

No. 825,816.

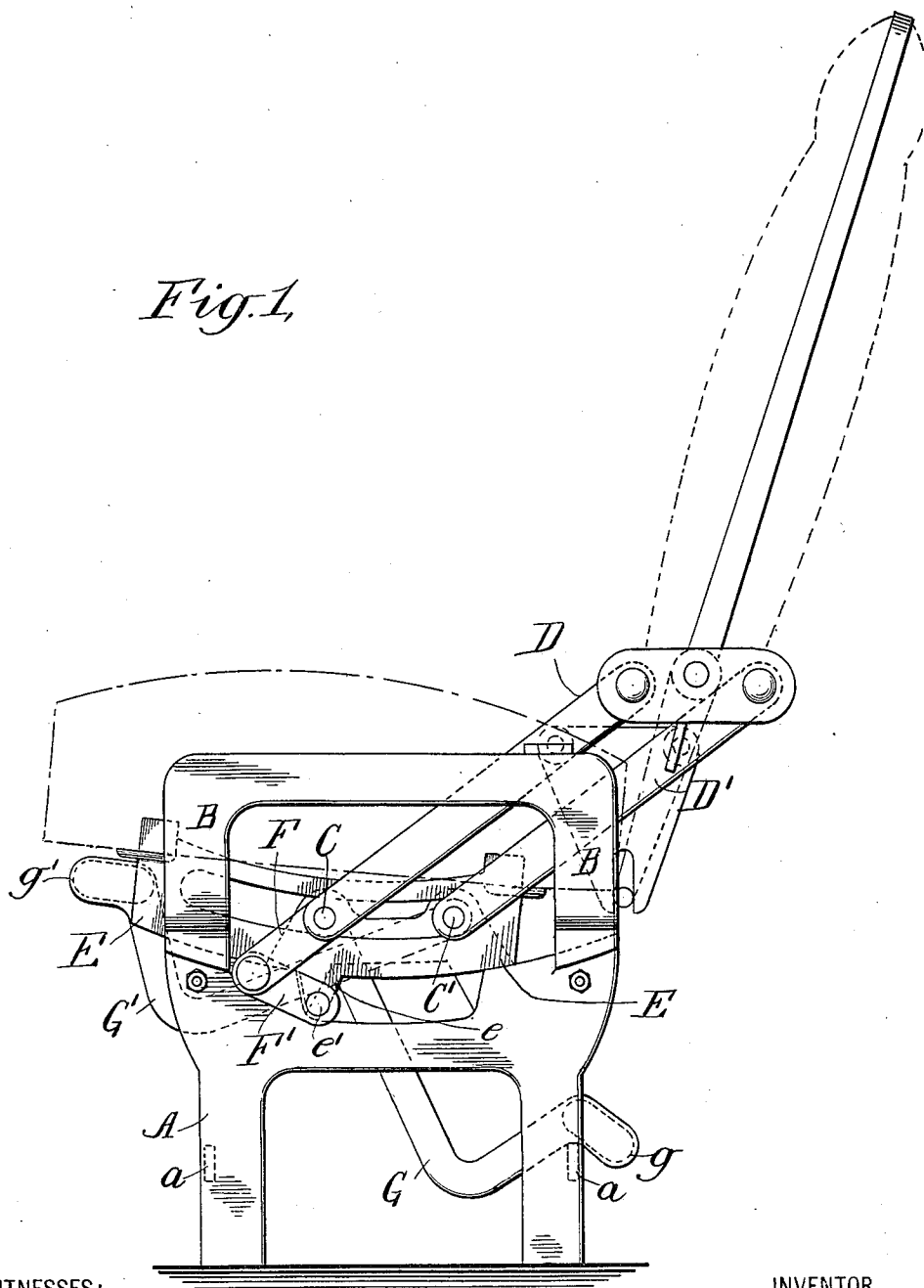
PATENTED JULY 10, 1906.

F. K. FASSETT.
CAR SEAT.

APPLICATION FILED JAN. 11, 1904.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:
Harry Goss.
J. M. Intosh

INVENTOR
Francis K. Fassett
BY
J. O. Edwards
ATTORNEY

No. 825,816.

PATENTED JULY 10, 1906.

F. K. FASSETT.
CAR SEAT.

APPLICATION FILED JAN. 11, 1904.

2 SHEETS—SHEET 2.

Fig. 2.

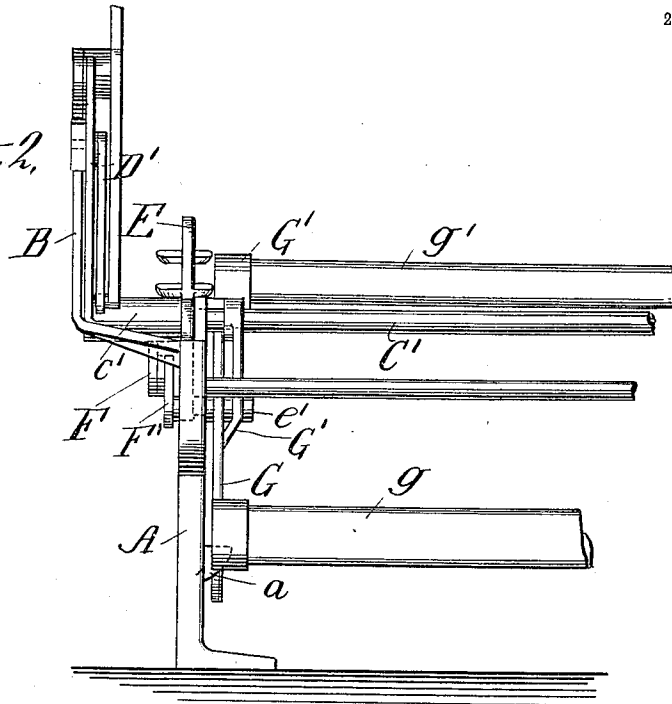
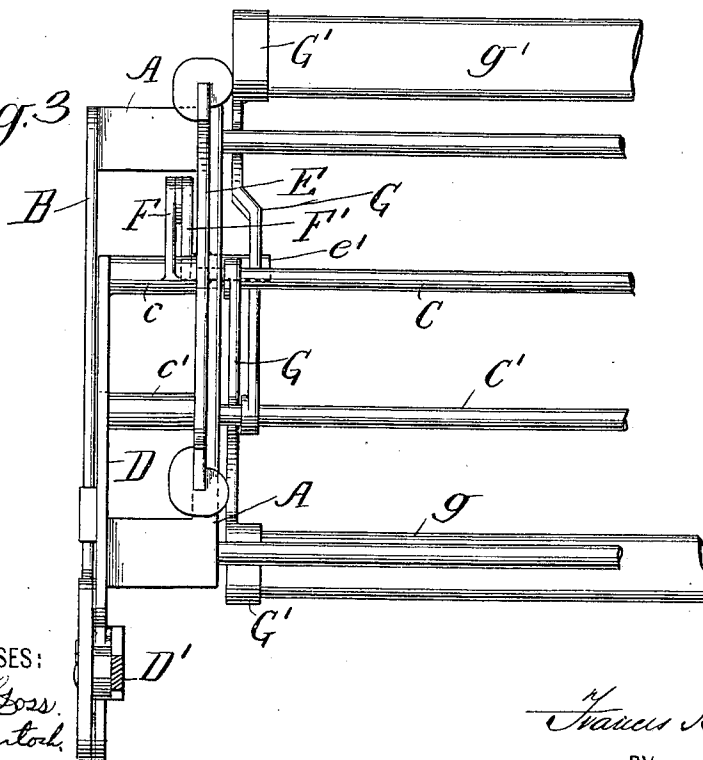


Fig. 3.



WITNESSES:
Harry Goss,
S. M. Intorb.

INVENTOR

Francis K. Fassett

BY

J. P. Cammels
ATTORNEY

UNITED STATES PATENT OFFICE.

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

CAR-SEAT.

No. 825,816.

Specification of Letters Patent.

Patented July 10, 1906.

Application filed January 11, 1904. Serial No. 188,615.

To all whom it may concern:

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

This invention, while capable of use in connection with seat structures generally, is designed particularly for employment in a car-seat, and in that type of car-seat in which movement is imparted to one of the parts—as, for instance, the back—this movement in the present instance being utilized for the operation of a foot-rest mechanism, to which the invention is especially directed.

In carrying out the invention in an approved form I provide the seat with two foot-rest rails carried by hangers whose upper ends are connected, as by hinging or pivoting, within the frame, and with these hangers coacts a connection with the mechanism, whereby the seat-back is supported and permitted to be reversed from one edge of the seat-cushion to the other.

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

Figure 1 is an end view of sufficient of the mechanism of a seat constructed in accordance with my invention to illustrate the construction referred to. Fig. 2 is a rear elevation of one end of the seat structure, and Fig. 3 is a plan view of one end of the seat structure.

In describing the invention I need refer to but one end of the seat structure, as both end-may, if desired, and by preference will, be made substantially the same.

The seat-frame comprises the lower portion A and the upper outwardly-projecting portion B. Extending between the members of the seat-frame are shafts C C', on which are mounted, by means of hubs c c', back-supporting arms D D', the upper ends whereof are suitably connected to the seat-back. Adjacent to either end the seat is provided with a cushion-supporting rocker E, here shown as provided with a slot through which project the shafts C C'. The under side of the rocker is provided with an ear e, carrying a stud e'. F designates a lever keyed or otherwise secured so as to move with the back-supporting lever D. To the lower end of this is pivotally secured another lever F',

the lower end whereof is connected with the stud e'.

The foot-rest mechanism comprises the rails g, each supported in a hanger comprising arms G G and G' G', the upper ends whereof are in the present instance pivotally mounted upon the shafts C C'.

a designates a stop carried by the inner face of the end frame A and with which the foot-rest hangers coact to limit their downward movement.

As clearly shown in Fig. 1, the foot-rest hangers lie in the path of movement of the studs e'. As the back is moved from one edge of the seat-cushion to the other this stud, through the connecting-levers D, F, and F', is moved from one side of the frame to the other. In the position in which the parts are shown the foot-rest hanger G' is supported in its inoperative position by the studs e'. As those studs move to the right, however, during the reversal of the seat-back and the corresponding movement of the seat-cushion the hanger G' is permitted to fall, (by its own weight, if desired,) the studs e' coacting thereafter with the hanger G to raise the same from the operative position in which it is shown to an inoperative position corresponding to that in which the hanger G' is shown. It will therefore be seen that the movement of the seat-back to either facing position necessitates the operation of the foot-rest mechanism, so as to throw to operative position the foot-rest rail lying below the back, such rail being therefore in position to be utilized by the occupant of the next seat in the rear.

Having now described my invention, what I claim as new therein, and desire to secure by Letters Patent, is as follows:

1. In a car-seat, the combination with a frame, of a back and mechanism for supporting and reversing the same, forward and rearward foot-rest rails and hangers therefor pivotally mounted in said frame, the hangers of one rail being independent of those of the other rail, and a connection between said supporting and reversing mechanism and said hangers, said connection upon the reversal of the back operating to raise the hangers of one foot-rest rail and to permit those of the other foot-rest rail to fall by gravity, substantially as set forth.

2. In a car-seat, the combination with a frame having stops, of forward and rearward foot-rest rails and hangers therefor pivotally carried by said frame, the hangers of one rail being independent of those of the other rail, said rails coacting with said stops when in operative position, a reversible back carried by said frame, and means actuated thereby for raising one of said foot-rest rails and the hangers thereof to inoperative position and permitting the other foot-rest rail and the hangers thereof to move until arrested in operative position by said stops, substantially as set forth.
3. In a car-seat, the combination with a frame, of a back, parallel arms at each side of said frame and connected therewith for supporting and reversing said back, cushion-carrying rockers, a connection between said arms and said rockers for moving the latter simultaneously with the former, a forward foot-rest rail and hangers therefor, a rearward foot-rest rail and hangers therefor, said hangers being pivotally carried by said frame independently of each other and lying in the path of movement of a stud extending between said hangers and coacting with the under side thereof, stops on said frame, and a connection between the back-reversing mechanism and said stud for operating the latter simultaneously with the reversal of the back and cushion to raise one of said foot-rest rails and the hangers thereof to inoperative position and permit the other foot-rest rail and the hangers thereof to move until arrested in operative position by said stops, substantially as set forth.
- This specification signed and witnessed this 5th day of January, 1904.
- FRANCIS K. FASSETT.
- Witnesses:
L. NORK,
I. McINTOSH.