No. 894,227. PATENTED JULY 28, 1908.

C. K. PICKLES.

CAR SEAT.

APPLICATION FILED APR. 2, 1906. RENEWED MAY 29, 1908.

3 SHEETS—SHEET 1.

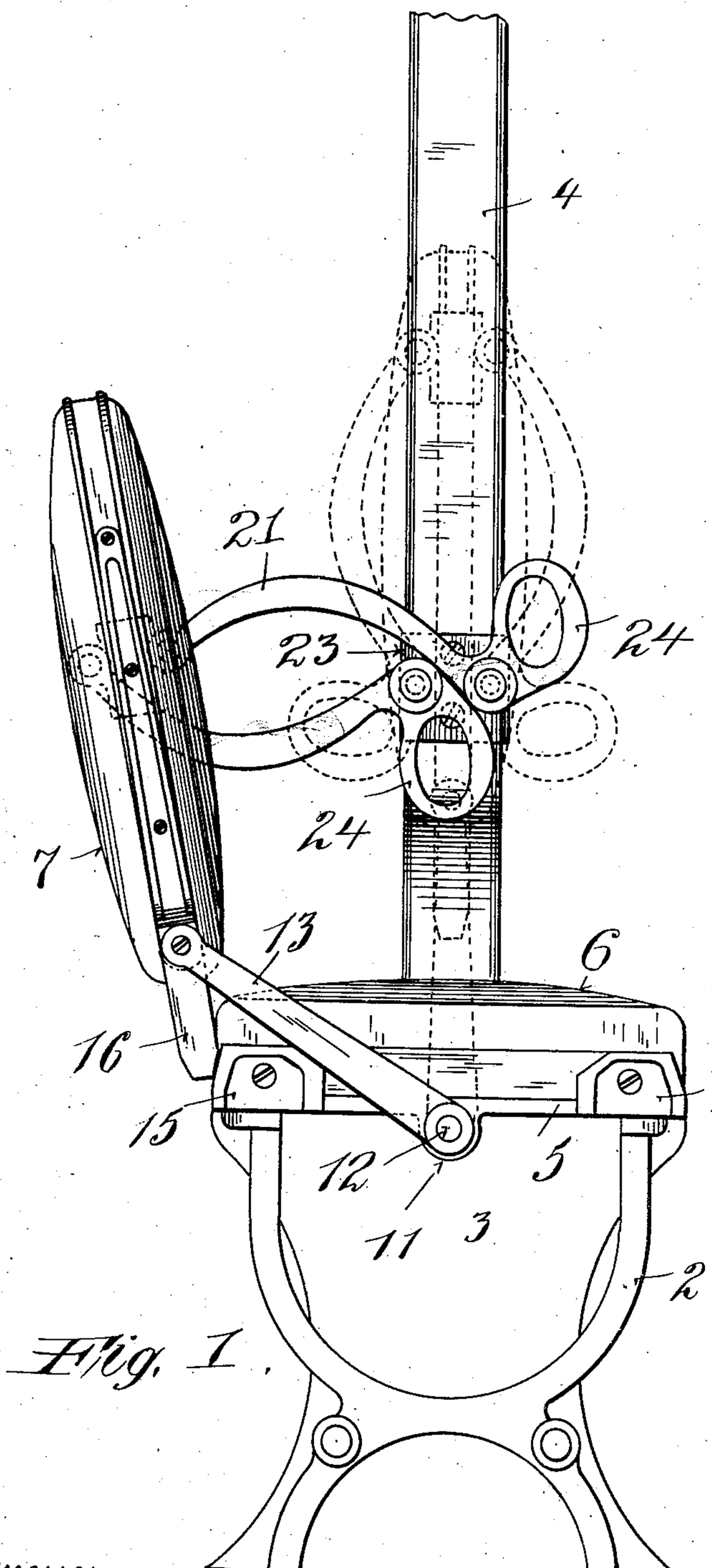

Fig. 1.

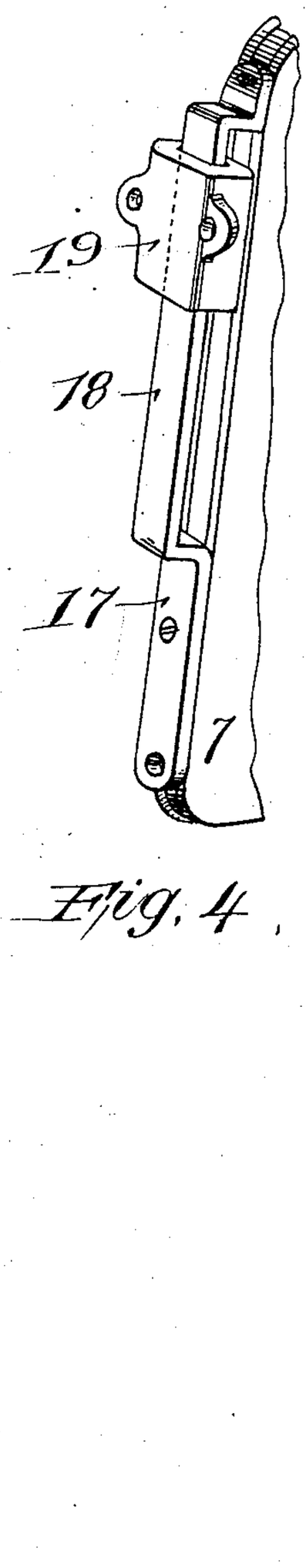

Fig. 4.

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3 SHEETS—SHEET 2.

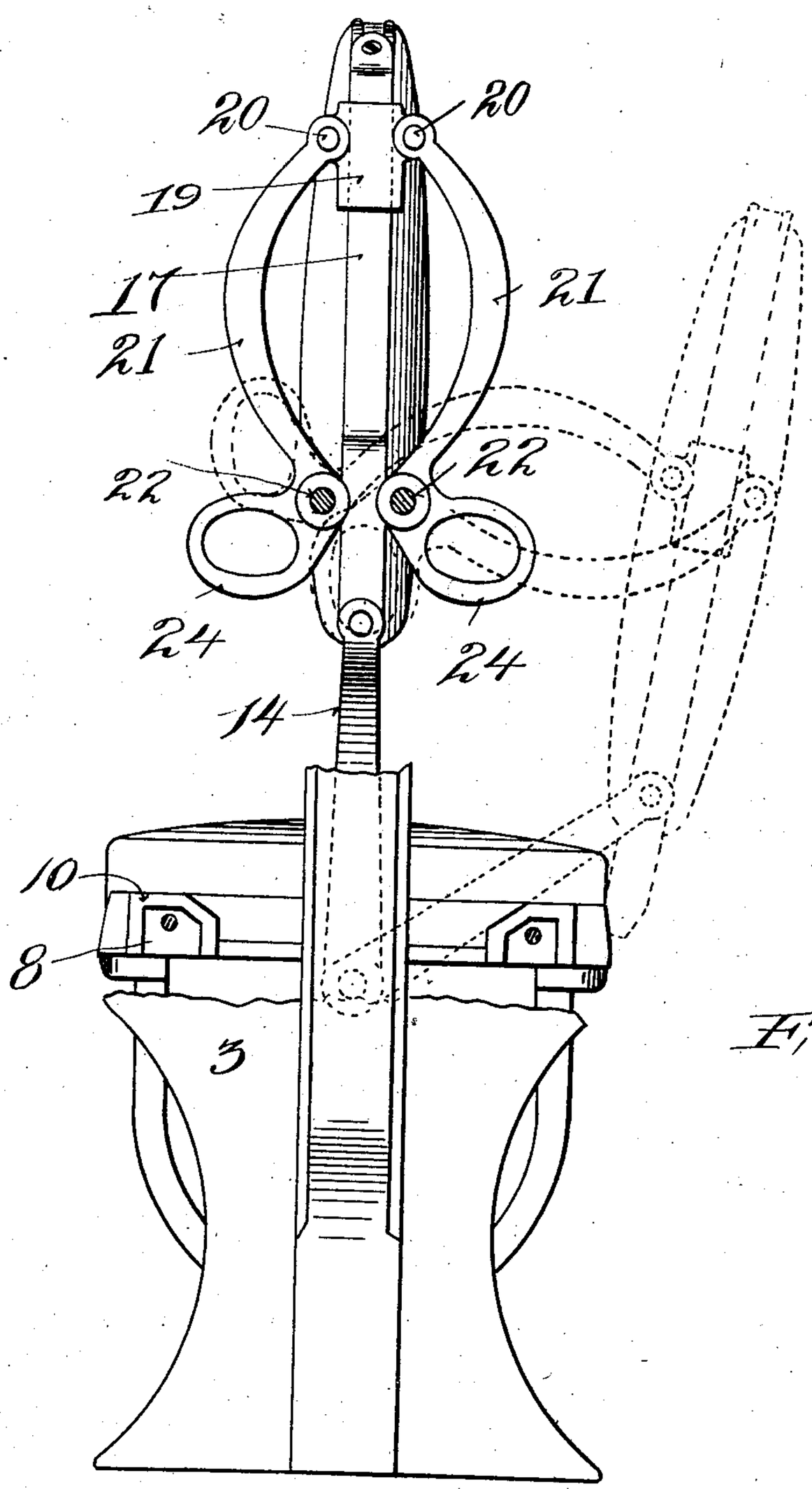

Fig. 2.

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3 SHEETS—SHEET 3.

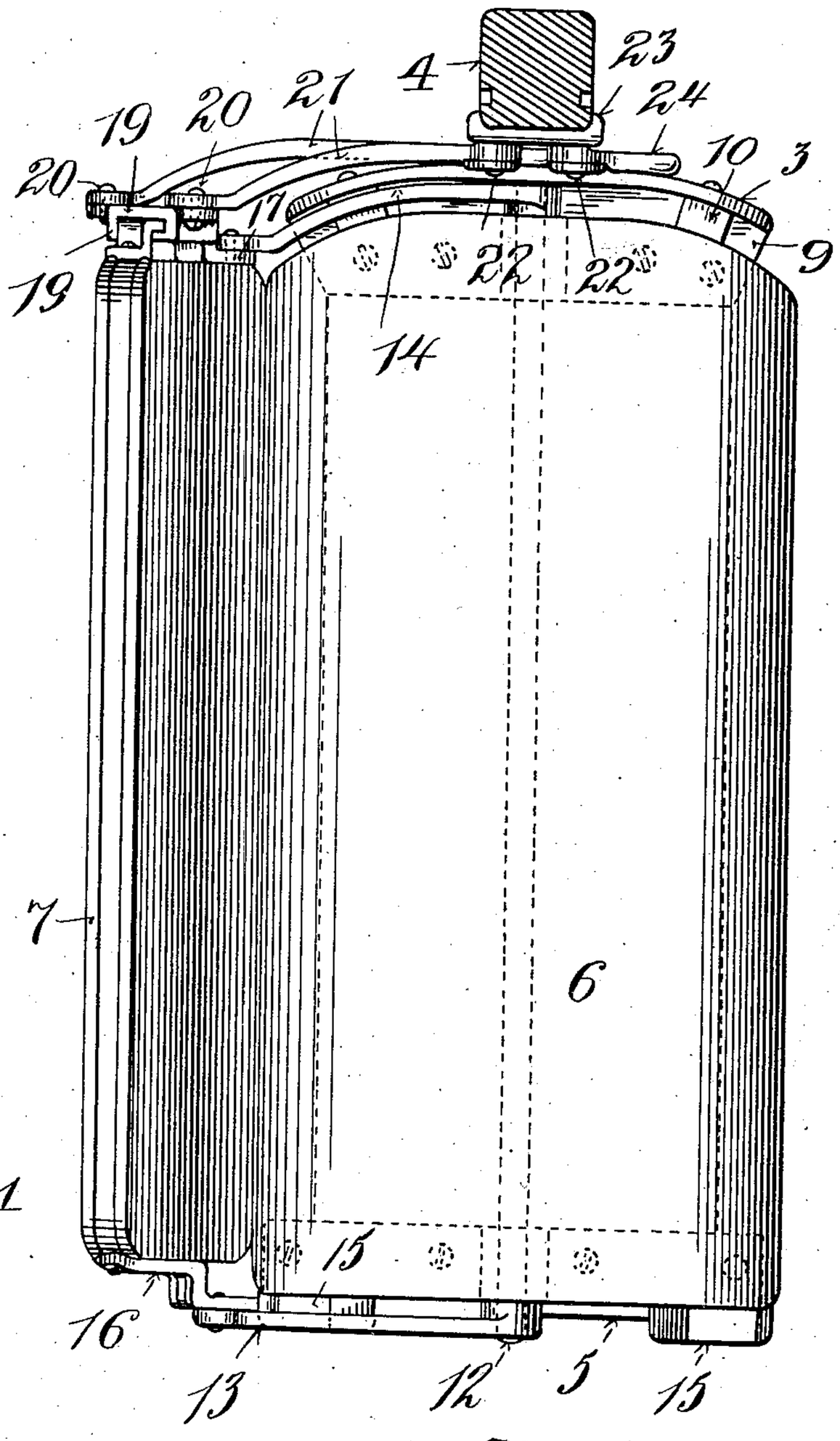

Fig. 3.

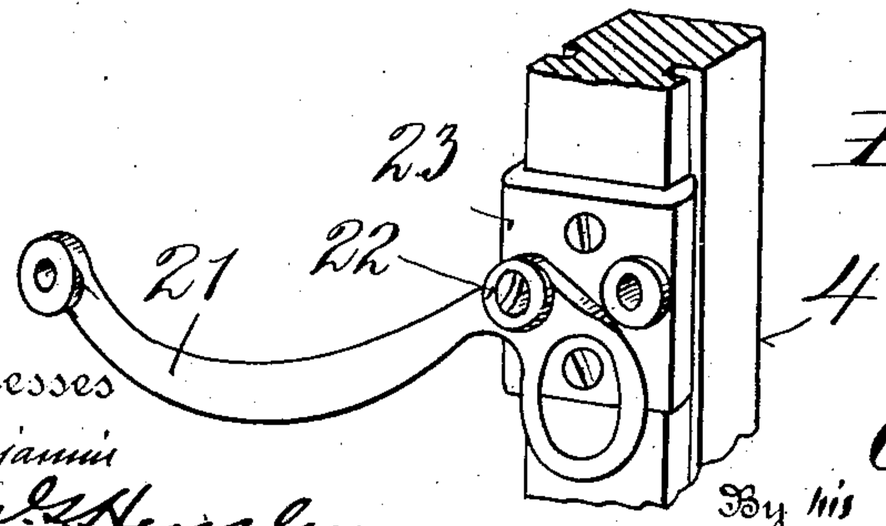

Fig. 5

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UNITED STATES PATENT OFFICE.

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CAR-SEAT.

No. 894,227. Specification of Letters Patent. Patented July 28, 1908.

Application filed April 2, 1906, Serial No. 309,266. Renewed May 29, 1908. Serial No. 435,692.

To all whom it may concern:

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

The object of my invention is to provide a seat of the walk-over type which is adapted to cars with side entrances, and is more particularly adapted to the type of cars known as convertible. This object is accomplished by means of my invention, one embodiment of which is hereinafter disclosed.

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 the inner end of my improved seat. Fig. 2 is a similar view showing the outer end of the seat, a part of the stanchion of the car being broken away to uncover the structure. Fig. 3 is a plan view of my improved seat. Fig. 4 is a perspective view of a proportion of the seat shifting mechanism. Fig. 5 is a perspective view showing a portion of the stanchion with a pivot plate fixed thereto, and an arm pivoted to said plate.

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

My improved seat 1 is provided with any suitable support, such as legs 2 and the panel 3, which is fixed to the stanchion 4 of the car in any suitable manner. At the top of the legs 2 is the usual cushion carrying bracket 5 which carries the seat cushion 6 and some of the supports for the back 7.

The back 7 is supported in the following manner. One end of the cushion is supported by the legs 2 and the bracket 5, and the other end by a bracket 8 which is fixed to the panel 3 and supported therefrom by stops 9, which are sandwiched between the end panel 3 and the bracket 8; these parts being held together by suitable bolts or screws. The brackets 5 and 8 are each provided with depending lugs 11 which have perforations in alinement so as to carry the shaft 12 which runs the length of the seat and immediately under the cushion 6. At the ends of the shaft 12 are fixed crank arms 13 and 14, the arm 14 being at the outer end of the seat, and the arm 13 at the inner. The arm 14 is curved as indicated in Fig. 3 so as to conform to the stops between the panel 3 and the bracket 8. The movements of these arms 13 and 14 are limited by suitable stops, the stop 10 limiting the movement of the arm 14 and the stop 15 limiting the movement of the arm 13. The other ends of these arms 13 and 14 are each pivotally connected with the end plates 16 and 17 respectively. The plate 16 is extended downwardly below the cushion of the back 7 and far enough to impinge against the stops 15. The stop and lower ends of the plates 16 are so shaped as to give to the back its proper inclination, as is indicated in Fig. 1. The plate 16 is preferably bent outwardly just above where the arm 13 is pivoted thereto, and the upper end is fixed firmly to the back.

The other or outer end of the back is supported and receives its inclination in the following manner. The plate 17 which is fixed to the back 7 is offset so as to provide a guide 18 on which moves a slide 19 with two perforated lugs having their perforations in a line perpendicular to the movement of the slide. Pins 20 extend through these perforations and carry curved links 21 which are pivoted near their other end by pins 22 to a plate 23 fixed inside of the stanchion 4. The pins 22 are fixed in this plate 23 so as to be in the same horizontal plane.

The arms 21 are preferably curved substantially as shown in Figs. 1 and 2, but this is not essential. It is sufficient if they are bent so that each clears the pivots of the other, except that at the ends, pivoted to the plate on the stanchion, one should rest against the other as indicated in Fig. 1. The extreme ends of the links 21 are extended to form hand-holds 24, one of which is rendered inoperative by the stanchion 4, and the other is available for use on the front side of the post. By giving the links 21 the exaggerated curvature shown, these links are made available for hand-holds and so serve a double purpose, namely—that of supporting the back, and for forming a hand-hold for passengers getting on and off the car.

The action of the parts in reversing this seat is as follows: Assuming the seat to be in the position indicated in Fig. 1, it is reversed by having the back raised on the arms 13 and 14 to the position indicated in Fig. 2. The pivots of the links 21 are nearly in the same horizontal plane when the back is in the po-

sition indicated in Fig. 1. The pivots of the links 13 and 14 are not in the same plane, at this time, as the upper pivot is secured to the back above the level of the seat cushion. For these reasons when the back is reversed the links 21 have a much greater angular movement than the links 13 and 14, and hence a sliding movement of some of the pivots is necessary to prevent binding. All this is provided for by the slide 19 which moves on the guide 18 as above described, so that the back moves freely when reversed from the position shown in Fig. 1 in full line to that shown in dotted lines. The shaft 12 makes the arms 13 and 14 move in unison and prevents all binding. When the back is again reversed the same steps are gone through with, but in the opposite direction.

While I have shown and described one embodiment of my invention, it is obvious that its features may be employed in different forms, so that I do not regard it as limited to the precise disclosure herein made, but regard it as broad enough to cover all structures that come within the scope of the annexed claims.

Having described my invention, what I claim is:

1. In a car seat, a back supported by arms pivoted at its lower edge and fixed to a shaft running longitudinally of the seat, and a pair of links pivoted to a slide on one end of said back and to a plate, and means for supporting said plate.

2. In a car seat or similar structure, a back and means for supporting the lower edge of the same, a slide mounted on said back, a pair of curved links pivoted to said slide, a plate, means for fixedly supporting said plate, and means for pivotally connecting said plate with said links.

3. In a car seat or similar structure, a back and means for supporting the lower edge of the same, a pair of curved links, a slide mounted on one end of said back, pivots placed in said slide at right angles to the direction of its sliding movement, said pivots engaging said links, a plate and means for supporting said plate, and pivots on said plate which also engage said links.

4. In a car seat or similar device, supports for the seat, a stanchion extending from one of said supports, a shaft running longitudinally of said seat and journaled in said support, arms fixed to said shaft, a back, plates fixed to said back at each end thereof, one of said plates being formed with a downwardly extending extension adapted to engage a portion of the seat support, the other of said plates being provided with a slide, pivots on said slide, in a line running at right angles to the plane of the back, curved arms engaging said pivots, a plate on said stanchion, and pivots in said plate engaging said links, said pivots and links being so arranged and shaped that one link will rest against the other near the pivots on said plate.

5. In a car seat or similar device, a back and means for supporting the ends of the same, a pair of curved links pivoted at each end above the plane of the seat cushion, said links being each pivoted at one end to sliding mechanism on the seat back and at the other to suitable supporting means.

6. In a car seat or similar device, a back and means for supporting the lower edge of the same, sliding mechanism on said back, a stanchion and a pair of links carried by said stanchion and connected to said sliding means on said back.

7. In a car seat or similar device, a back and means for supporting the lower edge of the same, means for giving the inner edge of the said back a suitable inclination, a slide on the outer end of the seat back, links pivoted to said slide, a stanchion, means for pivotally connecting said links and stanchion, and hand-holds on said links.

8. In a car seat or similar device, a back and means for supporting the same, said means including a pair of pivoted links at one end which are pivoted to a stationary support, and a hand-hold formed on each link of said pair and at one end thereof, beyond the point where the links are pivoted to the stationary support.

9. In a car seat or similar device, a stanchion supporting one end of said seat, a back and means for supporting the same, said means including a pair of pivoted links at the end and next the stanchion and pivoted to said stanchion, a hand-hold formed on each link of said pair and at the end thereof and beyond the pivot, said hand holds being so shaped that one extends beyond the stanchion and the other is concealed thereby, so that when the seat is reversed, the relative positions of the hand-holds are also reversed.

Signed at New York, in the county of New York and State of New York this 10th day of March, A. D. 1906.

CHARLES K. PICKLES.

Witnesses:
CHARLES G. HENSLEY,
G. I. CURNOW.