(No Model.)

J. APPLIN.

CAR SEAT.

No. 430,413. Patented June 17, 1890.

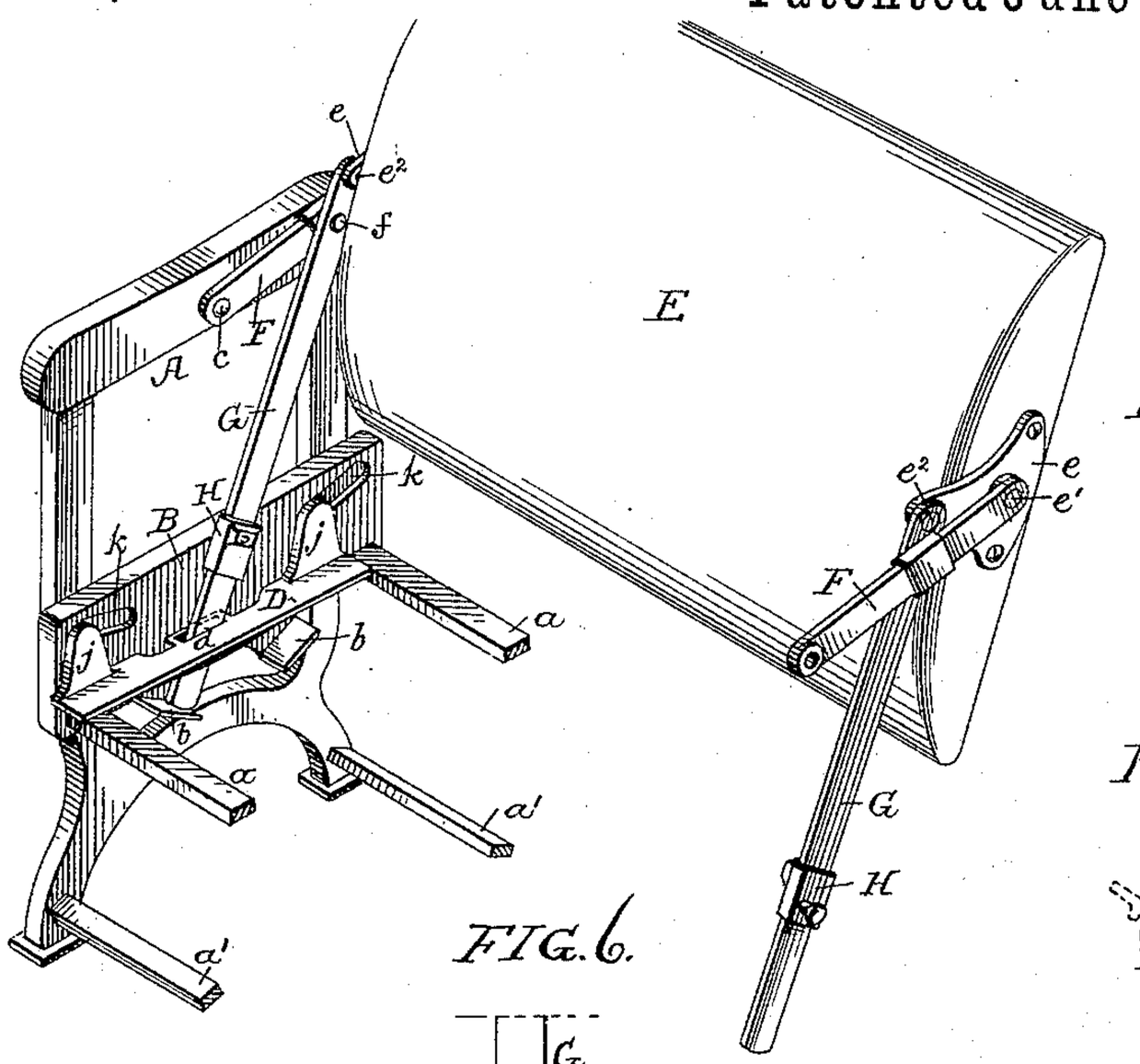

FIG. 1.

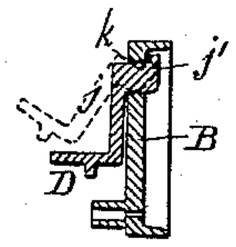

FIG. 5

FIG. 6.

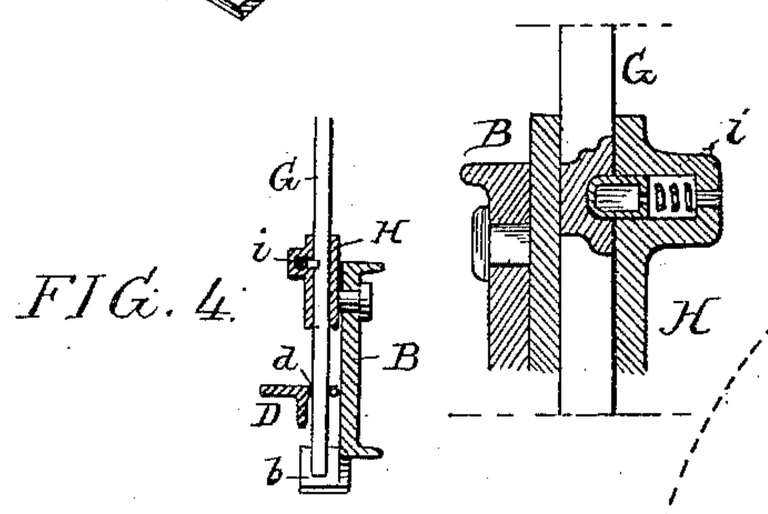

FIG. 4.

FIG. 2.

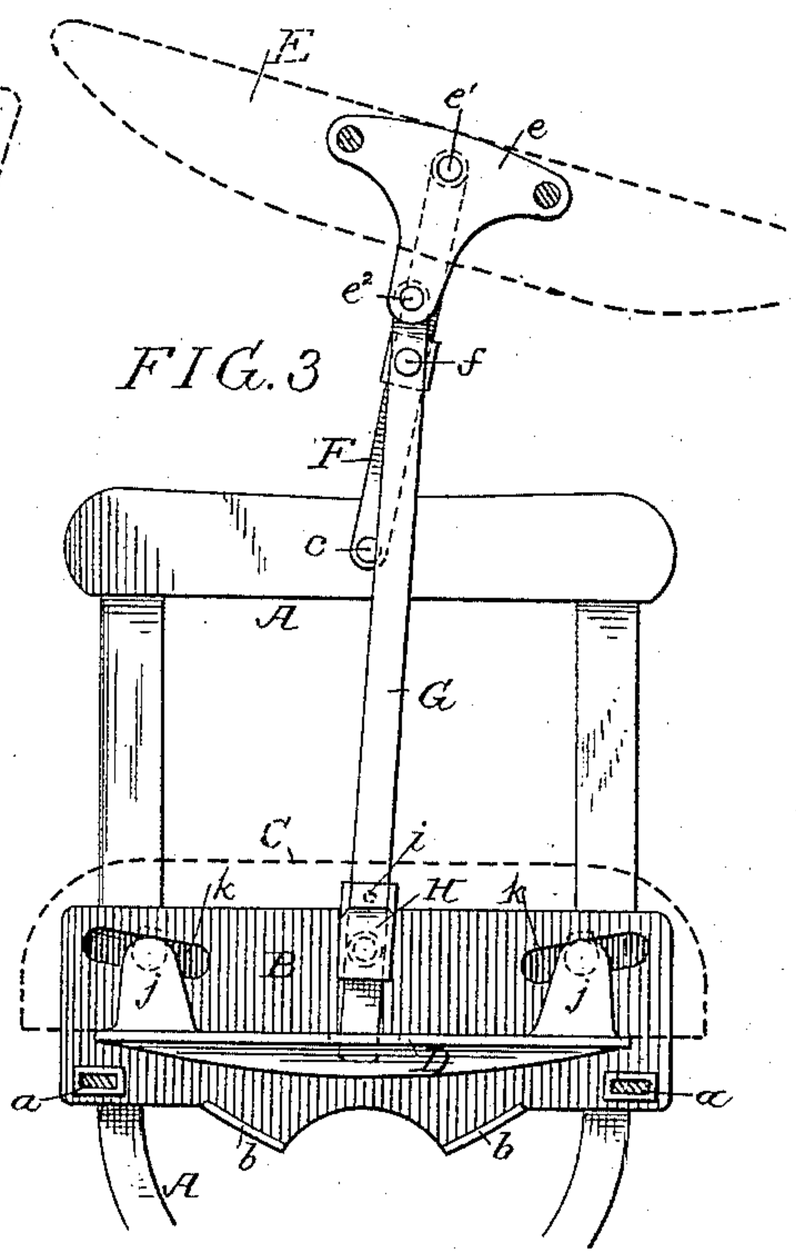

FIG. 3

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UNITED STATES PATENT OFFICE.

JOSEPH APPLIN, OF PHILADELPHIA, PENNSYLVANIA.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 430,413, dated June 17, 1890.

Application filed April 20, 1889. Serial No. 307,951. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH APPLIN, a citizen of the United States, and a resident of Philadelphia, Pennsylvania, have invented certain Improvements in Car-Seats, of which the following is a specification.

The object of my invention is to construct a car-seat that can be reversed by turning over the back, at the same time inclining the seat-section.

In the accompanying drawings, Figure 1 is a perspective view of a portion of the car-seat structure with one of the end frames and the seat-section removed. Fig. 2 is a transverse sectional view of my improved car-seat structure with the seat and back in dotted lines. Fig. 3 is a sectional view showing the back partially tilted. Fig. 4 is a section on the line 1 2, Fig. 2; and Fig. 5 is a section on the line 3 4, Fig. 2. Fig. 6 is a sectional view illustrating the locking-pin.

A is one of the end frames of the seat, made in any form, or ornamented, as desired, and connecting this end frame with the side of the car or another end frame are longitudinal bars *a a'*, the bars *a* being directly under the seat-section, by preference, and the bars *a'* near the floor and acting as foot-rests.

B is a casting or plate secured to or forming part of each side frame A, and on this frame is suspended the seat-bracket D, as shown more clearly in Fig. 1, carrying the seat-frame C, Fig. 2.

E is the back of the seat, having at each end pivot-plates *e e*, and pivoted to these plates *e* at *e'* is a link in the form of a flat bar F, which is also pivoted to the side frame A at *c*. Pivoted at e^2 to each plate *e* is a bar G, which is also pivoted at *f* in the present instance to a sliding block on the bar F. This bar G extends down preferably below the seat, and is connected thereto in the manner described hereinafter, in order to give the seat the proper tilting effect desirable in this class of car-seats. The bar G passes through a block H, which is pivoted to the plate B or to the side frame A itself, so that on the tilting of the seat the bar G has a vertical movement in said block H and a swinging movement as the back is turned over. When the back comes to rest at the position shown in Fig. 2 or in the reverse position, the bar G comes in contact with lugs *b b* on the plate B, sustaining the weight of the back and acting as striker-lugs in place of the usual striker-lugs situated on the side frames above the seat-level.

In the block H is a locking-pin *i* of the construction shown in the detail view, Fig. 6. A spring back of the pin tends to throw it in position and lock the bar G to the block H, when the seat is thrown over to either position. By inserting a key or hook in the lock-pin, as shown, the pin can be withdrawn from engagement with the bar and the seat turned. By having the lock-pin in this position it is out of the way and out of sight, and can be a simple lock-pin, as it is not likely to be tampered with, as in car-seats of the ordinary construction.

The lower end of the bar G passes through a socket *d* in the seat-carrying bracket D, so that any vibrating movement of the bar will be conveyed to the seat-carrying frame. This seat-carrying frame has two lugs *j j*, projections on which pass through inclined orifices *k* in the plate B, and these projections have lips *j'*, as shown in Fig. 5, so that by merely tilting the seat-frame, as shown by dotted lines in said figure, the projections can be introduced into the inclined orifices in the plate B, and when the frame assumes the position shown by full lines in Fig. 5 it is firmly held in position on the plate. By this means I dispense with the bolts or other contrivances used in attaching the seat-carrying frame to the side frames. The seat-frame rests loosely on lips on the brackets, as shown.

It will be seen that the inclined orifices *k k* are inclined in opposite directions, so that when the seat is in the position shown in Fig. 2 the projections on the lugs *j* on the seat-carrying frame at one end will be in the upper end of the orifice, while the projections on the lugs at the opposite end will be in the lower end of the orifice, giving the desired slant to the seat. By reversing the seat-back the carrying-frame is moved to a position opposite that shown, and the seat is consequently inclined in the opposite direction.

I claim as my invention—

1. The combination, in a car-seat structure, of the frame, with a bar pivoted to said frame and pivoted to the back, with a rod, also piv-

oted to the back and having a sliding connection with said bar, and guided at its lower end, substantially as and for the purpose described.

2. The combination, in a car-seat, of the back and seat sections, the frame, a pivoted block H, carried by said frame, a bar F, pivoted to the frame and to the back-section, with a rod G, pivoted to the back-section at a distance from the pivot-point of the bar F, and having a sliding connection with the bar F and adapted to slide in the said block H, substantially as described.

3. The combination of the frame, the back-section, the bar pivoted to the back-section and to the frame, and a rod pivoted also to the back-section and having a sliding connection with the bar, and guided at its lower end, with stop-lugs *b b* on the frame in the longitudinal path of the rod for limiting the movement of the back, substantially as described.

4. The combination of the frame, the back-section, the bar pivoted to the back-section and to the frame, and a rod also pivoted to the back-section and having a sliding connection with the bar, and guided at its lower end with a seat-carrying bracket, slots in the frame to which the bracket is hung, the said rod acting upon the bracket to move it as the back is moved, substantially as and for the purpose set forth.

5. The combination, in a car-seat, of the side frames, inclined slots therein, with opposite independent detachable seat-carrying brackets, lugs thereon resting in said slots, and by which the brackets are suspended on the side frames, and lips on the brackets on which the seat-frame rests, substantially as described.

6. The combination of the side frames A, the back and seat sections, bars F F, pivoted to the side frame and to the back-section, rods G G, each pivoted to the back-section, and having a sliding connection with the bars F, pivoted blocks on the frame, through which the bars G pass, with a locking-bolt carried by one of said blocks, said bolt adapted to lock the rod to the block and hold the back-section in either of its two positions, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH APPLIN.

Witnesses:

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