

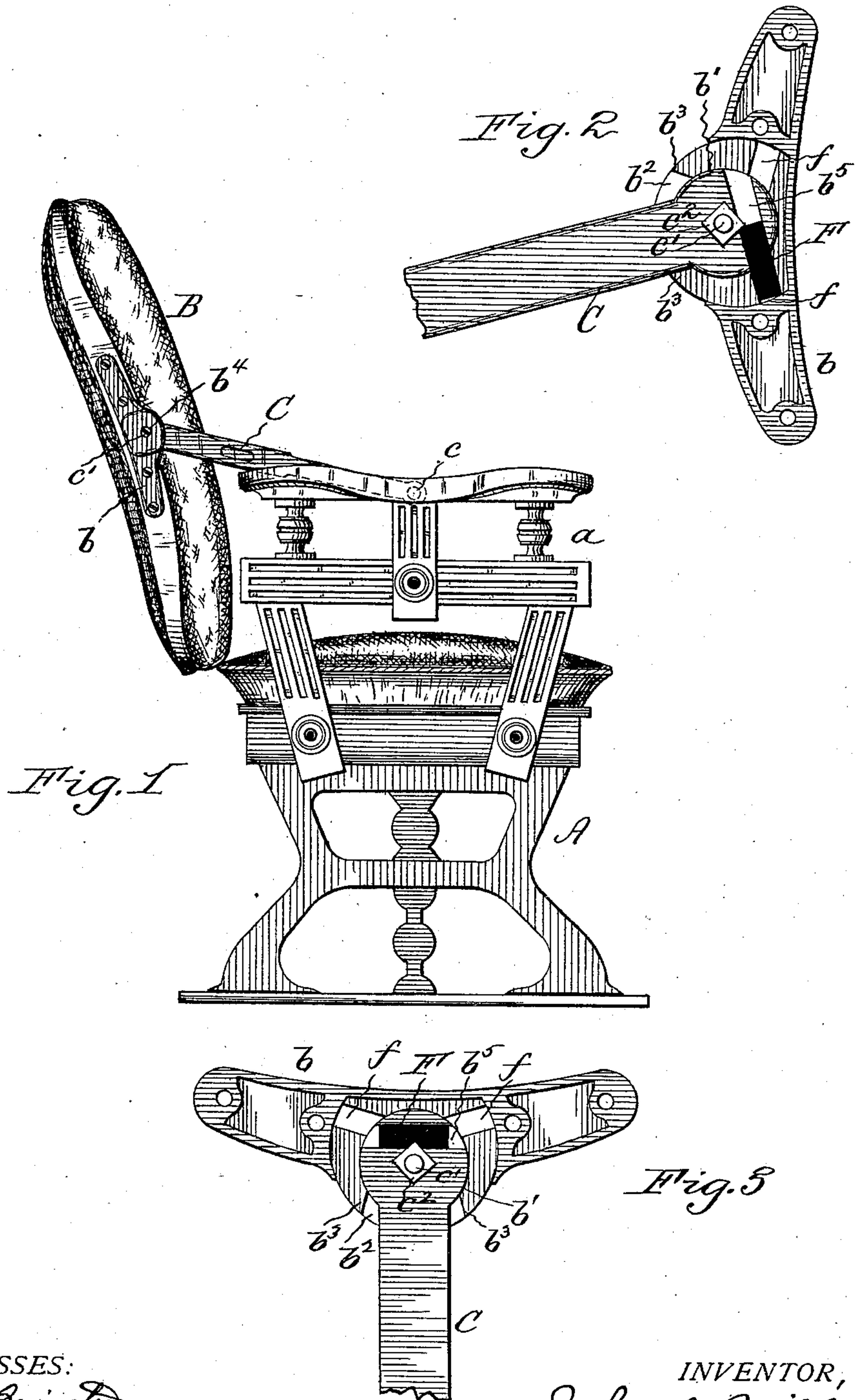
(No Model.)

J. A. BRILL.

CAR SEAT.

No. 370,603.

Patented Sept. 27, 1887.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN A. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 370,603, dated September 27, 1887.

Application filed April 11, 1887. Serial No. 234,420. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN A. BRILL, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

My invention has relation to car-seats having reversible backs connected by links or striker-arms, each provided at one end with a device for locking the back in its reversed positions; and it has for its object to provide the end of the striker-arm pivoted to the back with a simple, inexpensive, and durable locking device for securely maintaining the back in its adjusted positions, which locking devices, as the back and striker-arm are raised preparatory to turning the back to reverse it, automatically act to lock the back in position. This locking device is separate from but loosely supported upon the striker-arm, and it is also separate from the pivot-bolt connecting the end of the striker-arm to the back, and is so located relatively to said pivot-point and to the rear side of the back that the use of a very narrow back is permitted when it is desired to do so.

My invention accordingly consists of the combination, construction, and arrangement of parts, as hereinafter described and claimed, having reference particularly to a car-seat having a reversible back, a link or striker-arm having at one end, upon the side thereof adjacent to the end of the back, and preferably between the pivot-bolt connecting said end with the back and the rear side of the latter, a separate loose sliding locking bolt or bar, and two oppositely-located and preferably reversely-inclined slots or grooves in the said end of the back or in pivot-iron secured thereto.

Referring to the accompanying drawings, Figure 1 represents a side elevation of a car-seat, back, and striker-arm embodying my improvements; and Figs. 2 and 3 are elevations showing the rear side of the back or pivot-iron, a portion of the striker-arm, and the locking bolt or bar, illustrating the two different positions assumed by said bolt as the back of the seat is reversed.

A indicates a car-seat of any desired form

or configuration, having an outside end arm, *a*; B, the reversible back, and C the links or striker-arms, pivoted or journaled at *c* to arm C and at *c'* to back B. The pivot or journal connection of the striker-arm with the back B is preferably made with a pivot iron or plate, *b*, screwed or otherwise affixed to the back B. The iron *b* has an inside disk-shaped or annular recess, *b'*, from the front side of which leads an opening, *b<sup>2</sup>*, the edges *b<sup>3</sup> b<sup>3</sup>* of which may, if desired, be so arranged that they form stops for the edges of the striker-arm to impinge and rest against to determine or limit the inclination of the back in its reversed positions. Leading from the annular or disk-shape recess *b'* near its rear part are two oppositely-located grooves, *f f*, preferably arranged at an angle to or diverging from one another, as shown. In the center of the iron or plate *b* or its recess *b'* is an opening for the passage of the pivot-bolt *c'*, for connecting the end of a striker-arm C to the back B. This pivot-bolt is held in position by a nut, *c<sup>2</sup>*, located between the end of the striker-arm and the edge of the back B adjacent thereto. This described end of the striker-arm, or that end pivoted to plate *b*, is disk-shaped or annular in outline to correspond with and fit into the recess *b'* in plate *b*. Upon one side of this end of the striker-arm, preferably between the pivot-pin *c'* and the rear side or end of the arm, is a segmental groove, *b<sup>5</sup>*, in which loosely slides a bolt or bar, F. This bar is so located that when the back is in either one of its reversed positions it aligns with and drops into one or the other of the grooves *f f* in the plate or iron *b* to hold or lock the back in either of said positions, and in either case the back B is preferably in an angular position, as indicated in Fig. 1.

To reverse the back it and the striker-arms C are first raised and thrown or swung over upon the striker-arm pivot-connections *c* with the seat-arms. As the latter part of this movement is made the locking bolt or bar F on the striker-arms, owing to the inclined position of the grooves *f*, automatically or by gravity slides out of the groove *f* previously occupied by it to the position shown in Fig. 3, or it is then wholly located in the segmental groove *b<sup>5</sup>* on the striker-arms. This movement of the locking bolt or bar F unlocks the



back B from the striker-arms to admit of swinging or oscillating the back upon the pivot bolts or pins *c'* for reversing the back, and as the back comes to its reversed position the opposite groove *f* comes into alignment with bolt or bar F, and it automatically slides into said groove to lock the back in said reversed position.

What I claim is—

1. The combination of a car-seat having a seat arm or end, a reversible back having in its ends oppositely-located grooves, links or striker-arms pivoted at one end to the seat-arms and at the other to the back, and having at the ends to which they are pivoted to the back a loose sliding bolt or bar, said oppositely-located grooves and sliding bar being located between the pivot connecting the striker-arm to the back and the adjacent end of the striker-arm, so as to drop by gravity into either of the grooves in the end of the

back as it is reversed to automatically lock and unlock the back in its reversed positions, substantially as set forth.

2. The combination of seat A, reversible back B, plate *b*, detachable from back B and having oppositely-located inclined grooves *f*, link or striker-arm C, pivoted to said plate *b*, and having loose sliding automatically-acting bolt or bar F, substantially as set forth.

3. The combination, with back B and seat A, of link or striker-arm C, having pivot-connection *c'* with the back and a segmental groove, *b<sup>5</sup>*, between the pivot *c'* and the end of said arm, and oppositely-located grooves *f* on the back, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN A. BRILL.

Witnesses:

R. S. REED,

R. HAWKINS.