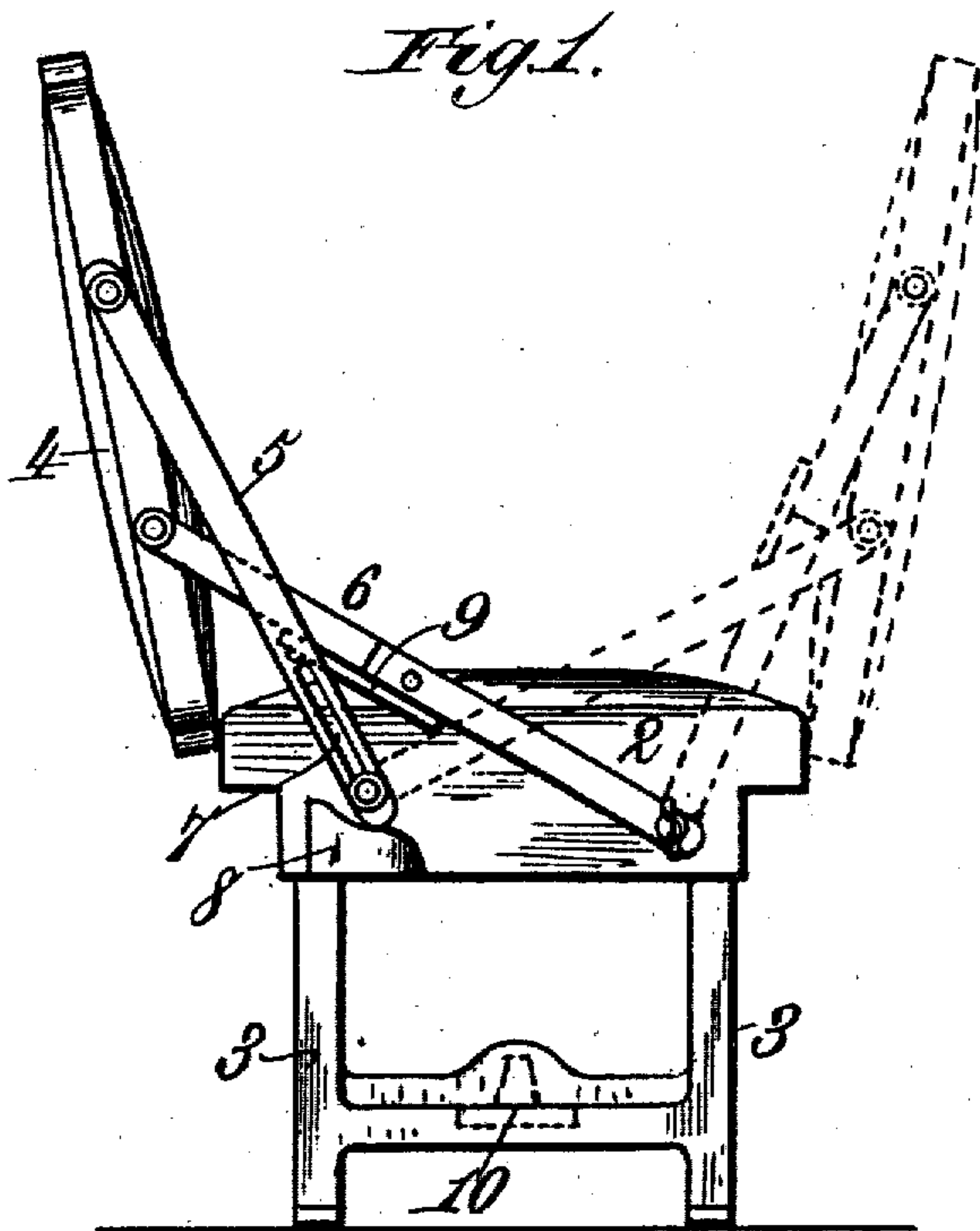
PATENTED OCT. 18, 1904.

J. O'LEARY.
CAR SEAT.

APPLICATION FILED JULY 15, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:
Robert Covatt,
J. B. Keegan

Inventor:
John O'Leary.
By James L. Norris,
Att'y.

No. 772,742.

PATENTED OCT. 18, 1904.

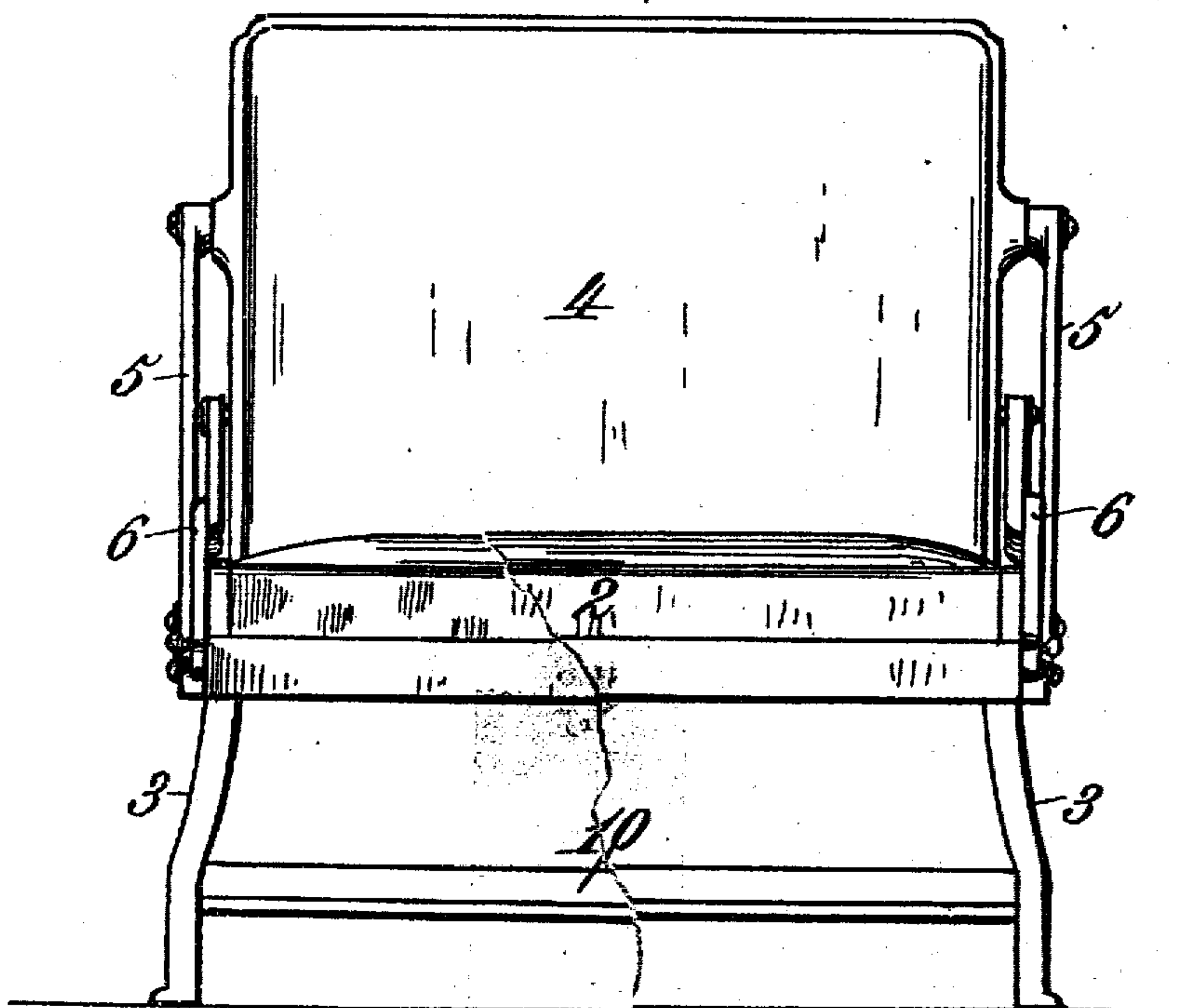
J. O'LEARY.
CAR SEAT.

APPLICATION FILED JULY 15, 1904.

NO MODEL.

2 SHEETS—SHEET 2.

Fig. 3.



Witnesses:
Robert Everett,
J. B. Kiefer

Inventor,
John O'Leary.
By
James L. Torris.
Att'y.

UNITED STATES PATENT OFFICE.

JOHN O'LEARY, OF COHOES, NEW YORK.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 772,742, dated October 18, 1904.

Application filed July 16, 1904. Serial No. 218,716. (No model.)

To all whom it may concern:

Be it known that I, JOHN O'LEARY, a citizen of the United States, residing at Cohoes, in the county of Albany and State of New York, have invented new and useful Improvements in Car-Seats, of which the following is a specification.

This invention relates to what I shall for convenience term a "car-seat," for primarily this is the use to which I intend putting the invention. The seat, however, may be used for other purposes. By my construction I provide a seat wherein the back may be readily reversed and wherein said back can be swung down to a place below the upper surface of the seat-cushion or equivalent part, whereby the latter can be employed with a similar part to uphold a mattress-bottom or equivalent structure, from which it will be apparent that the improved seat is especially adapted for use in sleeping-cars. Said seat has a body portion and a back, connected with which are a link and a toggle, the opposite ends of which are united with the body portion and back at laterally-separated points, whereby the back can be reversed or swung under the seat-section of the body, where it will be out of the way when it becomes necessary to make up a berth.

In the drawings accompanying and forming a part of this specification I illustrate one simple and convenient adaptation of the invention, which I will fully set forth in the following description; but I do not limit myself to the disclosure thus made, for certain changes may be adopted within the scope of my claims succeeding said description.

Referring to said drawings, Figure 1 is a side elevation of a car-seat involving my invention and showing the back thereof by full and dotted lines in its two working positions. Fig. 2 is a similar view, the back being represented as swung down or out of the way to utilize the seat-section as a support for a bed-bottom or analogous element. Fig. 3 is a front elevation of the parts as they appear in Fig. 1 and viewed from the right in said latter figure.

Like characters refer to like parts throughout the several figures.

The car-seat represented includes in its construction a body portion made up of a seat-

section 2 and standards 3, depending from the opposite ends of said seat-section and constituting legs to support the seat-section. The back is designated by 4, and its shape, as well as that of the body portion, is one familiar in car-seats. The improved car-seat may be upholstered or finished in any desirable way. The back 4 is not directly connected with the body portion or seat-section 2 thereof, but is connected therewith through the intervention of links and toggles, two of each of the same being represented and as situated at opposite ends of the seat.

I will now describe the construction and mounting of a link and toggle at one end of the seat, the same description applying to the other parts, which are duplicates thereof.

In Fig. 1 the back 4 is represented in full lines as being at the left of the seat-section 2, one of its normal positions, while it is represented by dotted lines in the other normal position. Pivotaly connected to the end of the back (shown by full lines in said Fig. 1) and at superposed points are the upper ends of the link 5 and the toggle 6, the link being of continuous formation, while the toggle is composed in turn of two links pivotaly or otherwise suitably jointed to each other. It will therefore be apparent that the link and toggle are connected with the back at laterally-separated points. The lower end of the toggle 6 is pivotaly connected with the seat-section 2 of the body portion, while the same applies to the continuous link 5, the lower pivot, however, of said link extending through a longitudinal slot 7 therein for a purpose that will hereinafter appear. When the back is in either of its operative or normal positions, the lower end of the link is adjacent to the upper surface of the stop 8, suitably associated with the seat-section 2 and which under ordinary conditions serves to prevent downward thrusting of said link in order to aid in maintaining the back 4 in a proper position. The upper surface of said stop is of arcuate form, the arc being concentric or substantially concentric with the lower axis of motion of the link, so as to permit the ready swinging of the latter during the reversal of the seat.

When the seat is in its two operative posi-

tions, the toggle 6 is locked. In other words, its two links are maintained in line in a positive manner, and for this purpose I represent a latch 9, pivotally carried by what is shown at the left in Fig. 1 as the upper member or link of the toggle 6, said latch being adapted to swing over the cooperating link to prevent flexion of the toggle during the swinging of the back between its two operative positions.

By the construction described it is only necessary in order to reverse the seat to carry it through a half-revolution in order that what is shown at the left in Fig. 1 as the upper edge of the back will be caused to engage the right side of the seat-section. During this half-revolution or swing of the back the positions of the toggles and links will be reversed, and the same will apply to the two latches 9, so that when the parts occupy the dotted-line position in Fig. 1 the latches will be under the links. During the swing of the back between its two working positions it will be apparent that the two toggles 6 remain locked. The standards 3 are connected below the seat-section 2 by a bar 10, constituting a support for the back when in its ineffective position or when said back is swung down out of the way to permit the seat-section to sustain a mattress or bed-bottom.

To swing the back down into its inoperative position, the latches 9 are operated to unlock the toggles 6, whereby they can be flexed forward at the joints of their links, following which said back can be dropped down straight for a certain distance or until what might be considered its "lower" edge is in line with the bar 10, following which the back is moved to a horizontal position and then is moved inward until what might be considered at this time its "inner" end rests on the bar 10, the latter being somewhat flattened or provided with lateral flanges to constitute an ample bearing-support for the back. As the back is moved inward the links 5 are thrust upward, and by reason of the fact that said links have at what are normally their lower ends longitudinal slots to receive the corresponding pivots such operation is readily permitted. To restore the seat to its normal position, the back is swung back to carry the same from under the seat-section, after which it is moved to a vertical position and then elevated until it reaches its normal position, at which time the latches 9 are swung to their normal positions to lock the two toggles. The toggles and the longitudinally-moving links permit the free swinging down of the back to its ineffective position.

What are normally the lower pivots for the toggles 6 consist of thumb-screws, which when the back is swung down in the manner pre-

viously indicated are utilized to aid in firmly maintaining the back in its shifted position.

Having thus described the invention, what I claim is—

1. A car-seat having a body portion and a back, combined with a link and a toggle, the opposite ends of which are connected with the body portion and back at laterally-separated points.

2. A car-seat having a body portion and a back, combined with a link and a toggle, the opposite ends of which are connected with said body portion and back at laterally-separated points, and a stop to normally prevent downward-thrusting movement of the link.

3. A car-seat having a body portion and a back, combined with a link and a toggle, the opposite ends of which are connected with the body portion and back at laterally-separated points, and means for normally preventing the flexion of the toggle.

4. A car-seat having a body portion and a back, combined with a link and a toggle, the opposite ends of which are connected with said body portion and back at laterally-separated points, means for normally locking the toggle against flexion, and a stop to normally prevent downward movement of the link.

5. A car-seat having a seat-section and a back, combined with a link and a toggle, the opposite ends of which are connected with the seat-section and back at laterally-separated points, and a support for the back located below said seat-section.

6. A car-seat having a seat-section and a back, combined with a link and a toggle, the opposite ends of which are connected with the seat-section and the back at laterally-separated points, and the link being arranged for endwise movement, a stop to normally prevent endwise movement of said link, and means under the seat-section to support the back.

7. A car-seat having a body portion and a back, combined with a link and a toggle, the upper ends of the link and toggle being pivotally connected with the back at laterally-separated points, the lower end of the link being longitudinally slotted, a pivot extending through the slot in the link, a connection between the lower end of the toggle and the seat-section, the connections between the lower ends of the toggle and link being laterally separated, and a support for the back under the seat-section.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN O'LEARY.

Witnesses:

JAMES MCGUIRE,
BARTHOLOMEW MULCAHY.