(Model.)

2 Sheets—Sheet 1.

L. B. COVERT.

RECLINING FOLDING BACK FOR SEATS.

No. 305,428. Patented Sept. 23, 1884.

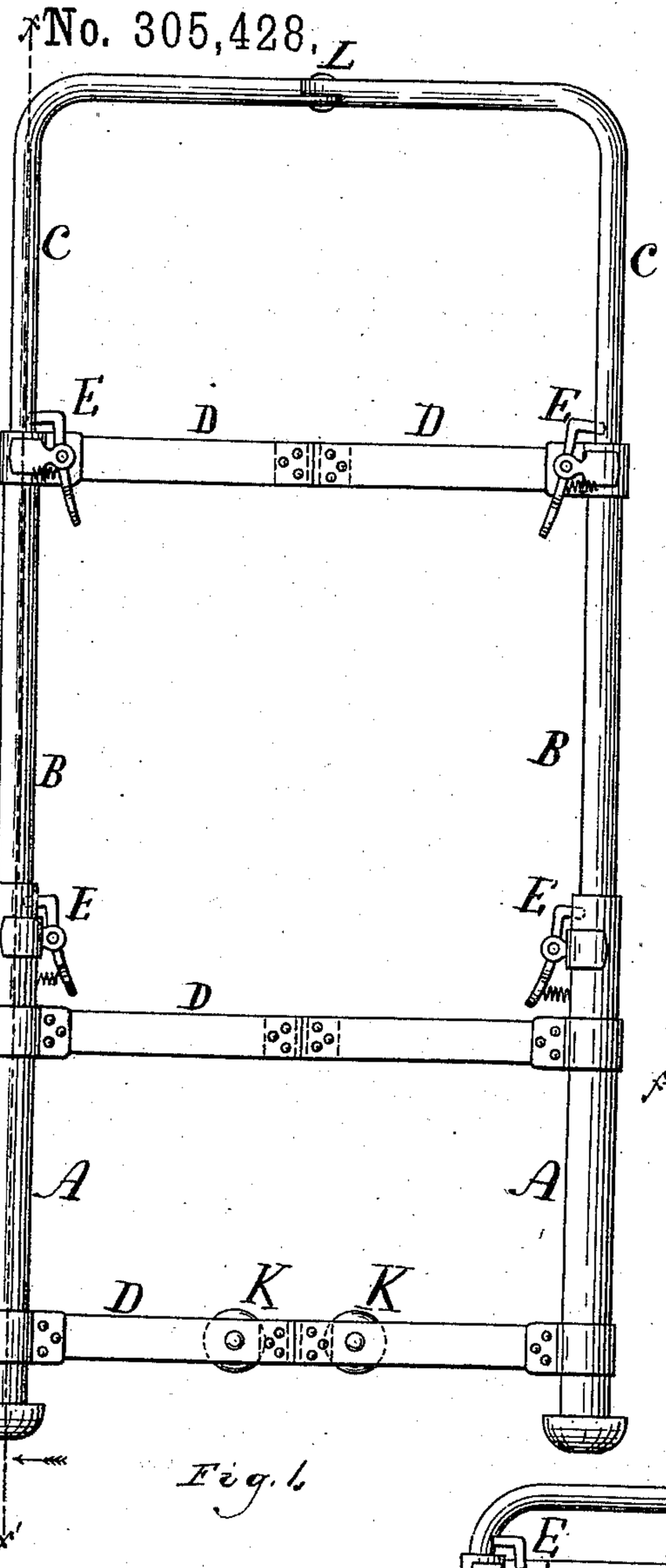

Fig. 1.

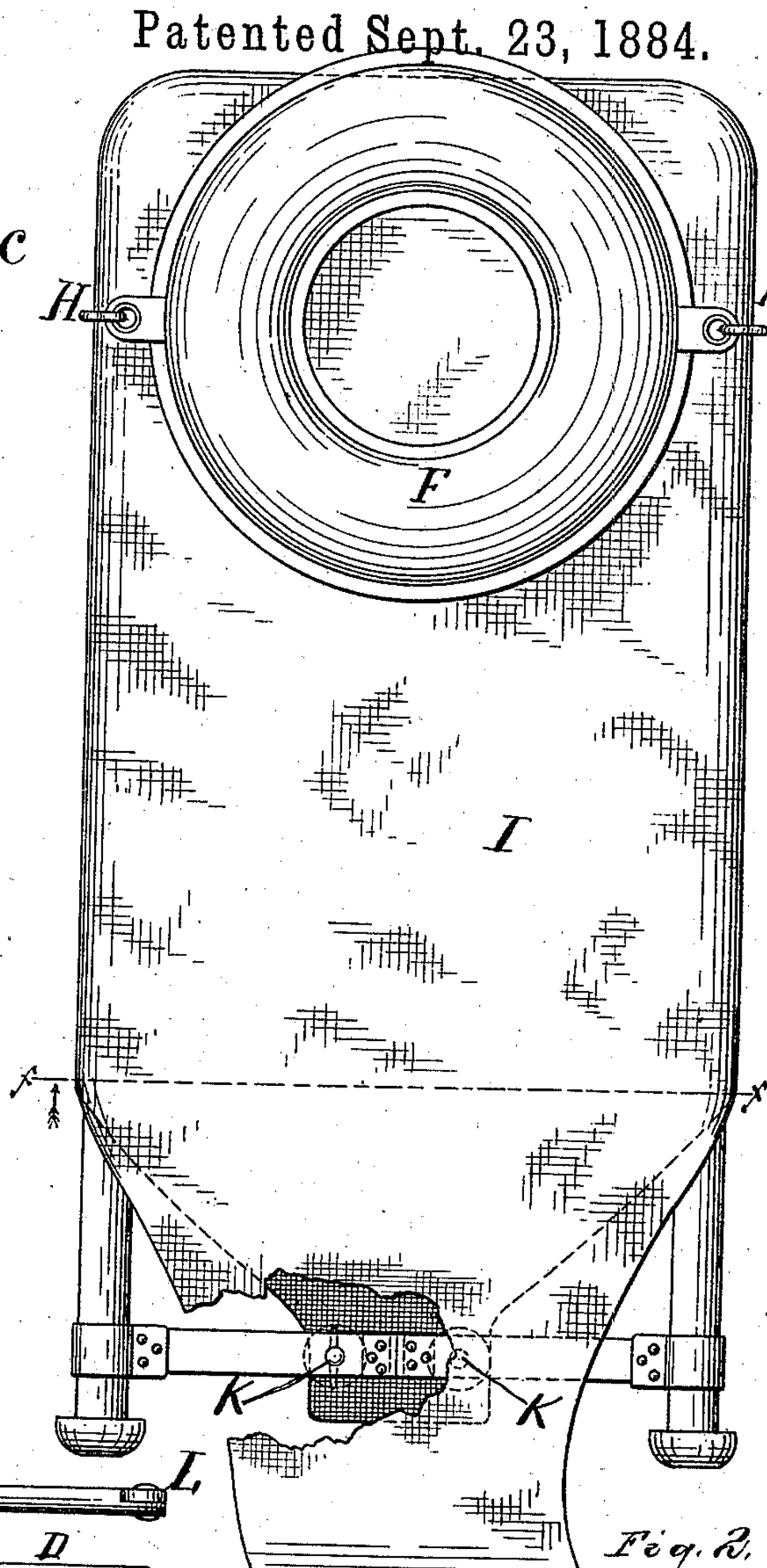

Fig. 2.

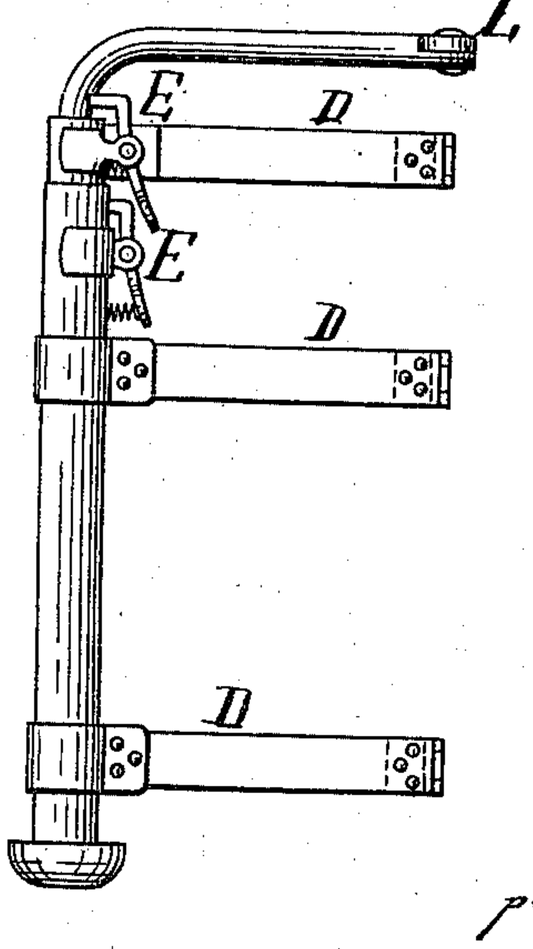

Fig. 3.

Witnesses,
Henry Fauckfurter.
W. S. Baker.

Inventor,
L. B. Covert
per. Jas. A. Cowles
Attorney.

(Model.)

2 Sheets—Sheet 2.

L. B. COVERT.

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Fig. 4.

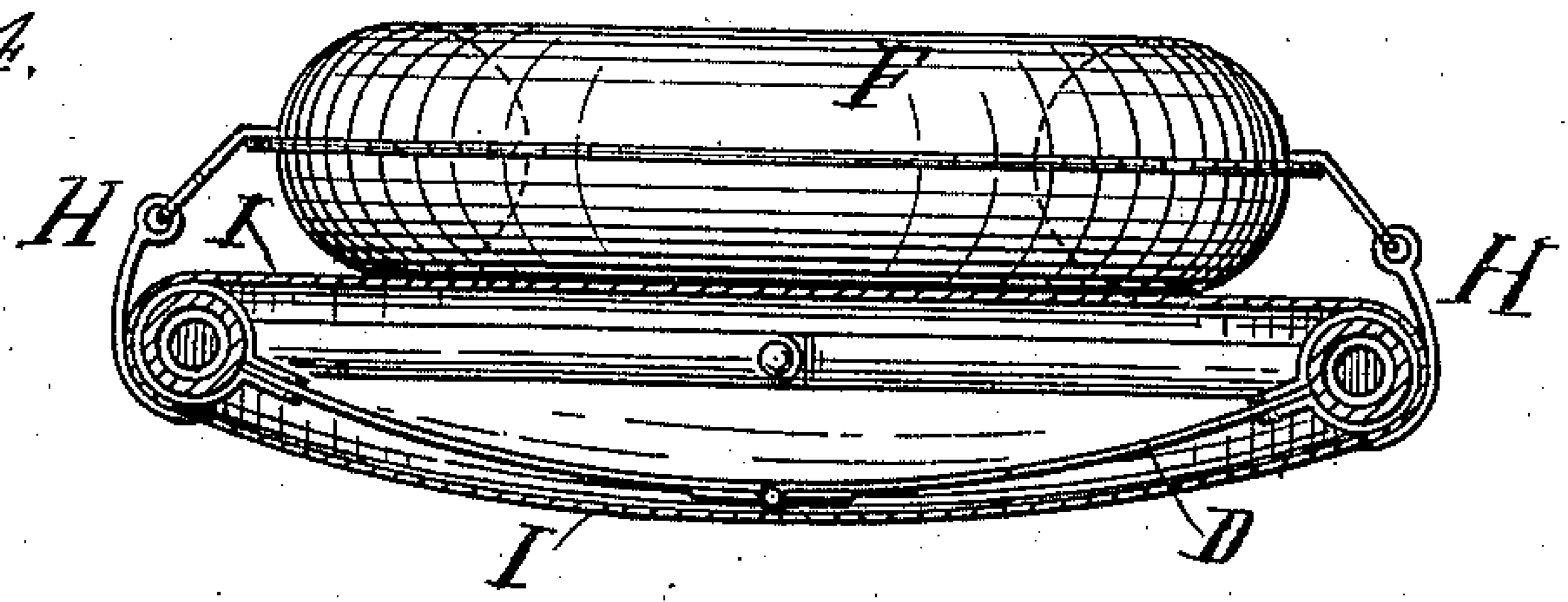


Fig. 5

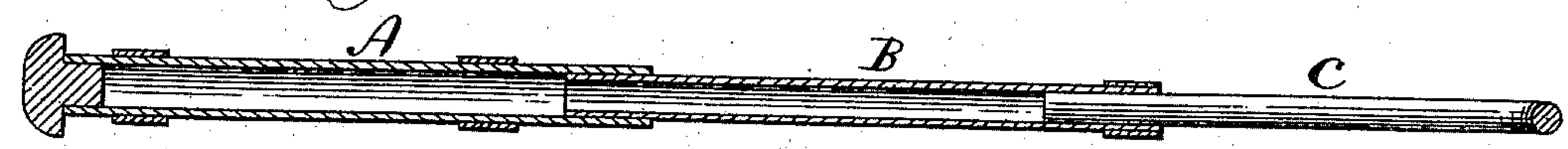


Fig. 6.

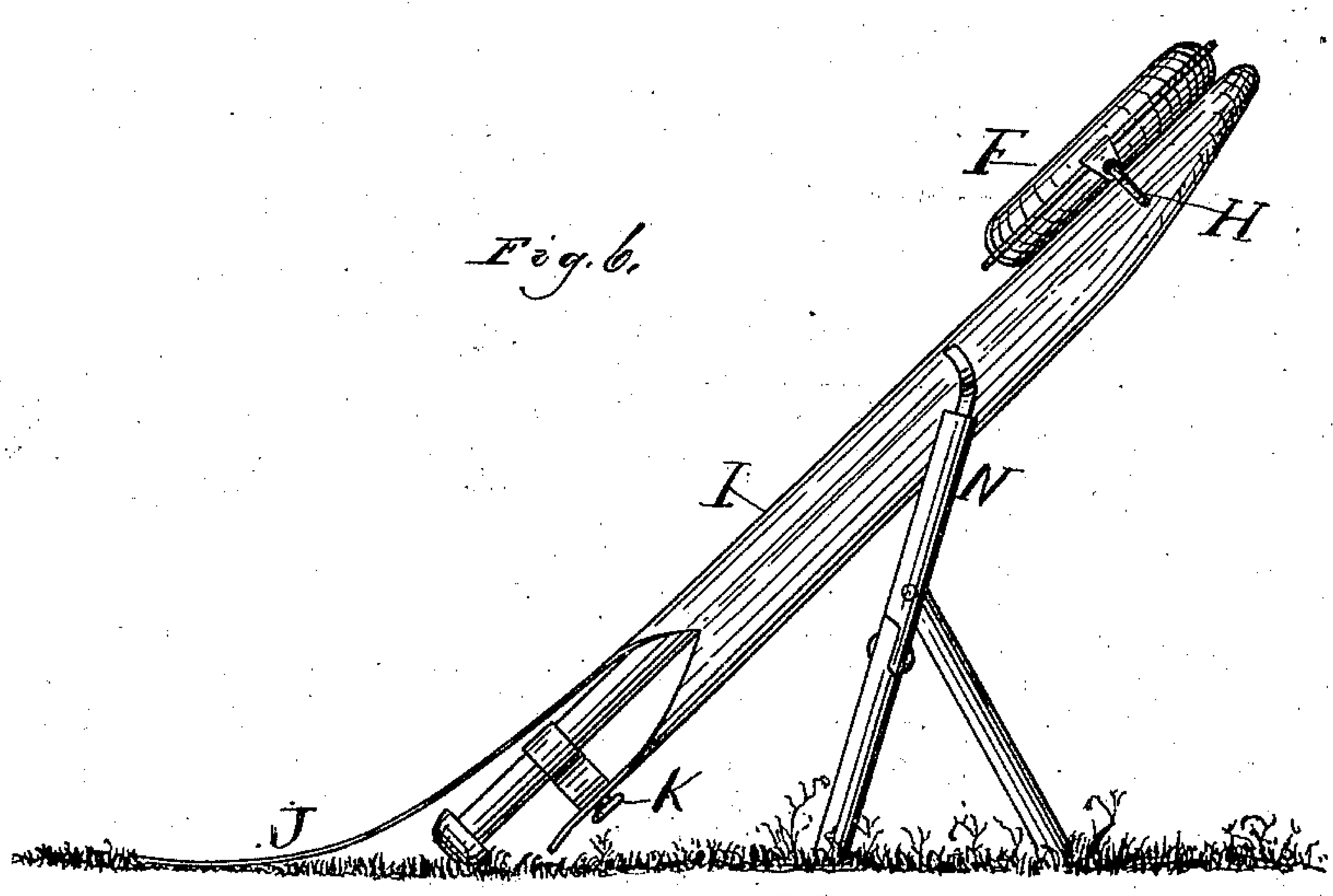
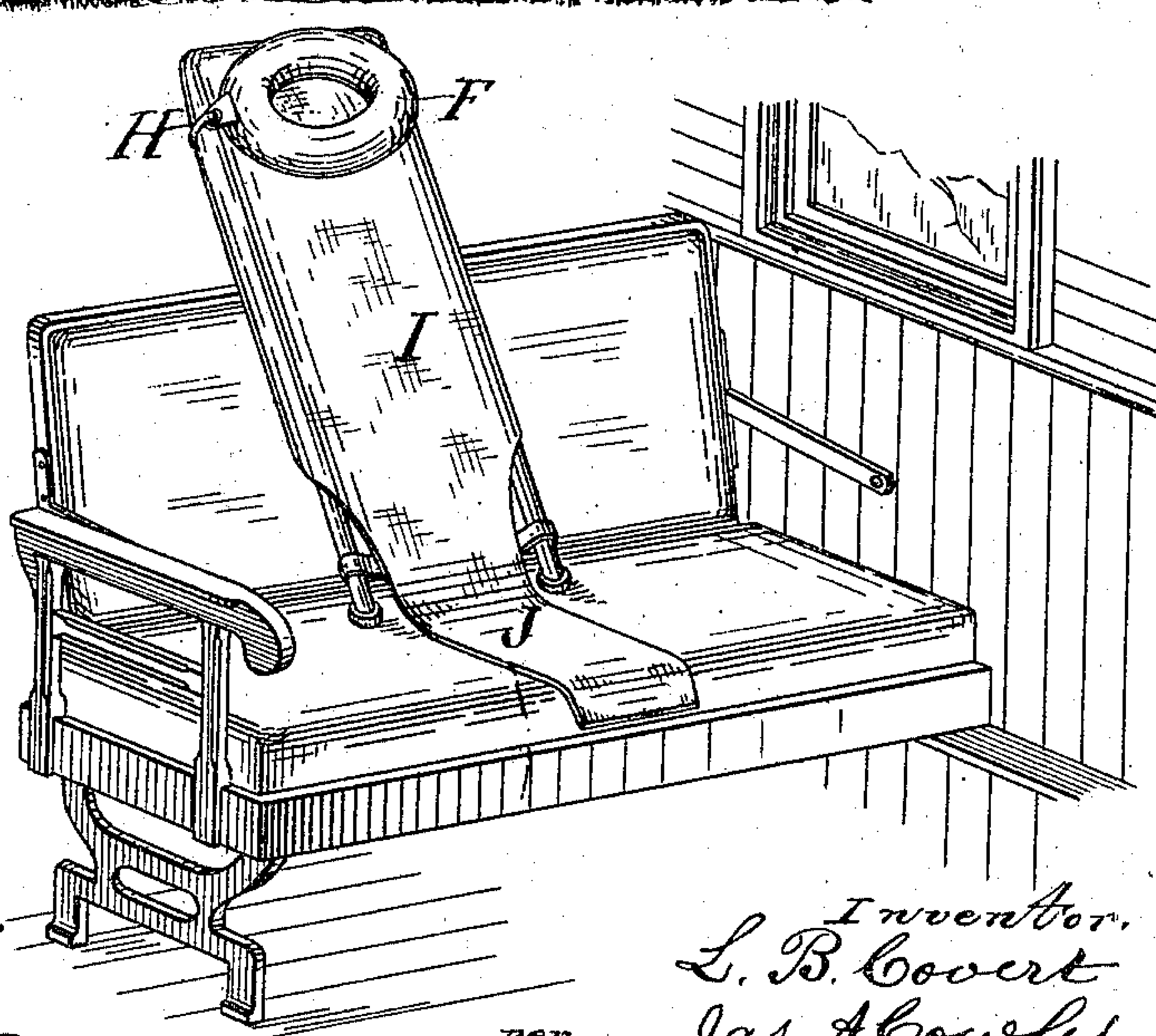


Fig. 7.



Witnesses,
Henry Frankfurter,
W. L. Baker

Inventor,
L. B. Covert
per. Jas. A. Cowles
Attorney,

UNITED STATES PATENT OFFICE.

LEWIS B. COVERT, OF ELGIN, ILLINOIS.

RECLINING FOLDING BACK FOR SEATS.

SPECIFICATION forming part of Letters Patent No. 305,428, dated September 23, 1884.

Application filed April 27, 1883. (Model.)

To all whom it may concern:

Be it known that I, LEWIS B. COVERT, a citizen of the United States, residing at the city of Elgin, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Reclining Folding Backs for Car-Seats and for Camp Purposes, of which the following is the specification.

The object of this invention is to provide a comfortable reclining folding back for car-seats and for camp purposes which, when not in use, can be folded up into a small compact body and carried in a traveling-bag, or in any other convenient manner, by travelers and tourists.

Figure 1 is a view of the frame. Fig. 2 is a view of the upholstering-sack placed on the frame, together with the head-rest. Fig. 3 is a view of the frame folded and ready to be packed in the traveling-bag for future use. Fig. 4 is a view through line *x x* of Fig. 2. Fig. 5 is a longitudinal sectional view of one side of the telescopic frame through *x' x'*, Fig. 1. Fig. 6 is a side elevation of my improvement when used for camp purposes as a reclining-support. Fig. 7 shows its use on a car-seat.

Similar letters of reference refer to similar parts in the different drawings.

A B C are tubes forming the frame of my improvement, and are made telescopic for folding purposes.

D D are bars, made of band-iron or other metal, extending from one side of the frame to the other, and hinged at their center for purposes of folding. These hinges are made in knuckle form, so as to prevent the sides being closed or forced together by the weight of the occupant.

E E are dogs or catches or thumb-screws for the purpose of holding the telescopic sides B C to any desired extension.

The bars D D are made curved or bowed, as seen in Fig. 4.

F is a rest for the head, made of a circular rubber bag, and inflated with air, and fastened to the reclining-rest by means of the clamps or clasps H H.

I is the upholstering-sack, made of suitable material, and drawn over the telescopic frame, as shown in Figs. 2, 6, and 7. One half of the open end of this upholstering-sack is longer than the other, as shown at J, Figs. 2, 6, and 7, upon which extension the person sits when reclining on the rest. These open ends are fastened to the lower bar D by means of the buttons K K. A portion of the upholstering-sack is cut away in Fig. 2 to show the method of fastening to the bar D. The upper end of the telescopic frame is jointed at L, Figs. 1 and 3, in line with the joints in the bars D D. The cross-bar of the upper telescopic section extends directly across from one side to the other, while the bars D D are bowed, and the hinges of the bars are in a different plane from the hinges of the upper cross-bar; thence they brace against each other and prevent the sides closing when occupied.

N is any kind of a support to hold the reclining-rest at a proper elevation for camping purposes. In Fig. 7 it is shown on a car-seat leaning against the back of the seat. In consequence of the bars D D being made bowed or bent, and also because of the upholstering-sack I being made just large enough to snugly fit over the telescopic frame, the side of the upholstering-sack against which the body reclines is made elastic and gives a gentle and easy support to the body.

To use this device, the frame is taken from the traveling-bag in a folded condition, Fig. 3, and extended to the desired length, where the sides are held by the catches or thumb-screws, as seen in Fig. 1. The upholstering-sack is then drawn over the frame and fastened to the lower bar by the buttons K K, Fig. 2. The head-rest F is placed in position, Fig. 2, and the reclining folding-rest is then placed in position on the car-seat, with the extension J placed in front over the car-seat, as shown in Fig. 7, when it is ready for use. It can be placed at any angle, or at the back or ends of the car-seat, as desired, and always gives a gentle and easy support to the head and reclining body. The extension J, being placed upon the seat upon which the person sits, enables the occupant to hold the reclining-rest in position. The frame is made of brass or iron tubing, with the smaller parts working in the larger parts.

To fold the reclining-rest to be laid by for future use, the upholstering-sack is removed

from the frame, together with the head-rest, the catches or thumb-screws E E are loosened, and the various sections are then telescoped—shoved one within the other. It is then folded as shown in Fig. 3, when it is in a small, compact form, convenient to be placed in a traveling-bag or a shawl-strap.

I claim—

1. The combination of the telescopic frame A B C, having the hinged bowed bars D D, the cross-bar of the upper telescopic section hinged and in a different plane from the bowed bars D D, upholstering-sack I, and extension J, as and for the purpose shown.

2. The combination of the telescopic frame A B C, having the hinged bowed bars D D, the cross-bar of the upper telescopic section hinged and in a different plane from the bowed bars D D, and upholstering-sack I, as and for the purpose shown.

LEWIS B. COVERT.

Witnesses:

JAS. A. COWLES,

F. J. GRIFFEN.