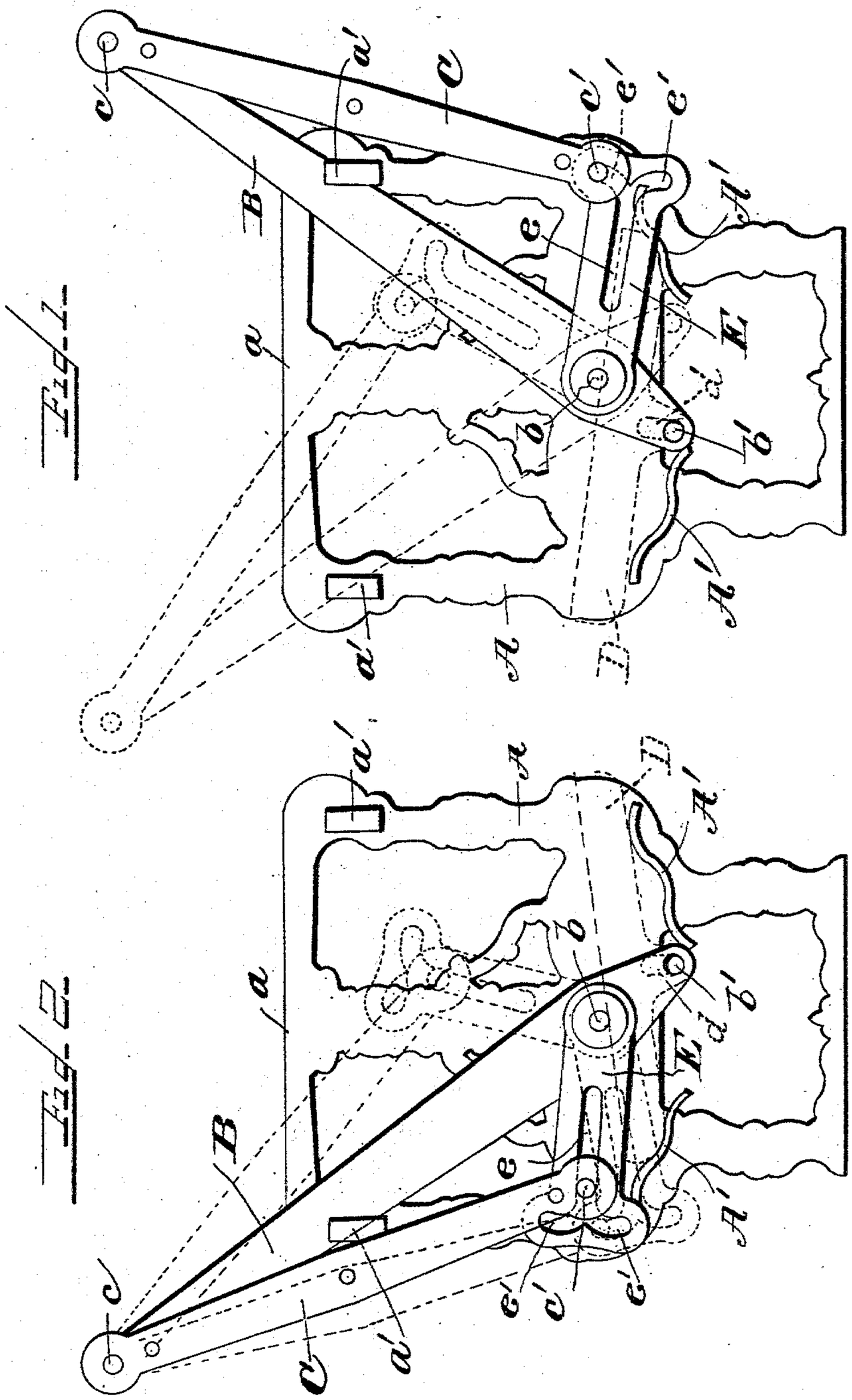
(No Model.)

J. LEMMAN.

REVERSIBLE CAR SEAT.

No. 515,937. Patented Mar. 6, 1894.



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REVERSIBLE CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 515,937, dated March 6, 1894.

Application filed October 18, 1893. Serial No. 488,521. (No model.)

To all whom it may concern:

Be it known that I, JOHN LEMMAN, a citizen of the United States, residing at Wakefield, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Reversible Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention is an improvement in reversible car seats and consists in the novel features of construction and combination of parts, hereinafter fully described, with reference to the accompanying drawings which illustrate the best form in which I have contemplated embodying my invention, and said invention is fully disclosed in the following description and claims.

Referring to the said drawings, Figure 1 is a side elevation of the irons for one end of a car seat constructed according to my invention. Fig. 2 is a view similar to Fig. 1 showing the parts in different relative positions.

I have illustrated the irons for one end of a car seat embodying my invention, it being understood that the irons for the other end are simply duplicates of those shown, and that the back irons and seat irons will be connected by the back and seat portions of the car seat respectively.

I have illustrated in dotted lines in the figures different positions which the parts assume in reversing the car seat.

Referring to the drawings A represents the end frame of the car seat having the arm portion *a* and brackets *a'* *a'* for the reception of the striker arm.

B is the striker arm pivoted at *b* to the frame A adjacent to the level of the seat portion of the car seat, and extending upwardly at an angle and engaging one of the brackets *a'*.

C is the back iron, to which the back of the car seat is secured, and this back iron C is pivoted at or near its upper end to the striker arm, as indicated at *c*. The seat iron D to which the seat portion of the car seat is secured is shown in dotted lines to avoid confusion, and is of ordinary construction. The seat iron D is provided adjacent to its center with a vertically disposed slot *d* which is engaged by a lug *b'* on the lower end of the striker arm, which extends below the point of pivoting *b*. The end frame A is provided at each side with a curved way or guide A' which supports the seat irons and the seat portion and said ways or guides are given such form as will cause the seat to assume a downwardly inclined position toward the back in both positions of the back, the seat portion being moved from one position to the other by the engagement of the lug *b'* of the striker arm, with the slotted seat iron D.

E represents the locking arm for the back iron, which arm is pivoted preferably upon the pivot *b* of the striker arm, and is provided with a slot *e* extending from a point adjacent to said pivot *b* to the outer end of the arm E where said slot diverges and has two branches *e'* *e'* as shown in the drawings. The branch slots *e'* *e'* I term "locking slots" and the lower end of the back iron C is provided with a lug or projection *c'* which engages one of the locking slots *e'* in the locking arm when the back is in either of its operative positions. Each of the locking slots is so formed that its outer end provides a locking construction so that when the back is in operative position the lower end of the back cannot be forced toward the pivot *b*, and the parts are preferably so constructed that the pin or lug *c'* of the back will be substantially in a horizontal line with the pivot *b*.

Both sides of the car seat are exactly alike except that in actual practice it is customary to dispense with the frame A at one side and secure the irons to the side of the car as is well known.

The operation of my improved car seat is as follows: When it is desired to reverse the car seat, the parts being in the position shown in full lines in Fig. 1, the back is seized by the lower edge, at any point, and raised bodily until the striker arms strike the brackets *a'* on the other side of the main frame, as indicated in dotted lines in Fig. 1. The back can be seized at any point between the side of the car and the aisle, as the slotted locking arms lock the back in relation to the striker arms. As soon as the parts assume the positions shown in dotted lines in Fig. 1, the jar occasioned by the striker arms forci-

bly engaging the brackets a', will cause the lugs c' c' of the back irons to traverse the locking slots e' and bring the parts into the position shown in dotted lines at the right in Fig. 2, and gravity acting upon the back will cause its lower end to move downward, the lugs c' traversing the slots e of the locking arms in a direction toward the pivot b and then as the back passes the line of the striker arms, the lugs c' will traverse said slots e outward bringing the parts into the position shown in full lines in Fig. 2. The continued movement of the back under the influence of gravity will cause the lugs c' to enter the locking slots of the locking arms, when the latter will fall, and securely lock the back in position. It will thus be seen that the operation of reversing my improved car seat is exceedingly simple and the construction is such that it is assisted largely by gravity, thus making a very efficient car seat.

What I claim, and desire to secure by Letters Patent, is—

1. In a reversible car seat, the combination with main frame and the striker arms pivoted thereto, of the back pivoted to said striker arms, adjacent to their upper ends, the pivoted locking arms lying normally in a substantially horizontal position, each having a longitudinal slot for engaging a projection secured to the back to permit the reversing of the back, and a locking slot communicating with said longitudinal slot for locking said back in operative position, substantially as described.

2. In a reversible car seat, the combination with the striker arms, pivoted to the main frame substantially in the plane of the seat portion, the back having its upper end pivoted to said striker arms, and provided adjacent to its lower edge with lugs, the locking arms pivoted concentrically with said striker arms, and provided each with a longitudinal slot, and a pair of diverging locking slots communicating therewith, to engage the said lugs of the back, the seat portion, and a connection between the striker arms, and the seat portion for moving the same, substantially as described.

3. In a reversible car seat the combination with the main frame, and the striker arms pivoted thereto, of the back pivoted to the striker arms adjacent to their upper ends, the movable seat having a connection with the lower ends of said striker arms for reversing the position of said seat and the slotted locking arms each engaging a pin on the lower part of the back and a pin substantially in line with the point of pivoting of the striker arms each of said locking arms having locking slots for engaging one of said pins to lock the back in operative position, substantially as described.

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

JOHN LEMMAN.

Witnesses:
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