

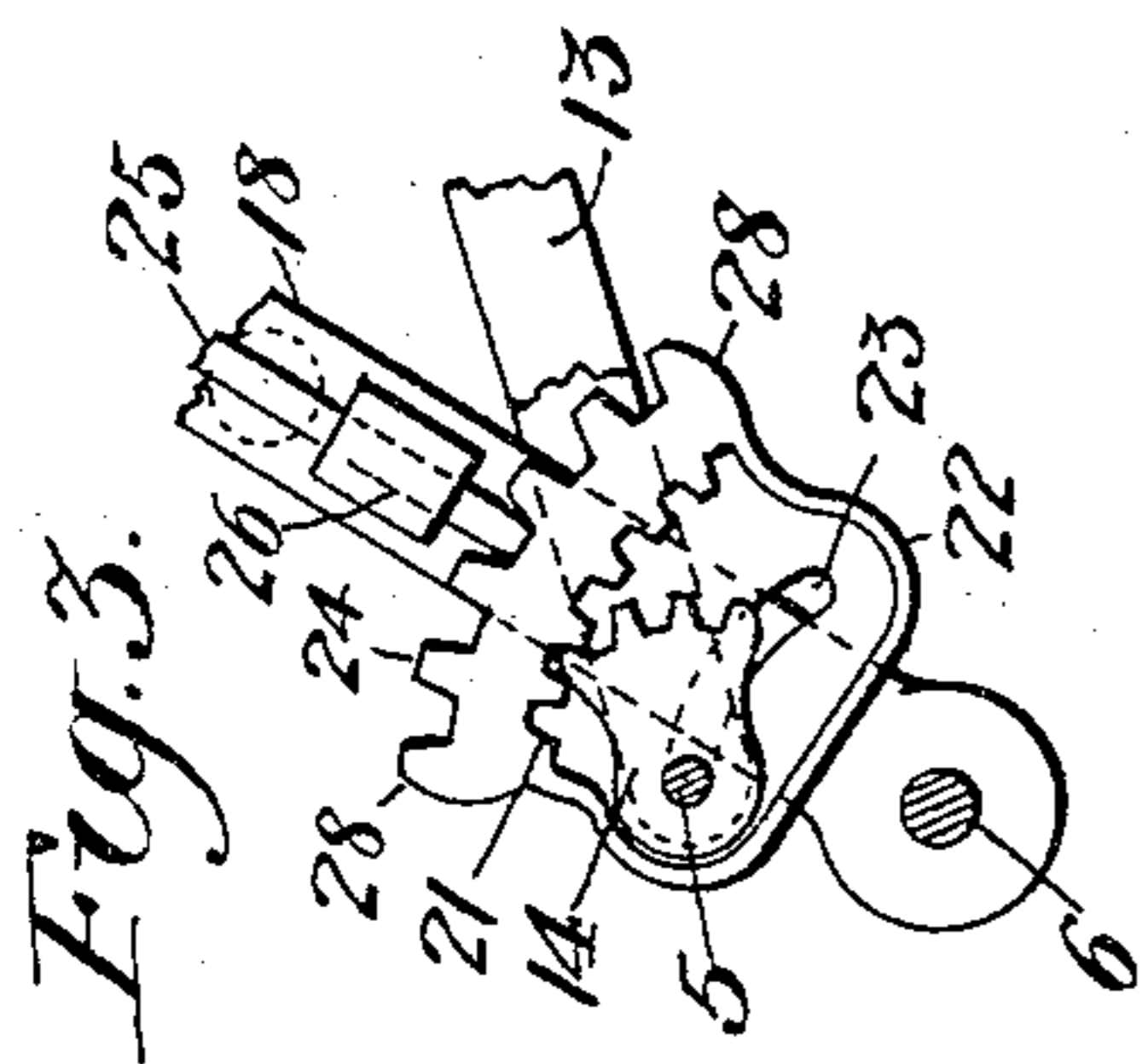
No. 784,429.

PATENTED MAR. 7, 1905.

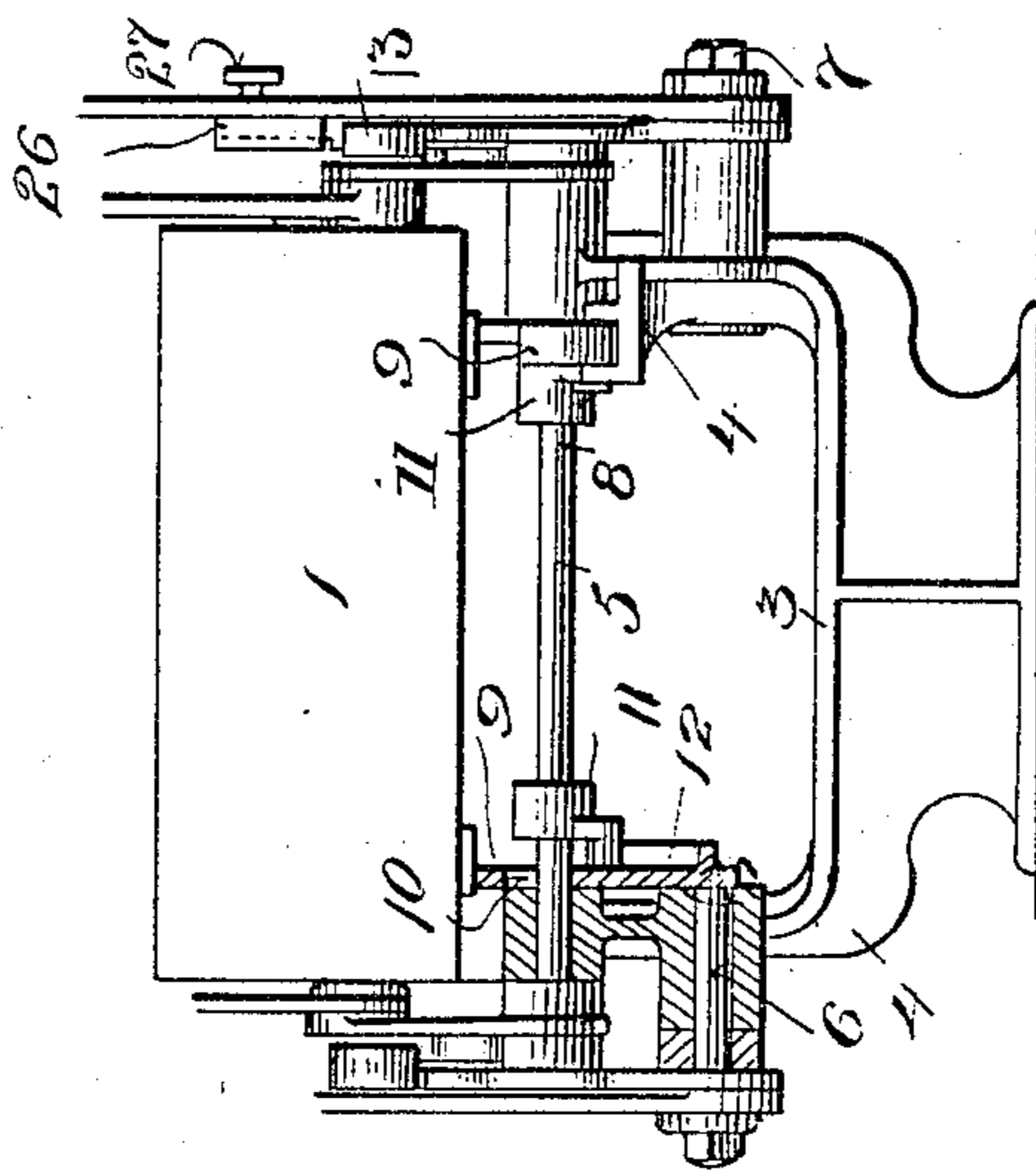
C. K. PICKLES.

CAR SEAT.

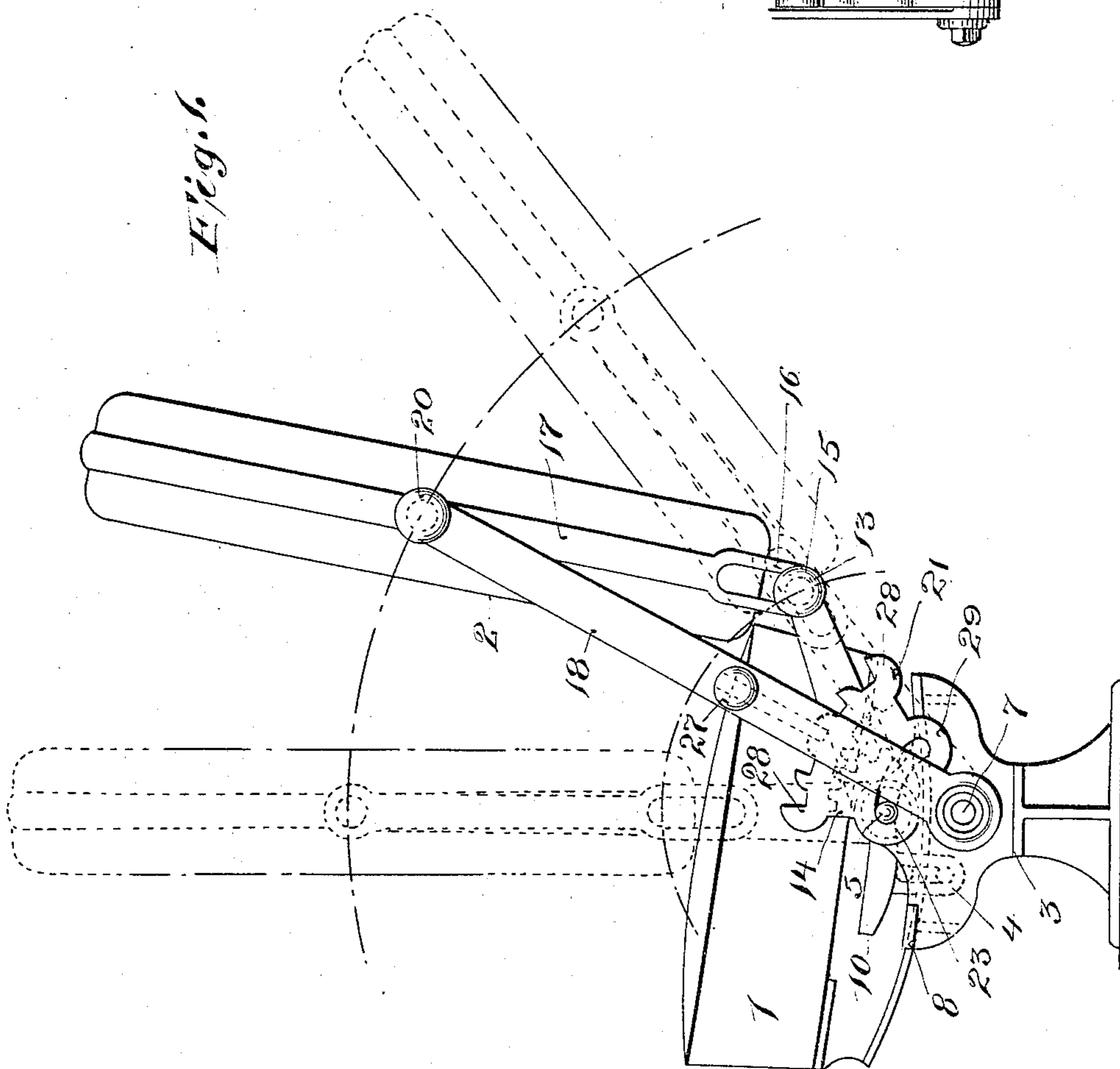
APPLICATION FILED JULY 22, 1904.



*Fig. 2.*



*Fig. 1.*



Witnesses  
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Inventor  
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# UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR  
TO JOHN A. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 784,429, dated March 7, 1905.

Application filed July 22, 1904. Serial No. 217,645.

*To all whom it may concern:*

Be it known that I, CHARLES K. PICKLES, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

The object of my invention is to provide a walk-over back for a car-seat, which back may be inclined at certain definite and predetermined angles to the seat-cushion, as may be desired to suit the comfort or convenience of the occupant of the seat. This object is accomplished by means of the mechanism hereinafter disclosed, which sets forth one embodiment of my invention.

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

Figure 1 is a side elevation of a seat provided with my improvements. Fig. 2 is an end elevation of the same, certain parts being shown in cross-section. Fig. 3 is a detail view showing a portion of the said reversing mechanism.

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

The seat comprises a cushion 1, a back 2, and a support 3. The support 3 is provided with upwardly-extending arms 4, in which are pivoted a shaft 5, and similar shafts or studs 6 and 7 are mounted in said arms below the shaft 5 and in the same vertical plane.

The upper extremities of the arms 4 terminate in slideways 8, in which rest the curved brackets 9, which support the cushion 1. These brackets are slotted at 10, so as not to in any way interfere with the shaft 5. Small crank-arms 11 are fixed to the shaft 5 and engage certain ribs 12, integral with the brackets 9, so that these brackets are shifted in unison with the rotation of the shaft 5.

The ends of the shaft 5 are each provided with a link 13. Concentric with the shaft 5 and integral with each link 13 is a pinion 14, the purpose of which will appear below. The free end of the link 13 is provided with a pin

or lug 15, which engages the slotted end 16 of a rod 17, which is fixed to the edges of the back. Links 18 are pivotally mounted so as to turn on or with the studs or shafts 6 and 7, respectively, as may be desired, and these links 18 extend to the middle or near the middle of the edge of the back 2, where they are pivotally connected with the bar 17 by means of a pivot 20.

Annular gears 21 are mounted on the same studs 6 and 7 as the links 18 and are made to mesh with the spur-gear 14, as indicated in Figs. 1 and 2. If desired, this annular gear may be enlarged, as indicated at 22, so as to incase the end of the shaft 5 and the end of the link 13, or it may be slotted, as shown at 23, so that the end of the shaft 5 is exposed through the slot, and the shaft 5 then forms a stop to limit the movement of the gear 21 and the link 18, as will appear below. This is the preferable construction. The outer periphery of the gear 21 is provided with ratchet-teeth 24, which are engaged by a spring-actuated pawl 25, which slides in a casing 26, integral with the link 18, and is controlled by a handle 27, which slides through a slot in said link. The teeth at the limits of the ratchet 24 are enlarged, so as to form stops 28. Normally the pawl 25 rests between the central teeth of the ratchet 24; but when it is desired to tilt or recline the back, as indicated in dotted lines in Fig. 1, this may easily be done by simply releasing the pawl from the center teeth and removing it to the tooth 28, which forms a stop, as above stated.

From the foregoing the operation of my improved device will be readily understood.

To be in the position indicated in Fig. 1, the seat is reversed by merely shifting the back. This causes the links 18 and 13 to move in unison through the gears 14 and 21 and shafts 5, and also tilts the seat-cushion 1 at the proper angle to the cranks 11 and the ribs 12 on the bracket 9.

It is obvious that many other modifications of my invention may be made which embody this substance, although changing its form, so that I do not regard it as limited to the precise construction as herein set forth, but

consider all structures as equivalent which come within the scope of the annexed claims.

Having thus described my invention, what I claim is—

- 5 1. In a walk-over car-seat or similar device, a back, links supporting said back provided with spur and annular gears, and means for tilting said back at various angles to the seat.
- 10 2. In a walk-over car-seat or similar device, a back, links for supporting said back, a spur and an annular gear secured to said links, a pawl secured to one of said links, and teeth integral with one of said gears, adapted to be engaged by said pawls.
- 15 3. In a walk-over car-seat or similar device, a back, links supporting said back, said links being provided with spur and annular gears, ratchet-teeth attached to said annular gear, and a pawl on one of said links adapted to en-  
20 gage ratchet-teeth on said annular gear.
4. In a walk-over car-seat or similar device,

a back, links supporting said back, a spur-gear attached to one of said links, an annular gear mounted concentric with another of said links, and a pawl adapted to hold the annu- 25  
lar gear with the link with which it is concentric.

5. In a walk-over car-seat or similar device, a back, links supporting said back, one of said links being mounted on a shaft, and provided 30  
with a spur-gear, and another of said links being mounted on a stud, an annular gear concentric with the link, mounted on a stud, and connected therewith by a pawl, and means for permitting said shaft to project through a por- 35  
tion of said annular gear, and act as a stop to limit its movement.

Signed this 20th day of July, 1904.

CHARLES K. PICKLES.

Witnesses:

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WM. J. FERDINAND.