

(No Model.)

T. C. SHANKLAND.
VEHICLE SEAT.

No. 534,285.

Patented Feb. 19, 1895.

FIG. 1.

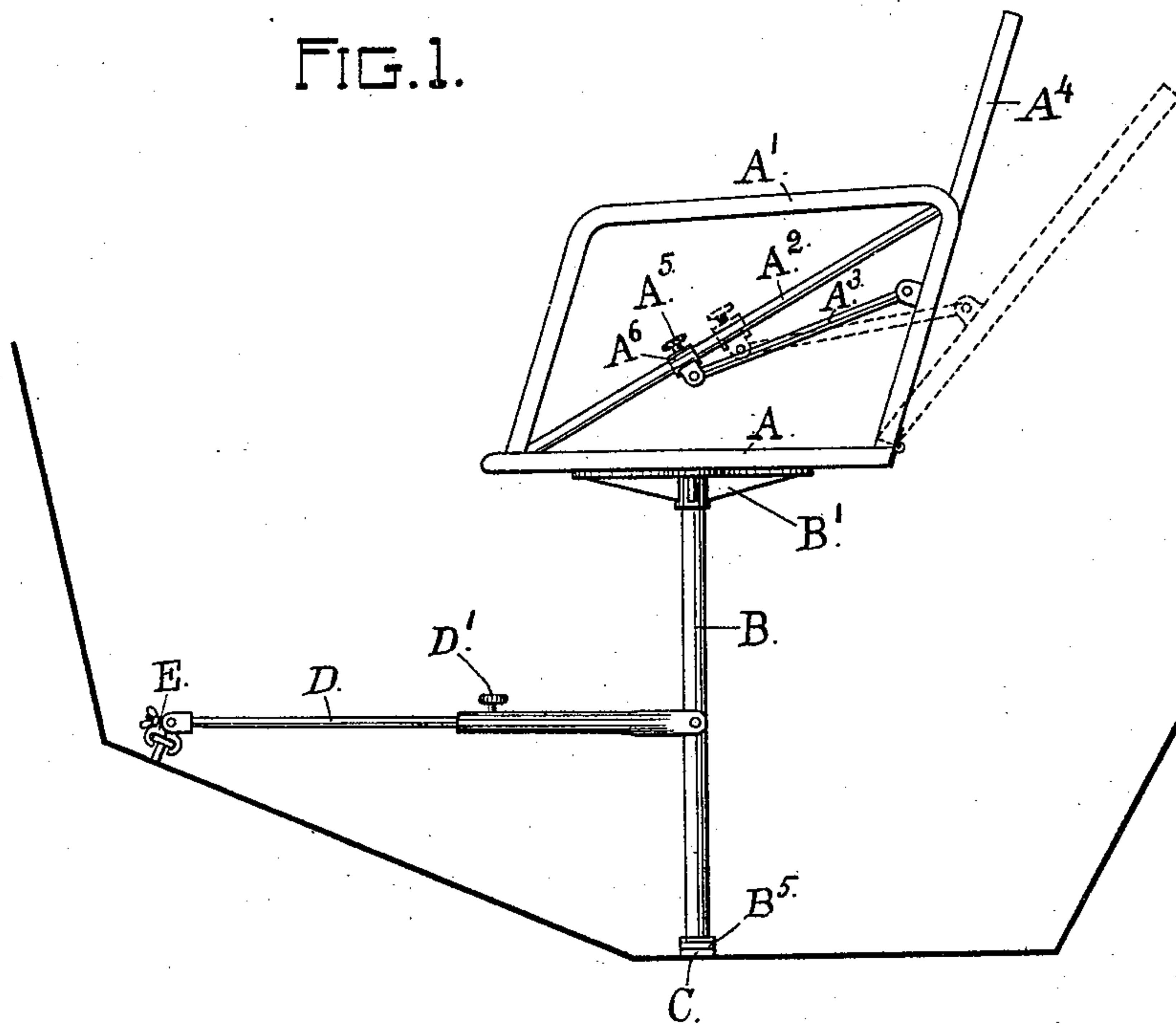


FIG. 2.

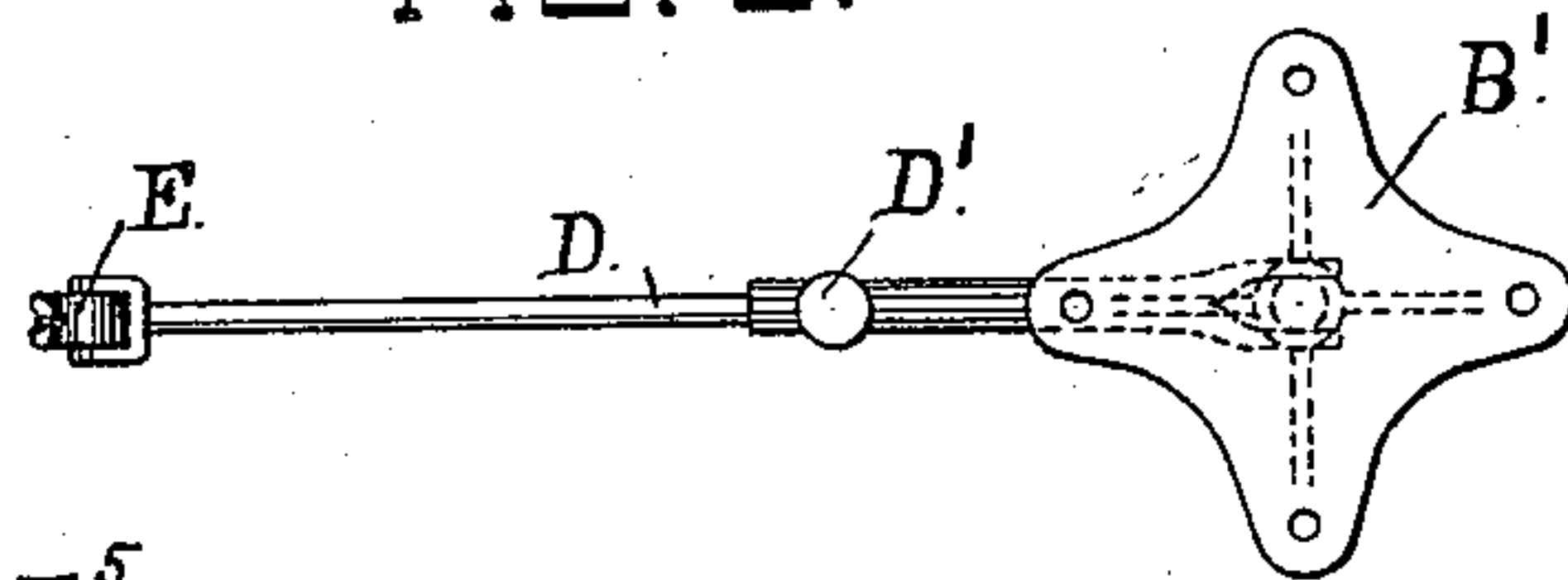


FIG. 3.

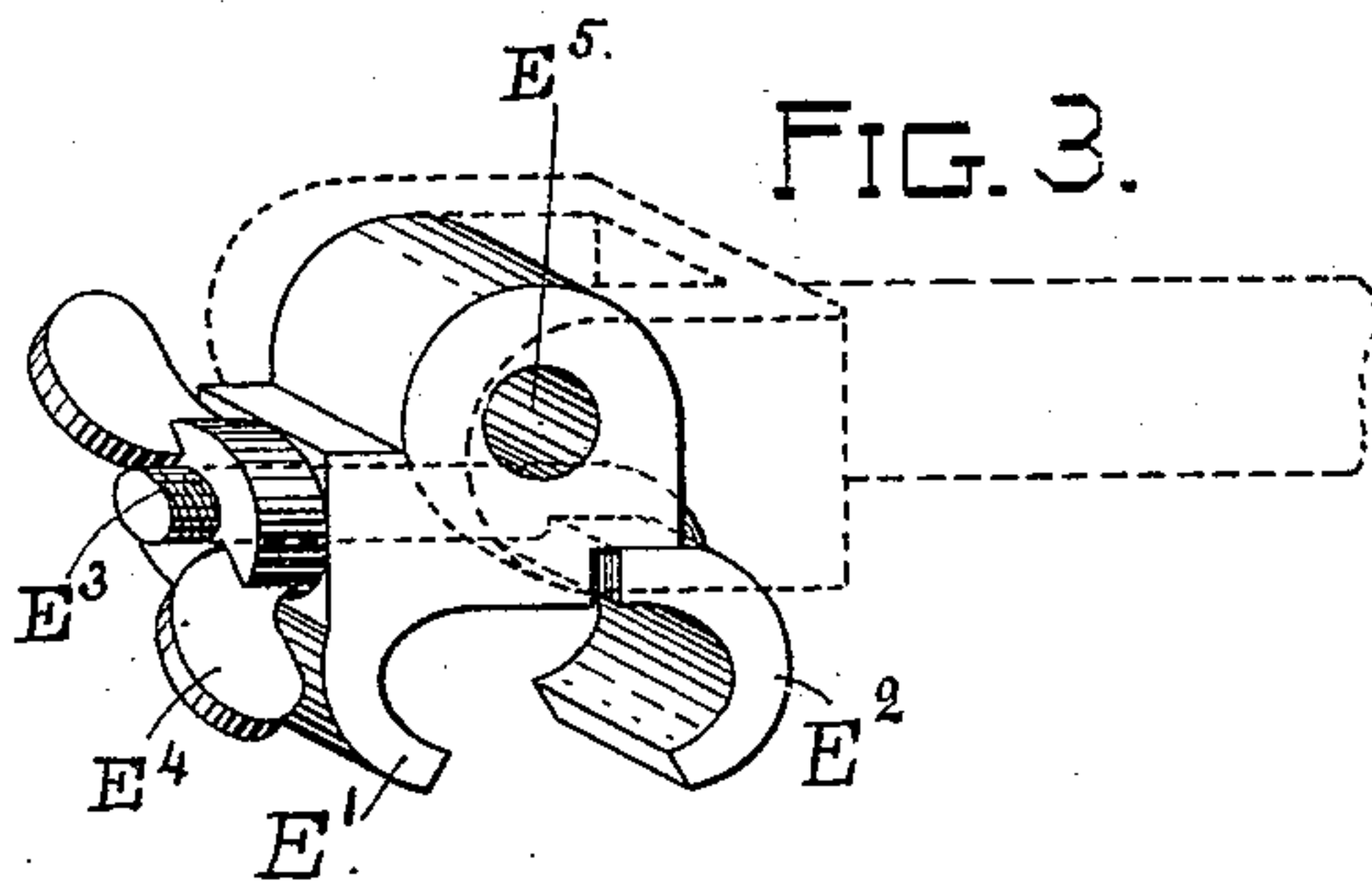
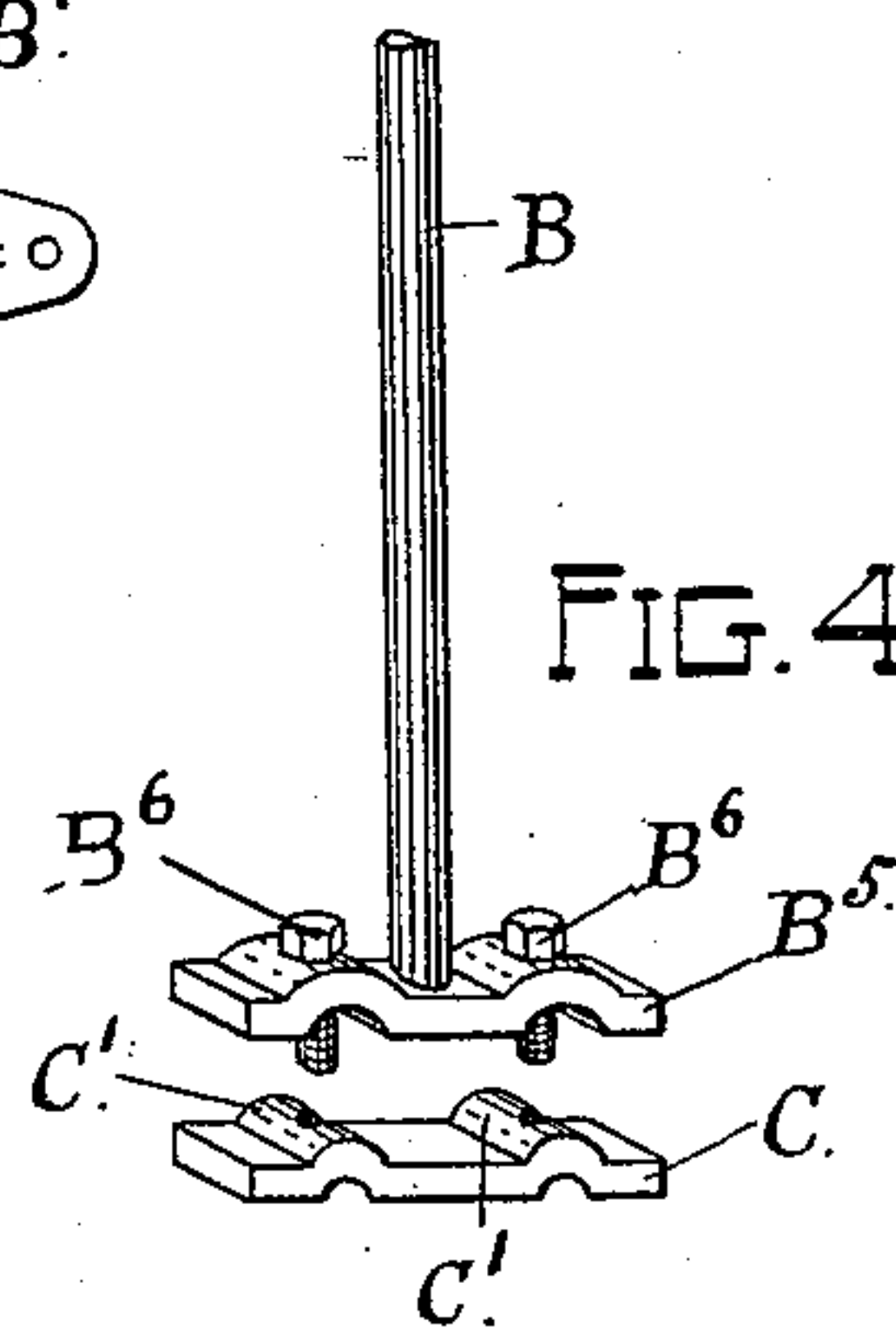


FIG. 4.



WITNESSES
Joe R. Power
Herman de Laguna.

INVENTOR
Thompson C. Shankland
by *E. F. Muddock* atty.

UNITED STATES PATENT OFFICE.

THOMPSON C. SHANKLAND, OF OAKLAND, CALIFORNIA.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 534,285, dated February 19, 1895.

Application filed August 28, 1894. Serial No. 521,511. (No model.)

To all whom it may concern:

Be it known that I, THOMPSON C. SHANKLAND, a citizen of the United States, residing at Oakland, in the county of Alameda and State of California, have invented certain new and useful Improvements in Vehicle-Seats; and I do hereby declare the following to be a full, clear, and exact description of said invention, such as will enable others skilled in the art to which it most nearly appertains to make, use, and practice the same.

This invention relates to improvements in vehicle seats and more particularly to supplemental seats for the use of children, and it consists in the novel construction and arrangement of the parts which are hereinafter set forth.

The objects for which this invention is designed are to provide a supplemental seat for the use of children which while being simple and strong in construction will permit of adjustment to allow the child to assume a recumbent position; to permit the seat to be used by different sizes of children, and to overcome the objection of interfering with the entrance and exit from either side by the adult occupants of the vehicle.

In the drawings: Figure 1. is a side elevation of the invention illustrating its application to a buggy, showing in dotted lines the back drawn out to permit a reclining position on the part of the occupant. Fig. 2. is the plan view of the same. Fig. 3. is a detail view showing the construction of the clip by means of which the end of the extension bar is secured. Fig. 4. is a detail view of the foot plates upon which the seat rests.

In the drawings the letter, A, designates the bottom of a seat. It is provided with the side arms, A', and the hinged back, A⁴. This back is hinged as shown to permit of its being thrown back to accommodate the sleeping attitude. This is oftentimes very desirable as the child almost invariably goes to sleep when riding and is very uncomfortable when in a sitting posture. With this construction, should the child go to sleep the driver may lean forward and by releasing the set-screws, A⁵, permit the back to fall and support the child in a recumbent position. The back, A⁴, is pivotally secured to the rod, A³,

which is provided with the collar, A⁶, having the set screw, A⁵. The collar, A⁶, is adapted to slide up and down on the guide rod, A², as the back is adjusted. By means of this construction I obtain a firm hold on the rod, A², with but little strain exerted on the set screw by reason of the strain on the collar, A⁶, being slightly out of line with the rod, A², and producing a pinch of the collar on the rod. Accident by reason of the connection between the back and side arms of the seat suddenly giving way is thus in a large measure avoided.

This seat is supported on the supporting rod, B, which is provided with the plate, B', adapted to be screwed to the bottom of the seat. This rod is maintained in position by the foot, B⁵, and plate, C. The plate, C, is elongated and adapted to be secured rigidly to the bottom of the vehicle to which it is desired to apply this invention. It is provided with the raised portions, C', C', in which are formed screw threaded perforations to receive the screws, B⁶, B⁶, of the foot, B⁵. By thus forming the raised parts, C', C', the threaded perforations can always be cleaned and obstructions cleared away from under. The foot, B⁵, is provided with similar raised portions which fit over, C', C', and the foot B⁵, and plate are secured together by the screws, B⁶, B⁶, which engage the threaded perforations in C', C'. The elongated foot, B⁵, maintains the seat from upsetting sidewise but does not keep the seat from moving backward and forward. This is accomplished by the use of the extension brace, D. The extension brace, D, is formed in two sections the one of which is capable of being telescoped into the other and maintained in the desired position by a set screw, D', in the ordinary manner. The ends of this brace are forked and the one pivotally attached to the supporting rod, D, and the other to the clip, E, which grasps the foot bar of the vehicle. The seat is now rigidly prevented from backward and forward movement above spoken of. As a further advantage in this construction it permits of the adapting of this seat to the varied styles of vehicles either long or short, or flat or raised in front, and particularly is it desirable in the latter variations for if it is being adapted to the flat bottom style all that is necessary

is to drop the end bearing the clip, E, and extending it until the clip may engage the foot bar, when the parts are rigidly set by means of the set screw, D'.

5 The clip, E, consists of the jaws, E', and E². These jaws are drawn together or thrown apart by means of the winged nut, E⁴, which engages the thread on the screw, E³. The screw, E³, is integral with the jaw, E², and
10 passes through a perforation provided for it in the jaw, E', where the nut, E⁴, is secured on it. By screwing up the nut, E⁴, the jaws are drawn together until they grasp firmly the
15 E', is made heavy to permit of forming in it the perforation, E⁵, to receive the forked end of the brace, D. By means of this joint between the brace and clip they are left perfectly free to be adapted readily to any foot
20 bar set at various angles.

While I have herein described the use of the foot, B⁵, and plate, C, I do not wish to be understood as limiting myself to that exact construction as it is obvious that variations
25 may be made therein without altering the spirit of this invention.

Having thus described this invention, what I claim is—

1. In a supplemental vehicle seat such as described the combination with the seat, A, 30 of the supporting rod, B, adapted to be secured to the bottom of the vehicle, and the brace, D, pivotally secured to the supporting rod and adapted to grasp the foot bar of the vehicle substantially as described. 35

2. In a supplemental vehicle seat such as described the combination with the seat, A, of the supporting rod, B, adapted to be secured to the bottom of the vehicle, the extension brace, D, pivotally secured to the supporting rod and adapted to be rigidly set when 40 lengthened or shortened, and a clip attached to the end of the brace and adapted to grasp and hold the foot bar of the vehicle substantially as described. 45

In witness whereof I have hereunto set my hand this 9th day of August, 1894.

THOMPSON C. SHANKLAND.

Witnesses:

E. F. MURDOCK,
CHAS. T. STANLEY.