No. 775,528. PATENTED NOV. 22, 1904.

F. K. FASSETT.

CAR SEAT.

APPLICATION FILED JAN. 11, 1904.

NO MODEL.

Fig. 1.

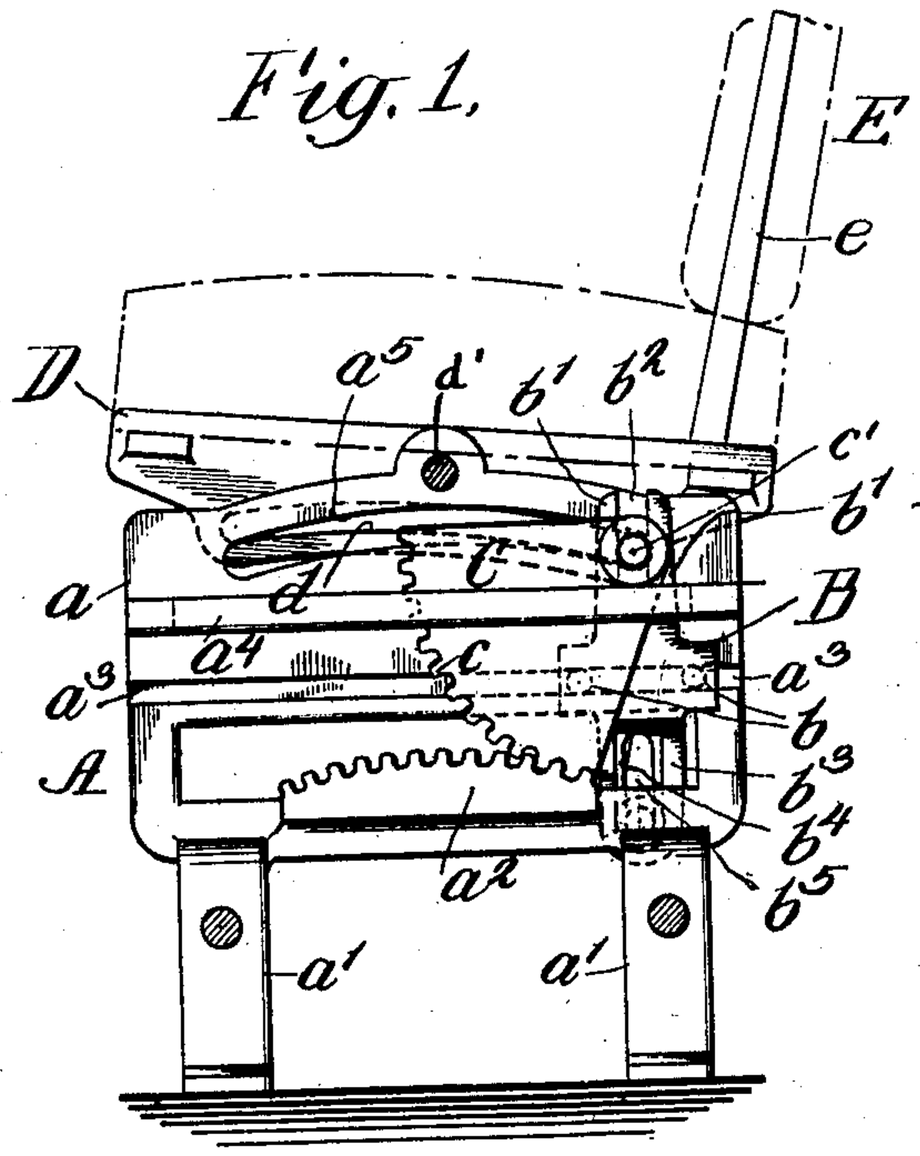


Fig. 2.

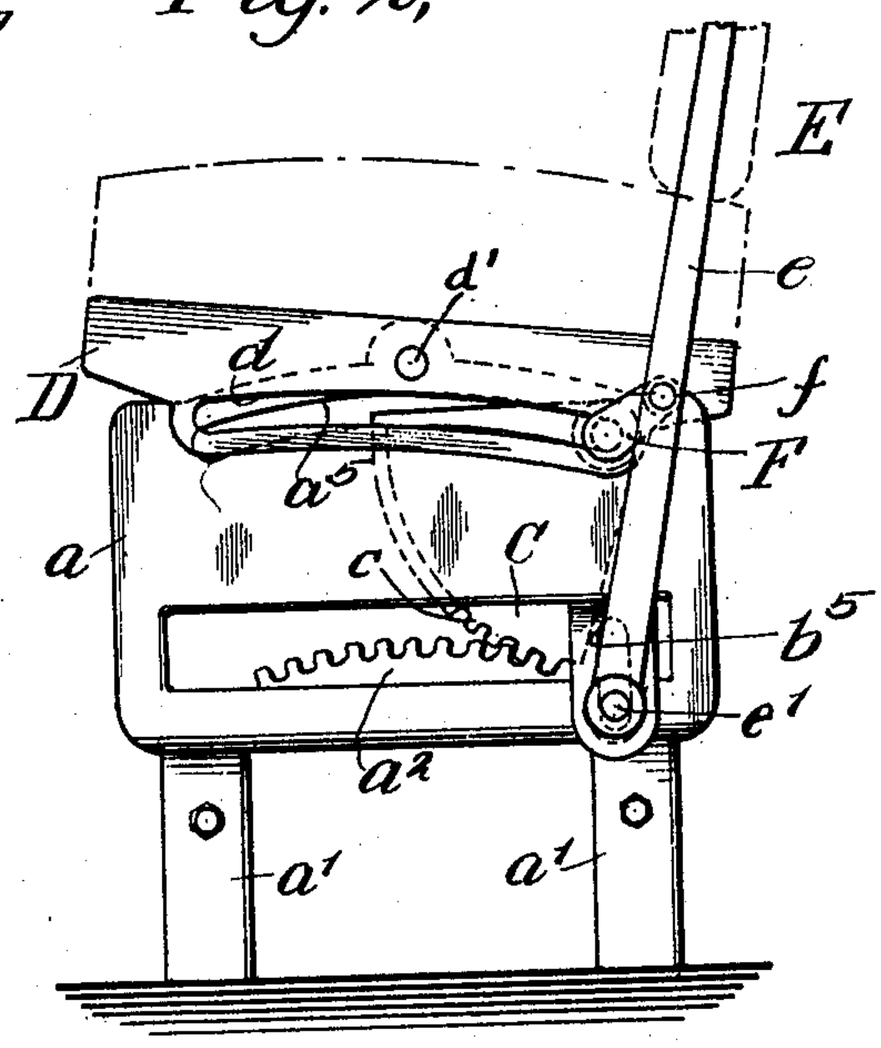
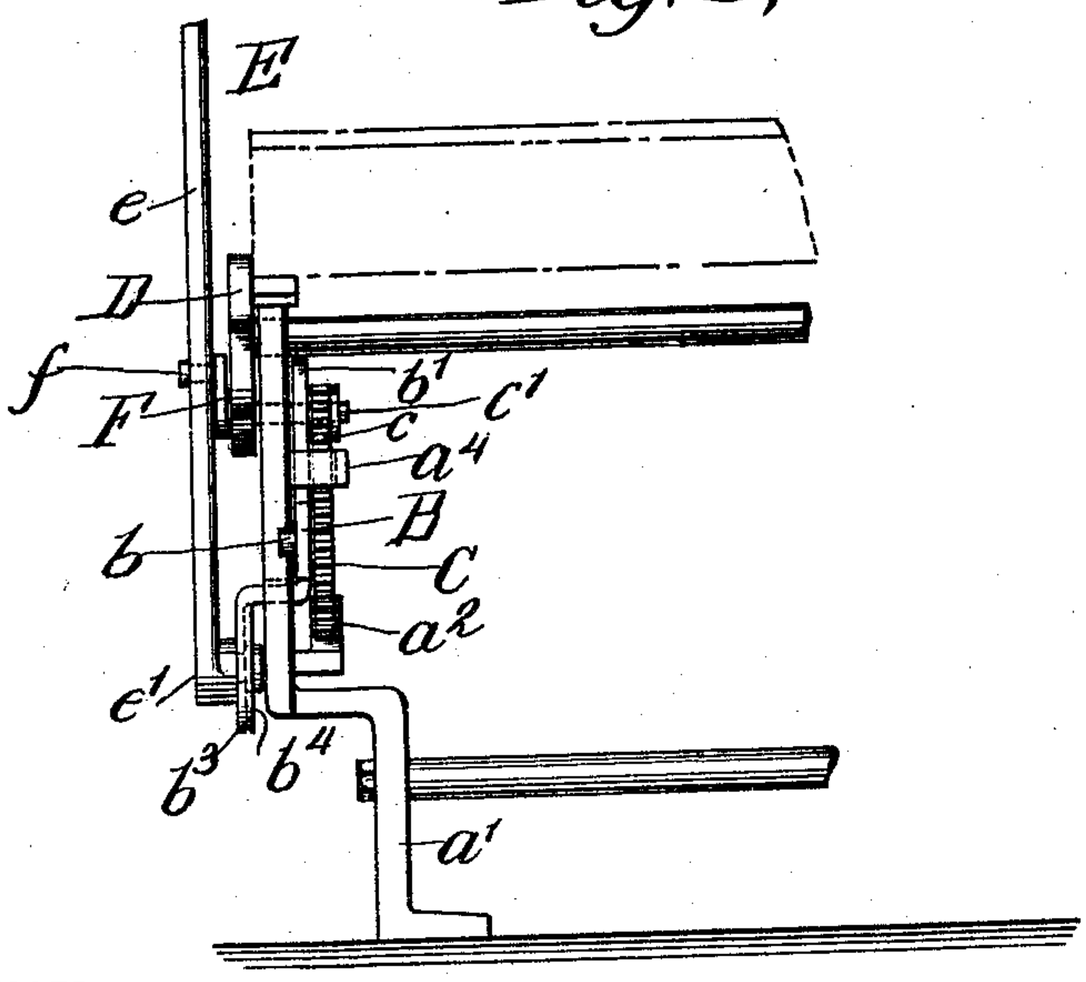


Fig. 3.



WITNESSES:

~~Harry Goss.~~

I. McIntosh

INVENTOR

Francis K. Fassett

BY

J. P. Edmonds

ATTORNEY

No. 775,528. Patented November 22, 1904.

UNITED STATES PATENT OFFICE.

FRANCIS K. FASSETT, OF ST. LOUIS, MISSOURI, ASSIGNOR TO SANFORD G. SCARRITT, OF ST. LOUIS, MISSOURI.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 775,528, dated November 22, 1904.

Application filed January 11, 1904. Serial No. 188,617. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS K. FASSETT, a citizen of the United States, and a resident of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Car-Seats, (Case C,) of which the following is a specification.

The object of the invention is to provide a seat having a back capable of reversal from one side of the seat-cushion to the other, with its lower edge always in proximity to the cushion, and supporting and reversing mechanism intermediate of the frame and the back whereby the latter may be moved smoothly and evenly from one facing direction to the other, this movement being utilized, if desired, to cant or shift or both cant and shift the cushion so that the forward edge thereof shall in either operative position of the seat be higher than the rearward edge.

In carrying out the invention I prefer to employ in combination segmental racks and a sliding guide-plate at each end of the seat, and to these the seat-back or an appurtenance thereof is so connected that pressure applied to such back will operate both said racks and said plates to assure the even and continuous movement of the back from one facing direction to the other, both ends of the back being moved simultaneously to prevent wrenching strains, which would prove destructive in the operation of the seat.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a vertical section, and Fig. 2 a side elevation, of one end of a car-seat employing my invention; and Fig. 3 is an end elevation.

Referring to the drawings, in which similar letters denote corresponding parts and in which, since both ends of the seat may be the same in construction and operation, I have shown the mechanism of but one end, A designates the seat-frame, having the end plate a and legs a', the latter being preferably considerably inward of said plate. Secured to or formed integral with the inner face of the end plate a is a segmental rack a^2, the purpose whereof will presently appear. Formed also in the inner face of the plate a is a guide-groove a^3, and with this coact pins or studs b, carried by a guide-plate B, having an upwardly-extending portion b', provided with vertical slot b^2 and a lower outwardly-extending portion b^3, provided with vertical recess b^4 and slot b^5.

C designates an angular sector, the curved periphery whereof is provided with teeth c, meshing with the teeth of the segmental rack a^2. This sector is pivotally mounted, by means of pin c', which passes through the vertical slot b^2 in the guide-plate B, through a segmental slot a^5 in the end plate a, and through a similar segmental slot d, formed in the cushion-carrying rocker D, for the purpose presently to be explained. If desired, the plate a may carry a retaining-rod a^4, coacting with said sector to preclude its displacement.

E designates the back, here shown as carried at each end upon an arm e, the lower end whereof is pivoted at e' in the recess b^4 and slot b^5, formed in the lower outwardly-extending portion b^3 of the guide-plate B.

F designates a lever the upper end whereof is pivoted to the back arm e by pin f, its lower end being secured to the pin c', which passes through the slots d, a^5, and b^2 and is secured to the sector C at its opposite end.

The cushion-carrying rocker D, if adapted to cant only, may be pivoted, as at d', to the end plate a. Also, if desired, the external face of said plate may be provided with a rib (or with lugs near each end answering the same purpose) for coaction with one or the other end of such rocker in either of the operative positions thereof.

In operation pressure is applied to the back to reverse it from one facing direction to the other and to simultaneously move the seat correspondingly, if desired. In the movement of the back the guide-plates B traverse the slots a^3, and simultaneously the sectors C coact with the racks a^2, each of the back arms e being therefore guided at two separated points and both points necessarily moving in unison. As the back reaches the perpendicular the pins e' reach their highest point in the slots b^5 and the levers F lie in substantial alinement with

the back arms *c*. In the extreme (reversed) position the pins *c'* reach the ends of the slots a^5 and the pins *c'* the lowest points of the slots *b'* simultaneously with the rockers which have been canted during the movement come to rest, further motion being precluded by the coaction of the pins *c'* and the ends of the slots *d* and, if desired, by the stops or ribs carried by the external faces of the end plates *a*.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-seat, the combination with a frame having a groove, of a guide-plate coacting therewith, a back connected with said guide-plate and a toothed sector movable relatively to said guide-plate and coacting with said plate and with a fixed rack carried by said frame, substantially as described.

2. In a car-seat, the combination with a frame having a groove, of a guide-plate coacting therewith, a back connected with said guide-plate, a toothed sector coacting with a fixed rack carried by said frame and a relatively movable connection between said sector, said guide-plate and said back, substantially as described.

3. In a car-seat, the combination with a frame having a segmental slot and a groove, of a guide-plate coacting with said groove, a back connected with said guide-plate, a toothed sector coacting with a rack carried by said frame and a connecting device between said sector, said guide-plate and said back, said device extending through the slot in said frame, substantially as described.

4. In a car-seat, the combination with a frame having a segmental slot and a groove, of a cushion-carrying rocker mounted in said frame and also having a segmental slot, a guide-plate coacting with the groove in said frame, a back connected with said guide-plate, a toothed sector coacting with a rack carried by said frame and a connecting device between said sector, said guide-plate and said back, said device extending through the segmental slots in said frame and rocker, substantially as described.

5. In a car-seat, the combination with a frame having a groove, of a guide-plate coacting therewith, a back and a movable connection between the same and said guide-plate and a lever pivoted at one end to said back above said connection and at its other end to said guide-plate, substantially as described.

6. In a car-seat, the combination with a frame having a groove, of a guide-plate coacting therewith, a back and a connection between the same and said plate, a toothed sector coacting with a rack carried by said frame, a pin carried by said sector and movably connected with said guide-plate and a lever connected at one end with said pin and at the other end with said back, substantially as described.

This specification signed and witnessed this 5th day of January, 1904.

FRANCIS K. FASSETT.

Witnesses:

L. NORK,

I. MCINTOSH.