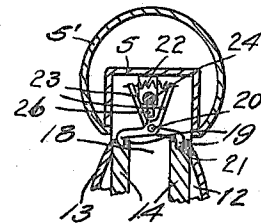
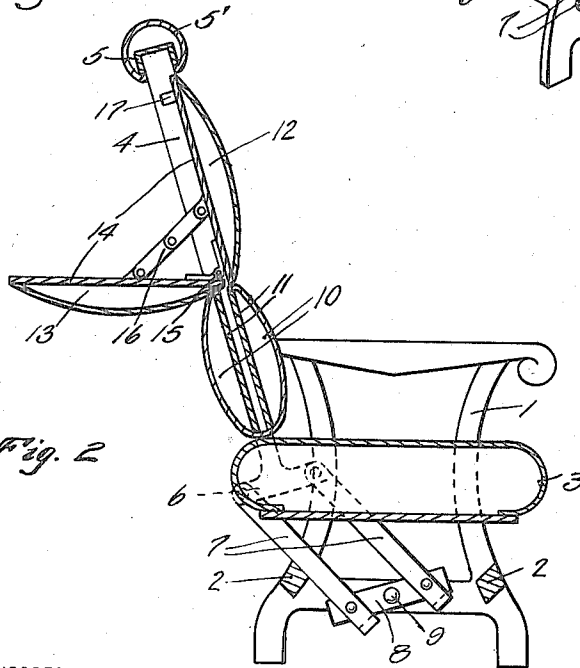
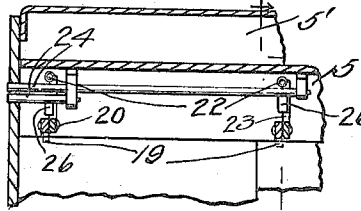
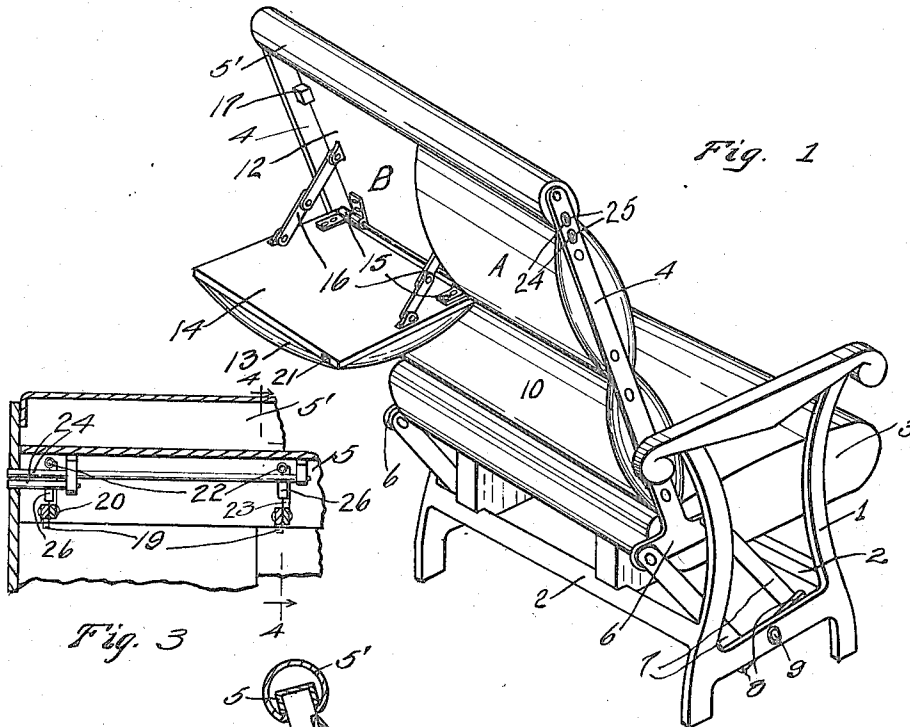


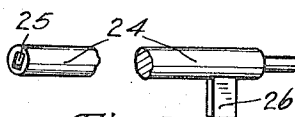
U. KAWASAKI.
CAR SEAT.
APPLICATION FILED DEC. 16, 1912.

1,143,831.

Patented June 22, 1915.



WITNESSES:
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UNITED STATES PATENT OFFICE.

UTAKICHI KAWASAKI, OF SEATTLE, WASHINGTON.

CAR-SEAT.

1,143,831.

Specification of Letters Patent.

Patented June 22, 1915.

Application filed December 16, 1912. Serial No. 736,931.

To all whom it may concern:

Be it known that I, UTAKICHI KAWASAKI, a citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

This invention relates to improvements in seats for railway cars.

10 The object of the invention is the provision of a shelf at the back of a car-seat for the accommodation of the occupants in the seat immediately therebehind.

15 A further object of the invention is to provide said devices upon car-seats arranged to be faced in either direction by swinging the back-section from one side to the other.

20 The invention consists in the novel construction of a tiltable back-section of a car-seat having two folding leaves one of which provides the back rest for the occupant of the seat and the other or rear leaf may be lowered for the use as a shelf or book-rest for the occupant of the next rearward seat and whereby each leaf serves in the afore-

25 said dual capacity according to the direction in which the chair back is positioned. The invention further consists in the adaptation of locking and releasing means of novel construction for the respective leaf section; and till further consists in the novel construction and adaptation of pivot supports for the entire chair-back, as will be fully described in the following specification, illustrated in the accompanying drawings, and finally set forth in the appended claims.

30 In said drawings, Figure 1 is a perspective view of a car-seat embodying my invention. Fig. 2 is a vertical cross-sectional view of the same. Fig. 3 is a fragmentary longitudinal sectional view illustrating the locking and unlocking mechanism; and Fig. 4 is a cross-sectional view through 4-4 of Fig. 3. Fig. 5 is a perspective view of a detail of the invention.

35 Referring to said drawings, the reference numeral 1 designates the supports at the opposite ends of the car-seat, connected together by horizontal bars 2 upon which the seat proper 3 is suitably supported.

40 The frame of the car-back is comprised of the side-members 4 upon each side rigidly connected at their tops by a horizontally disposed channeled tie-piece 5 provided with a cushioned covering 5¹. The lower ends of

said members 4 upon each side are formed with a T-shaped extremity 6 at whose opposite ends are, respectively, pivotally connected the ends of a pair of parallel bars 7 whose lower opposite ends are similarly connected to a tiltable link 8 pivotally connected intermediate its ends at 9 in the vertical axis and near the lower portion of said side supports 1. Said frame is shown with a cushioned back which is desirably divided horizontally into an upper section, to be presently described, and a lower section 10 fixedly secured between said side-members 4. Within said cushioned back-section 10 are backing-plates 11 rigidly connected to said frame-members 4 and adapted to have their lower edges rest upon the lateral sides of the seat 3 to afford a substantial support and stop for the back in its inclined normal position when facing in either direction.

45 As car-seats are usually designed for the occupancy of two people, the upper portion of the car-back is illustrated as divided vertically into two practically similar upper back or leaf-sections A and B. Each said section is comprised of a pair of oppositely disposed leaves 12 and 13 each having an inner rigid plate 14 hingedly connected at their lower edges to each other and to a rod 15 mounted transversely in the frame. Said opposing plates are further connected adjacent their lateral edges by folding braces 16 to limit the amount of their opening to something less than ninety degrees or sufficient to allow the open leaf to be in level condition. Said leaves are separated by a stop 17 upon the respective frame-member 4 which affords a space 18 between the leaves for the reception of said braces 16 when in folded condition.

50 Assuming that the seats are facing forwardly in the car, the seat-back will be inclined upwardly toward the rear. Then the forward leaf 12 is utilized as a back by the occupant of that seat while the rear leaf 13 may be let down by the occupant of the seat next back thereof and used as a table or shelf. As each leaf is the counterpart of the other when the car-seat is reversed by pushing the back over to the opposite side, the leaf 12 becomes in turn the leaf adapted to be used as a shelf while the other leaf 13 is utilized as a back-rest. Releasable locking devices are provided for said leaves comprising a hook 19 for each leaf pivotally connected together at 20 within the channel 5.

Said hooks are spring-pressed to engage in notches 21 of the respective leaf through compression spring 22 secured at its opposite ends between arms 23 of said hooks.

5 When the dependent leaf is closed the respective hook 19 engages within the notch 21. To release the same a rod 24 is rotatively mounted longitudinally of the channel 5 and between the arms 23. Said rod extends
10 through the side frame members 4 nearest the aisle of the car whereat it is provided with a key-seat 25 such as a slot that may be entered and the rod rotated with any suitable flat key. The rod is further formed
15 with a rectangularly directed tang 26 adapted to engage one or the other of said arms when the rod is turned and raise the respective hook upwardly from its connection with the leaf.

20 As there are two leaf-sections, A and B, the rod to open the section farthest removed from the aisle, as B, will be longer than the other and positioned thereabove, as shown in Fig. 3.

25 While the invention has been described with some detail, I do not intend to confine myself to the exact construction shown, as obviously various modifications and changes in parts may be made within the scope of the claims without departing from the spirit of
30 the invention or sacrificing its advantages.

What I claim as my invention and desire to secure by Letters-Patent of the United States, is—

35 1. In a railway car-seat, a walk-over back frame, a back-section comprising a pair of leaves hingedly connected to said frame and to each other, and a brace for each of said leaves whereby either of said leaves may be
40 utilized as a back-rest and the other leaf employed as a rearwardly directed shelf.

2. In a railway car-seat, a walk-over back frame, a back-section in said frame comprising a pair of corresponding leaves hingedly

connected upon opposite sides of said frame, 45 each of said leaves being adapted to fold outwardly while supported from the other leaf and to serve as a shelf, said other leaf serving as a back-rest.

3. In a railway car-seat, a walk-over back 50 frame, a back-section comprising a pair of leaves hingedly connected upon opposite sides of said frame and to each other, a folding brace hingedly connected at its opposite ends to each of said leaves, and means to re- 55 leasably secure said leaves in closed condition, whereby either of said leaves may be utilized as a back-rest and the other leaf employed as a rearwardly directed shelf.

4. In a railway car-seat, a walk-over back 60 frame, a pair of leaves hingedly connected upon opposite sides of said frame, and a folding brace connected at its opposite ends to the respective leaves, whereby either of said leaves may be utilized as a back-rest 65 and the other leaf employed as a rearwardly directed shelf.

5. In a railway car-seat, a walk-over back-frame including vertical side-members upon each side of the seat, separate back-sections 70 arranged side by side in said frame, each said section composed of two leaves hingedly connected upon opposite sides of the frame and with each other, a folding brace hingedly connected at its opposite ends to each 75 leaf, whereby either of said leaves may be utilized as a back-rest and the other leaf employed as a rearwardly directed shelf, and means extending to and actuated from one of said side members for releasably securing 80 either of said back-sections in closed condition.

Signed at Seattle, Wash., this 5th day of December, 1912.

UTAKICHI KAWASAKI.

Witnesses:

PIERRE BARNES,
E. PETERSON.