

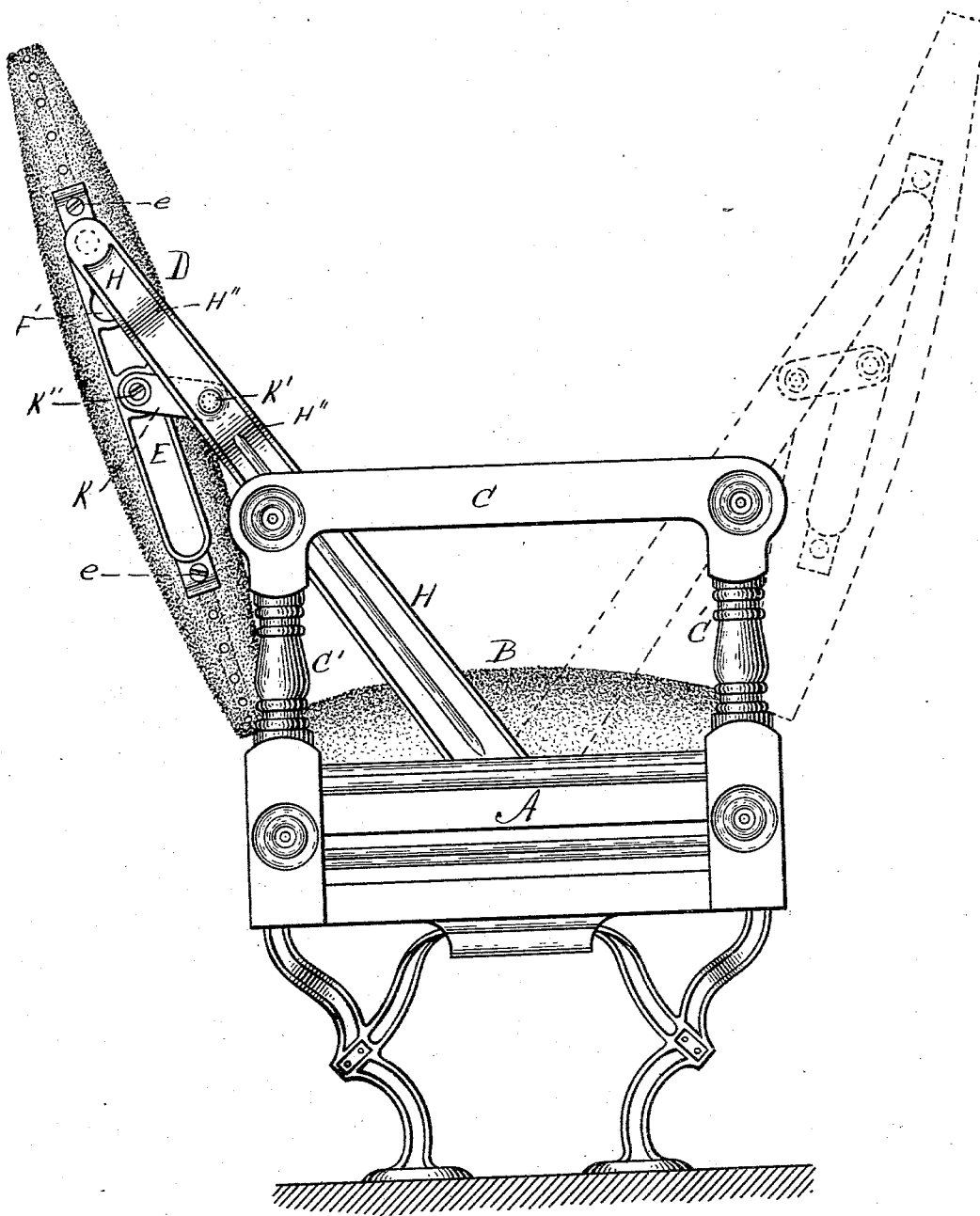
(No Model.)

2 Sheets—Sheet 1.

F. H. HENRY.
CAR SEAT.

No. 556,821.

Patented Mar. 24, 1896.



WITNESSES.

E. A. Woodbury.

A. W. Roney.

FIG. 1.

INVENTOR

Fred H. Henry

By his Atty

Henry Williams

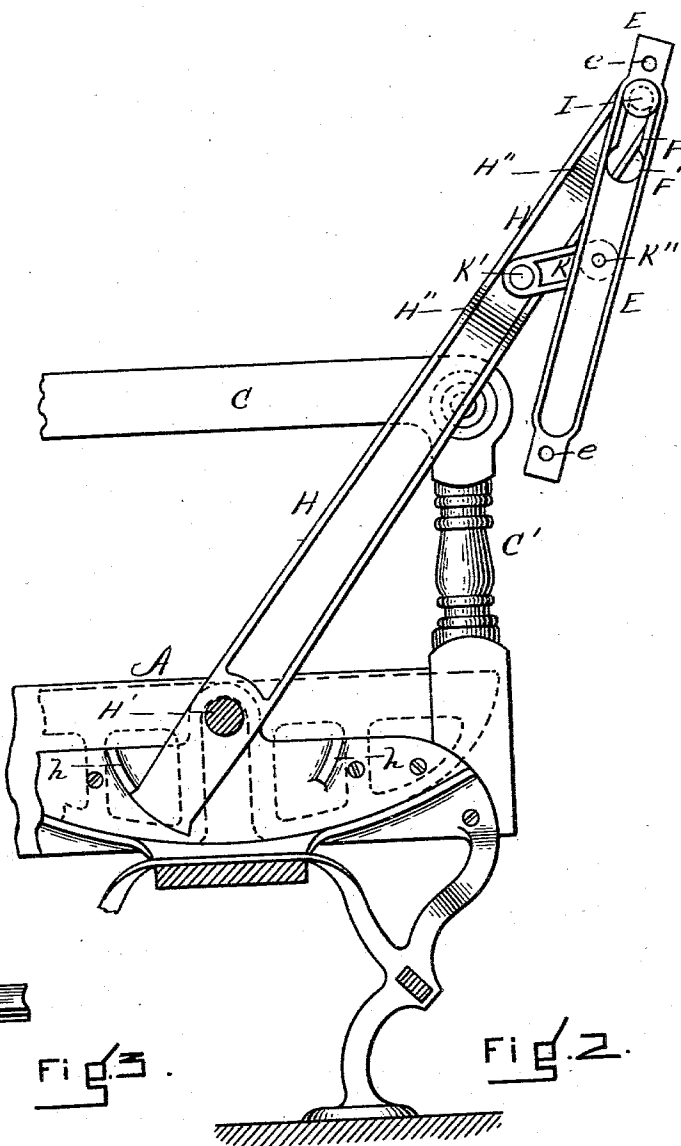
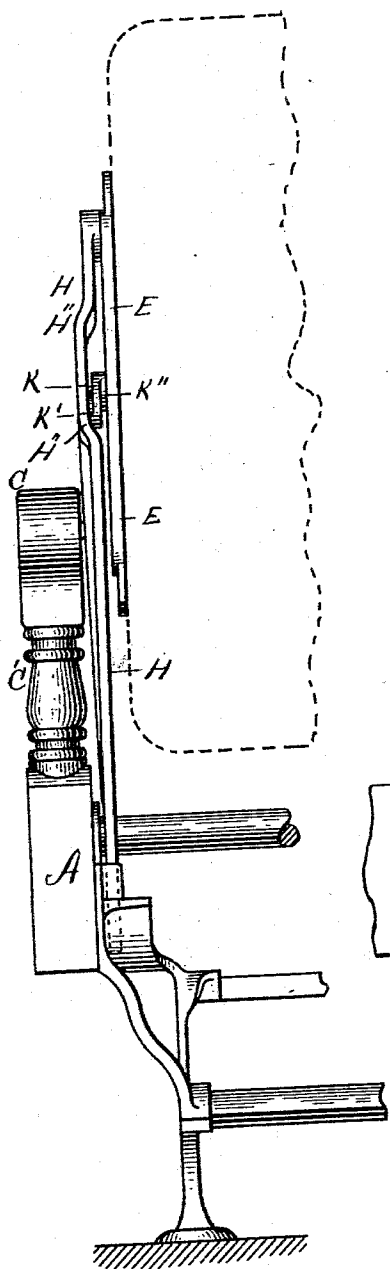
(No Model.)

2 Sheets—Sheet 2.

F. H. HENRY.
CAR SEAT.

No. 556,821.

Patented Mar. 24, 1896.



WITNESSES
C. A. Woodbury.
A. R. Bonney.

INVENTOR.
Fred H. Henry
By his Atty
Henry Williams.

UNITED STATES PATENT OFFICE.

FRED H. HENRY, OF WAKEFIELD, MASSACHUSETTS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 556,821, dated March 24, 1896.

Application filed February 27, 1895. Serial No. 539,915. (No model.)

To all whom it may concern:

Be it known that I, FRED H. HENRY, a citizen of the United States, residing at Wakefield, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Car-Seats, of which the following is a specification.

This invention is an improvement in reversible seats for use principally in railway-cars, and it consists in the novel construction and arrangement of parts hereinafter described and illustrated in the accompanying drawings, in which—

Figure 1 is an end elevation of a car-seat embodying my improvement, its position when reversed being indicated by broken lines. Fig. 2 is an inside elevation in detail showing the construction of the device, the seat-back being removed. Fig. 3 is a front elevation in detail of the parts at one end of the seat, the location of the seat-back being indicated by broken lines.

Similar letters of reference indicate corresponding parts.

A represents the ends of the frame which supports the seat B, C being the arms and C' the posts supporting them.

D is the back and E E are metallic plates screwed at *e* to the ends of the back. Each of these plates E is provided near its upper end with a slot F, terminating with an enlargement F' at its lower end.

H H are the swinging supporting-arms for the seat-back, pivoted at H' to the inner sides of the seat-frame A. These are the arms by means of which the seat-back is reversed, and their movement is limited by stops *h* formed on the inside of the seat-frame A. These stops or protuberances are preferably of arc shape, arranged so that the swinging arms will strike their ends. The upper ends of the arms H are provided on their inner sides with headed pins I, whose shanks are of size to extend through and slip up and down in the slots F, and whose heads are of size and shape to enter the enlarged portions F', but overlap the edges of the portions F, as shown. A link K extends from each arm H to the plate E, being pivotally attached at its opposite ends at K' and K'' to said arm and plate, respectively, said arms being bent outward at H'' in order to accommodate said links.

When the seat-back is reversed from the position shown in full lines in Fig. 1 to that shown in broken lines in said figure, the lower ends of the swinging arms move from their position against one stop *h* to the other stop, and the links K swing up from their pivotal points K' on the arms and over on the other side, determining the angle of the seat-back. At the same time the pins I move down the slots F, but not down far enough to enter the enlarged portions F' and drop out and then move up again after the arms have swung by the center.

To remove the seat-back in order to clean it (as has to be done constantly on every properly-cared-for car) all that is necessary is to remove the two central screws K'', lift the seat-back until the headed pins I register with the enlargements F' and spring the arms H away from the back.

To reverse the seat-back—that is to say, to turn the seat-back over so that the surface which was facing forward faces rearward without moving or swinging the seat-arms—remove the two screws *e* from each plate E. Thus the seat-back can be separated not only from the arms H and the links K, but also from the plates E.

To remove the seat-back and reverse it edgewise—*i. e.*, so that its upper edge is placed undermost, thus causing the head of an occupant to rest at a different point—remove the screws *e* as above mentioned.

I am aware that a slotted connection located among the portions necessary to swing a seat-back from one side of the seat to the other is not, broadly considered, new; but as far as I am aware a sliding pivotal connection between the upper end of the swinging arm or striker-arm H and a plate on the end of the seat-back is new, especially in connection with the lower end of the striker-arm having a fixed or stationary pivotal connection with the seat, while the link K has fixed or stationary pivotal connections at its opposite ends with the striker-arm and the center of the plate secured to the end of the seat-back.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a seat of the character described, the combination of the seat-back, the centrally-

located plates E on its opposite ends provided with slots F F' near their upper ends, the seat-frame provided with suitable stops for limiting the movement of the striker-arms, the
5 back-supporting arms or striker-arms H having their lower ends secured by a fixed or stationary pivotal connection with the seat-frame and their upper ends having sliding pivots removably engaging in said slots, and
10 the links K each having one end connected with the striker-arm by a fixed or stationary pivotal connection and the other end swinging from a stationary removable screw located in the center of the end plate E, said screw
15 being the sole fixed and positive connection the removal of which is necessary to the separation of the back from the seat, substantially as described.

2. In a seat of the character described, the

combination of the seat-back, the centrally- 20 located plates E on its opposite ends, the seat-frame provided with suitable stops for limiting the movement of the striker-arms, the back-supporting arms or striker-arms H having their upper ends secured to the said plates 25 by sliding pivotal and removable connections and their lower ends secured to the seat-frame by fixed or stationary pivotal connections, the links K each secured at one end by a fixed or stationary pivotal connection to the striker- 30 arms and at the other end by a fixed or stationary removable pivotal connection to the center of one of said plates E, substantially as set forth.

FRED H. HENRY.

Witnesses:

HENRY W. WILLIAMS,
E. A. WOODBURY.