No. 774,938. PATENTED NOV. 15, 1904.

S. M. CURWEN.

CAR SEAT.

APPLICATION FILED MAY 16, 1904.

NO MODEL.

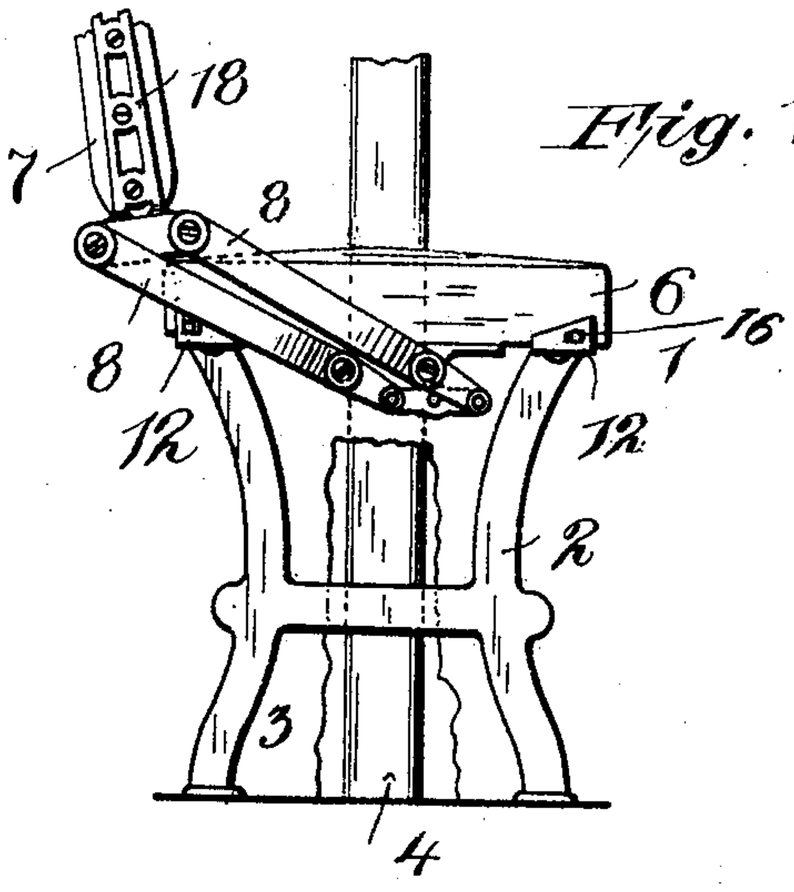

Fig. 1.

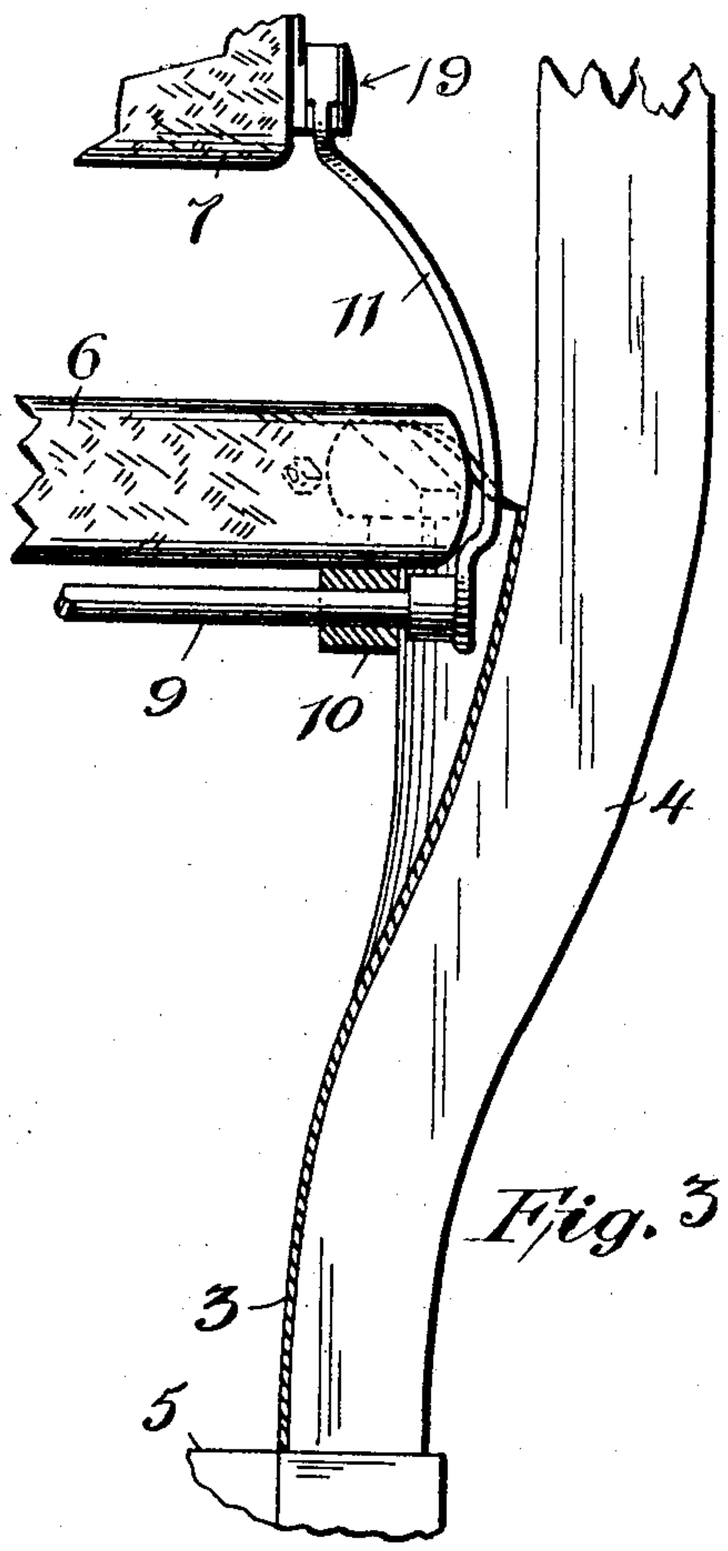

Fig. 3.

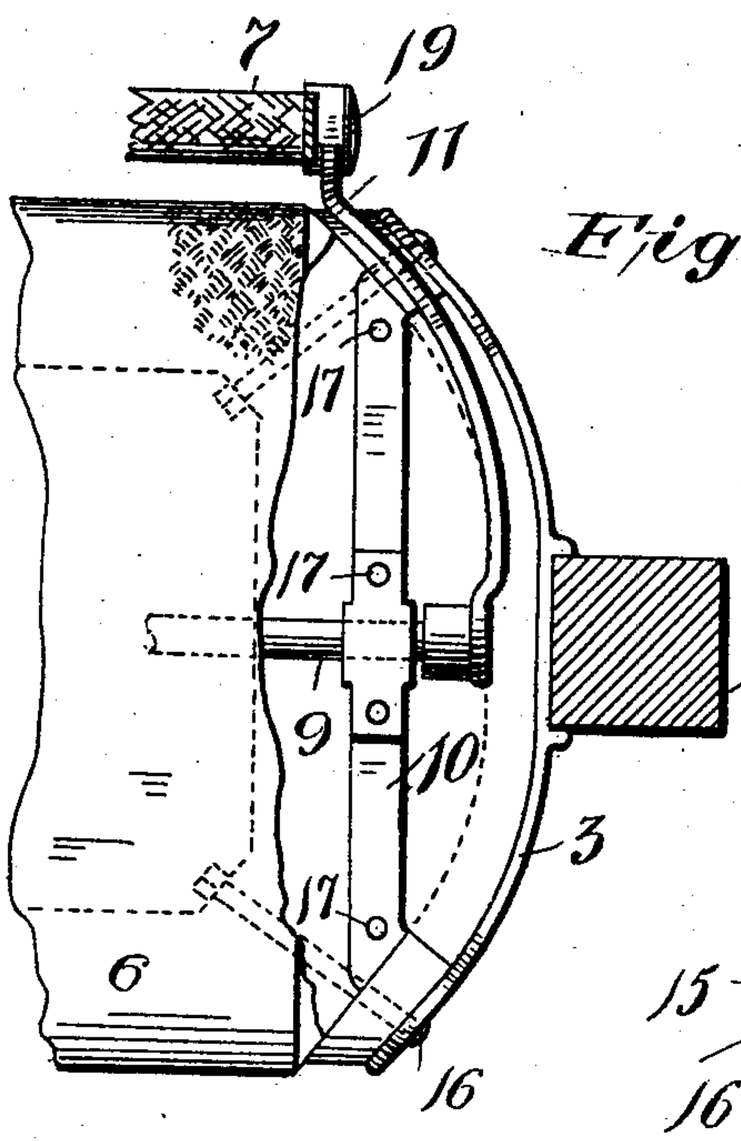

Fig. 2.

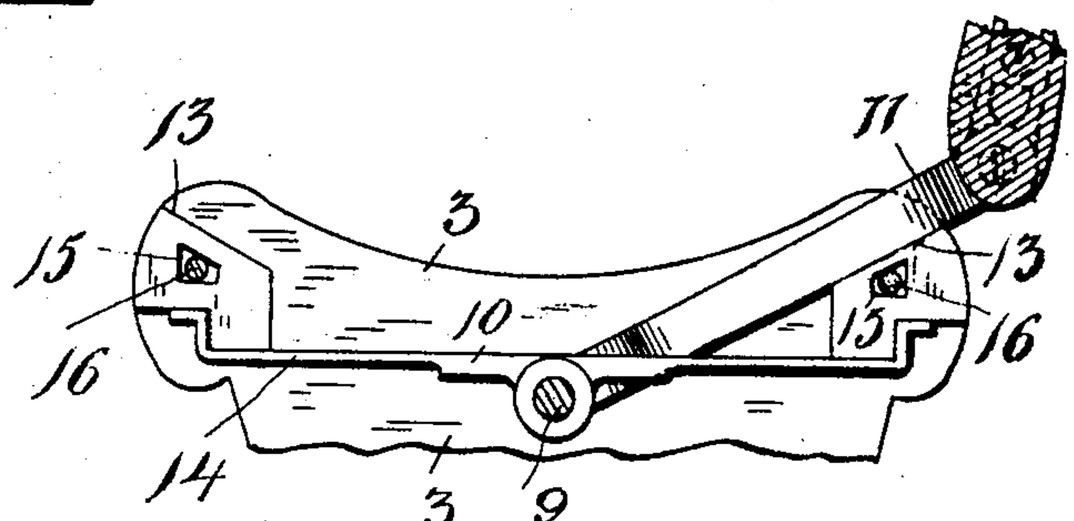

Fig. 4.

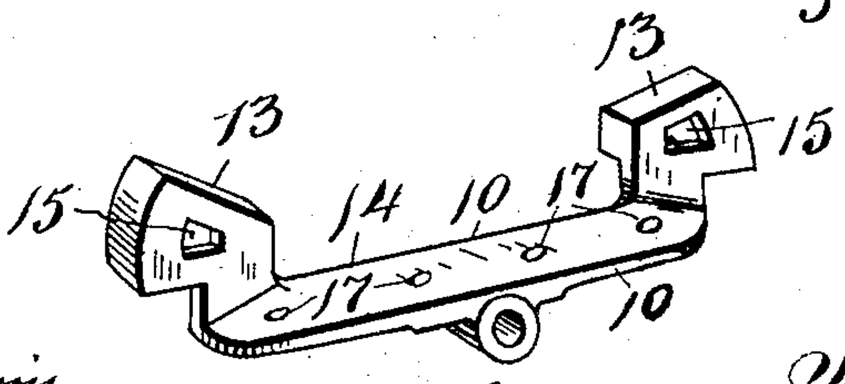

Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

SAMUEL M. CURWEN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO JOHN A. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 774,938, dated November 15, 1904.

Original application filed October 29, 1903, Serial No. 179,105. Divided and this application filed May 16, 1904. Serial No. 208,122.

(No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. CURWEN, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Seats, of which the following is a specification.

This is a divisional application of my copending application, serially numbered 179,105 and filed on or about October 29, 1903. In this parent application are described several embodiments of my invention, one of which, hereinafter set forth, consists in uniting a seat and panel so that a space is left between them in which a back-supporting link may operate.

For a more particular description of my invention reference is to be had to the accompanying drawings, forming a part hereof, in which—

Figure 1 is an end elevation of my improved seat viewed from the interior of the car. Fig. 2 is a plan view of a portion of the seat, parts of the seat being broken away to make the construction clear, and seat-supporting panel, the stanchion being shown in section. Fig. 3 is an elevation of the part shown in Fig. 2, portions being in section and the back shown in the central position which it occupies while being reversed. Fig. 4 is an end elevation of a portion of the seat, showing a single link supporting one end of the back and the means whereby said link is pivoted. Fig. 5 is a perspective view of a pivot-supporting bracket.

Throughout the various views of the drawings similar reference characters designate similar parts.

As the parent application above referred to fully discloses the broad features of this invention and the seat and back supporting mechanism whereby the back is supported by a single link at one end and a plurality of links at the other, it is unnecessary in this case to fully describe and illustrate such a structure, and so this case will be restricted to the particular improvement with which it relates.

The seat 1 is supported at one end by any suitable support, such as legs 2, and at the other end by a panel 3, which rests against the stanchion 4 and on the floor 5 of the car in the usual manner. The seat-cushion 6 may or may not be made to shift in unison with the back 7 when the seat is reversed, but is preferably made fixed, as shown. At one end of the back 7 are a plurality of supporting-links 8, which are pivoted as described in my copending application above referred to and are united, as therein set forth, through a rod 9, pivoted in a bracket 10, with the link 11, which supports the other end of the back 7. Stops 12 limit the movement of the links 8, as shown in Fig. 1, and the movements of the link 11 are limited by stops 13, which are made integral with the bracket 10, which supports one end of the rod 9.

The bracket 10 comprises a centrally and horizontally disposed web 14, which is turned up at its ends and slightly offset, as shown in Fig. 2, to form the stops 13, and in the stops 13 are perforations 15, through which bolts 16 pass to unite the cushion 6 with the panel 3.

The end of the cushion 6 is curved so as to be substantially parallel with the upper edge of the panel 3, whereby an open space is reserved between them in which the link 11 may operate between the stops 13 without interfering in any way with either the seat-cushion or the panel.

To further hold the bracket 10 in place, screw-holes 17 may be provided, through which screws may be passed to secure this bracket more firmly to the frame of the seat 6. However, these holes are not necessary, as the screws may be dispensed with, if desired.

From the foregoing the advantages of my improved structure will be readily understood.

Heretofore walk-over car-seats have been provided with a plurality of supporting-links at each end similar to the links shown in Fig. 1. By examining said figure it is obvious that the ends of the links 8 which are pivoted to the T-iron 18 at the end of the back are pivoted out of the plane of the back, so that the links are in a plane or surface perpendicular to the plane of the back and are parallel to each other and separated in a seat of the usual size by a distance of several inches. This structure

from its nature cannot be compact and necessarily occupies a great deal of space. In the structure shown in Fig. 2 of this application it is obvious that the single link 11 is pivoted at its upper end 19 in the plane of the back 7, so that a very compact structure is formed and the link 11 can operate close to the panel 3, whereby valuable seating-space is saved in the car. This result would be impossible if two links were employed at the end next the seat-panel. While this form of seat is applicable for many purposes, it is particularly adapted for use in convertible cars where it is necessary to have a center aisle for winter use and easy access to the seats between the stanchions when the car is open for summer use, because the requirements are such that the back-supporting links should not extend a material distance above the cushion so as to interfere with the center aisle, yet they must always hold the back so as to be readily reversed.

In view of the above it is obvious that the essence of the invention in this case is in providing a seat supported at one end close to the panel and having one end of the back supported by a single link which moves between the end of the seat and the panel when the seat is reversed, and while I have shown and described only one structure for accomplishing this result all others employing this idea come within the scope of my invention.

What I claim is—

1. In a car-seat or similar device, a seat with a curved end, a curved panel adjacent to said end, a back, a single link supporting one end of said back, and adapted to move between said end and panel when the seat is reversed, and means for supporting the other end of said back.

2. In a car-seat or similar device, a curved panel, a seat provided with a curved end situated adjacent to said panel, stops separating said seat and panel, a back, a link supporting one end of said back and pivoted so as to move between the end of said seat and panel when the seat is reversed, and rest on one or the other of said stops at the limit of its movement, and means for supporting the other end of said back.

3. In a car-seat or similar device, a curved panel supporting one end of said seat, a single link pivoted so as to move between said panel and curved ends of said seat, a back supported at one end by said curved link and means for supporting the other end of said back.

4. In a car-seat or similar device, a curved panel, a seat with a curved end, a bracket with stops fixed to said seat and panel, a single link pivotally supported by said bracket, a back pivotally supported by said link, and means for supporting the other end of said back.

5. As an article of manufacture, a bracket for pivotally supporting a link which comprises a single horizontal web and offset vertically-disposed webs terminating so as to form stops which are adapted to limit the movement of a link.

Signed this 13th day of May, 1904.

SAML. M. CURWEN.

Witnesses:
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TERRENCE MCCUSKER.