(No Model.) 2 Sheets—Sheet 1.

F. W. BAILEY.

RAILWAY CAR SEAT.

No. 451,357. Patented Apr. 28, 1891.

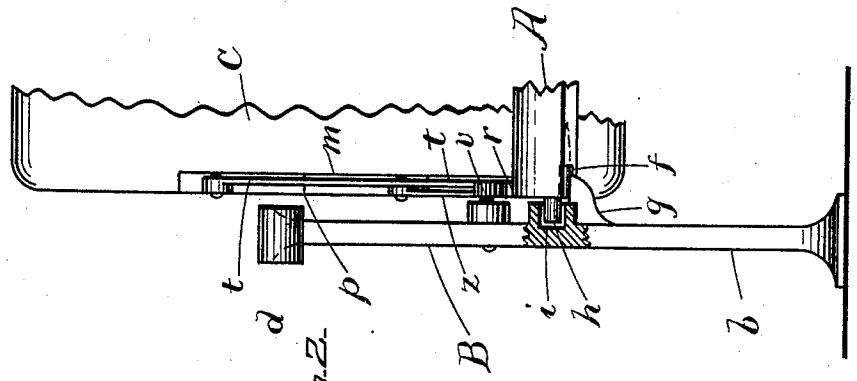


Fig. 2.

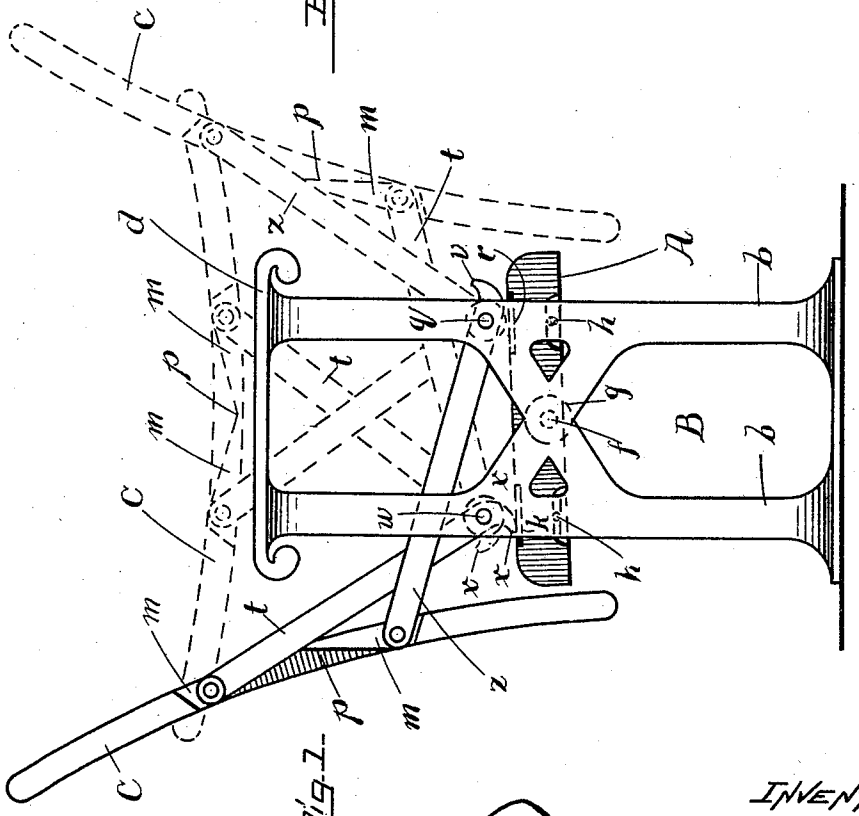


Fig. 1.

WITNESSES:
L. S. Burbank.
G. W. Spencer

INVENTOR:
Frank W. Bailey
PER C. A. Snow & Co.
ATTYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

(No Model.) 2 Sheets—Sheet 2.

F. W. BAILEY.

RAILWAY CAR SEAT.

No. 451,357. Patented Apr. 28, 1891.

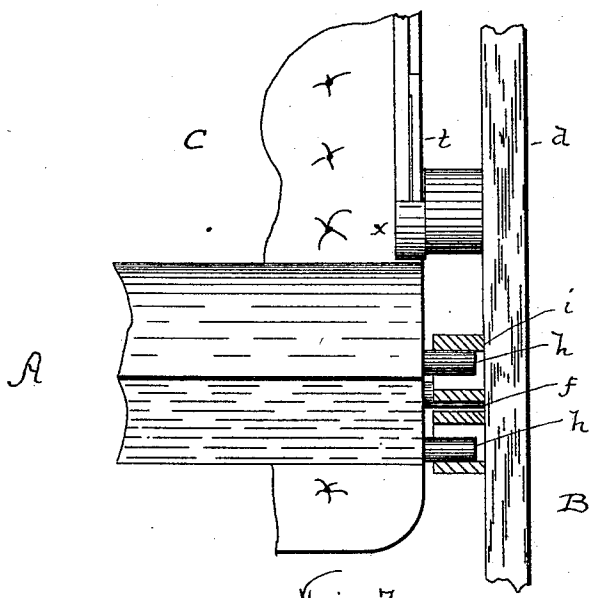


Fig. 3.

Witnesses
H. Dwyer
J. D. McClintock.

Inventor
F. W. Bailey,
Per C. A. Shaw & Co.,
Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

FRANK W. BAILEY, OF WAKEFIELD, MASSACHUSETTS.

RAILWAY-CAR SEAT.

SPECIFICATION forming part of Letters Patent No. 451,357, dated April 28, 1891.

Application filed October 11, 1889. Serial No. 326,656. (No model.)

To all whom it may concern:

Be it known that I, FRANK W. BAILEY, of Wakefield, in the county of Middlesex, State of Massachusetts, have invented certain new and useful Improvements in Railway-Car Seats, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an end elevation of my improved car-seat; Fig. 2, a sectional front elevation of the same, and Fig. 3 a sectional elevation illustrating details of construction.

Like letters of reference indicate corresponding parts in the different figures of the drawings.

My invention relates to that class of car-seats which are provided with reversible backs; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents the seat proper, B the supporting-frame, and C the back. The frame consists of end pieces disposed in the usual manner and forming legs *b*, which are extended upward and provided with a cross-bar *d* at the top, forming arms for the seat. The seat proper A is arranged horizontally between the end pieces B, and is pivoted centrally thereto by means of a pin *f*, which works on lugs *g* in said frame. A laterally-projecting stop-pin *h* is secured to the seat proper at each side of its pivot-pins *f*, and project respectively into grooves or sockets *i* in the frame B, said sockets being of sufficient size to permit the seat to tilt slightly either forward or back. A wear-plate *k r* is secured to the upper face of the seat directly above each stop-pin. The back C is curved vertically in the usual manner, and a groove *m* is formed in each end thereof. A boss or projection *p*, V-shaped in elevation, is formed in each groove *m*, its apex being disposed at the center of the ends of said back. A lever *t* is pivoted by an end in one end of the groove *m*, its opposite end being pivoted at *w* to the frame B directly above the wear-plate *k*, said end being curved or extended laterally at *x*, forming a cam adapted to engage said wear-plate when the lever is elevated. A similar lever *z* is pivoted by one end in the opposite end of the back groove *m*, the outer end of said lever being pivoted at *q* to the frame B, directly above the wear-plate *r*, and provided with a similar cam *v*, adapted to engage said plate.

In the use of my improvement, the seat-back being in the position shown in Fig. 1, the cam *x* of the lever *t* is in engagement with the wear-plate *k*, and the seat proper tilted backward thereby. An edge of the lever *t* engages or rests upon an edge of the boss *p* and prevents the lower edge of the seat-back from coming into engagement with the seat proper. When it is desired to reverse the back C, it is moved forward in the usual manner, the levers *t z* moving on their pivots and the parts assuming the position indicated by dotted lines in Fig. 1. The lever *z* now assumes the position occupied at first by the lever *t*, and its cam *v*, engaging the wear-plate *r*, will tilt the seat proper in the opposite direction, said seat having been released from the cam *x* of the lever *t* as it moved. The lever *z* has also engaged the opposite edge of the boss *p* and stopped the back as before. By pivoting the back with crossed levers, as in my improvement, the seat while being reversed projects but slightly above the arms, as illustrated in Fig. 1, and to turn the back requires no more space at the front or rear of said seat than is normally occupied by said back. It will be understood that a set of levers *t z* are employed at each end of the seat.

Having thus explained my invention, what I claim is—

1. In a car-seat, the combination of a frame, a tilting seat pivoted centrally therein and provided with stops, a reversible back having grooved ends and a stopping-boss therein, and crossed levers pivoted by an end in said grooves, their opposite ends being pivoted to the frame and provided with cams for engaging and tilting the seat proper, substantially as described.

2. In a car-seat, the combination of a frame, a tilting seat pivoted centrally therein, stop-pins on said seat projecting into sockets in the frame, a back provided with grooves in its ends, V-shaped stops in said grooves, and crossed levers pivoted by an end in said grooves, their opposite ends being pivoted to the frame and provided with cams adapted to engage the seat, substantially as and for the purpose set forth.

3. In a car-seat, the frame B, provided with the sockets *i*, the seat A, pivoted in said frame and provided with pins *h*, working in said sockets, the back C, having the grooves *m* and boss *p*, the crossed levers *t z*, pivoted in said groove and to said frame, and the cams *x v* on said levers for engaging said seat, substantially as and for the purpose set forth.

FRANK W. BAILEY.

Witnesses:
K. DURFEE,
O. M. SHAW.