No. 621,825. Patented Mar. 28, 1899.

P. M. KLING.

CAR SEAT.

(Application filed June 14, 1897.)

(No Model.) 2 Sheets—Sheet 1.

Fig. I.

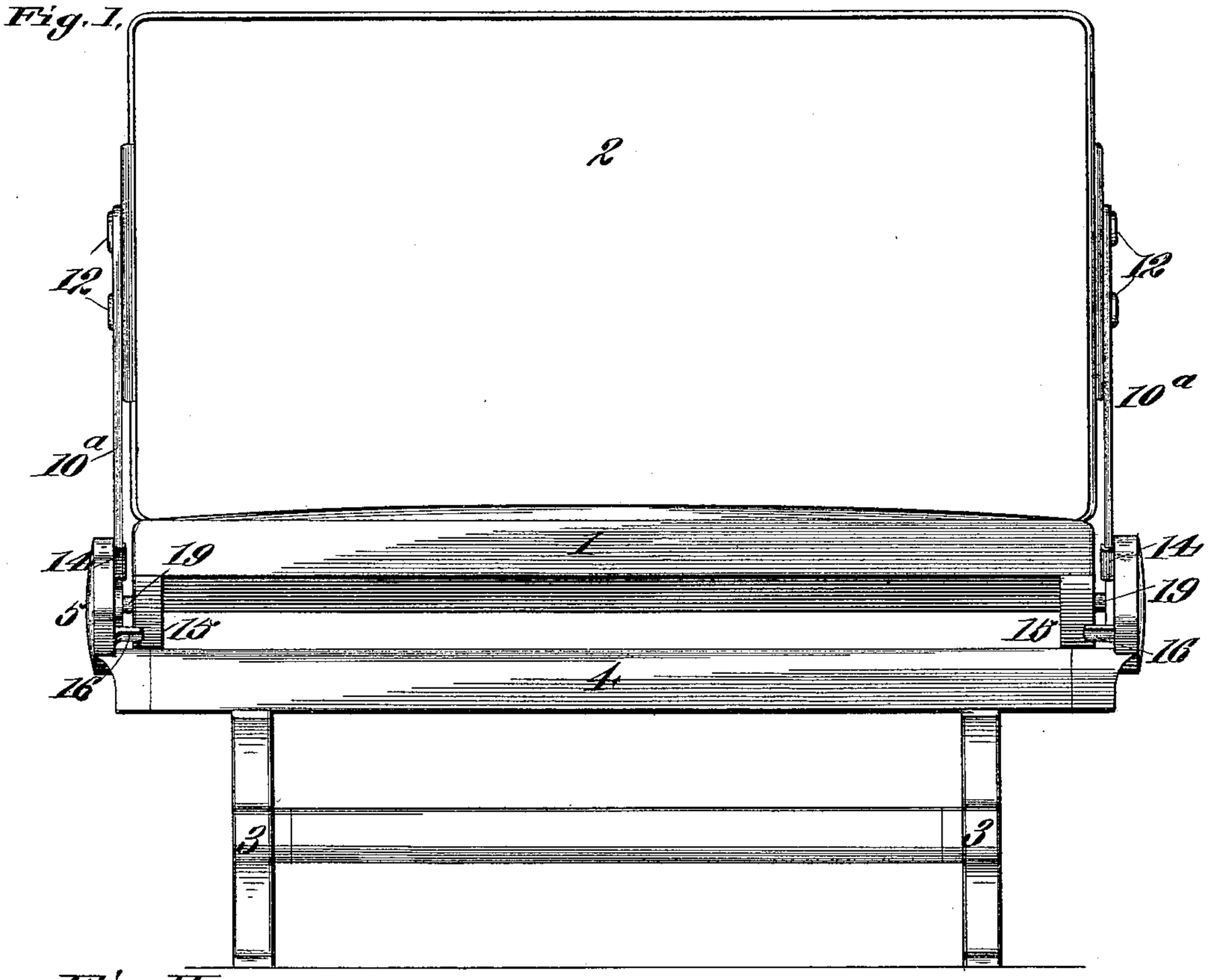

Fig. II.

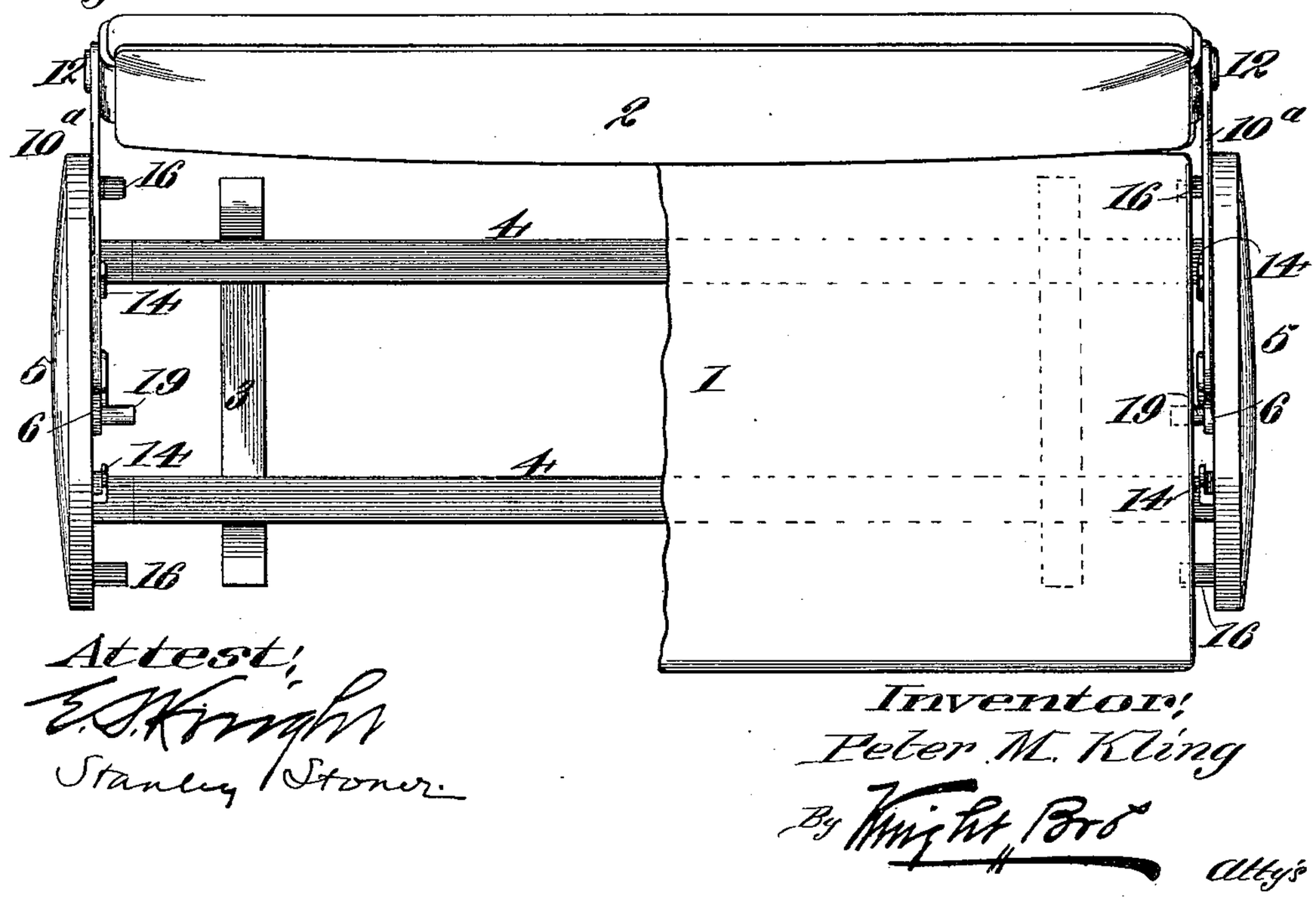

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Fig. III.

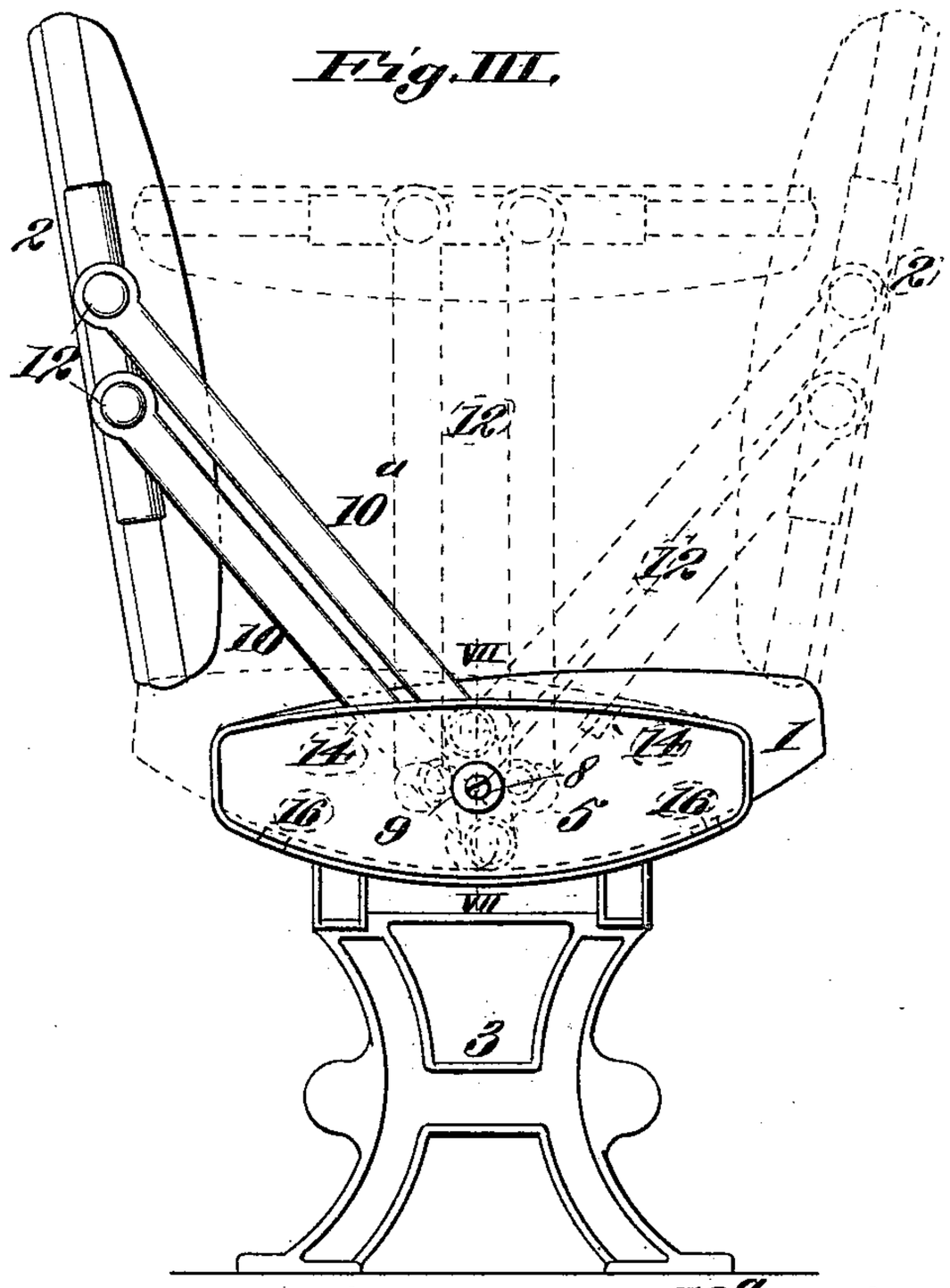


Fig. IV.

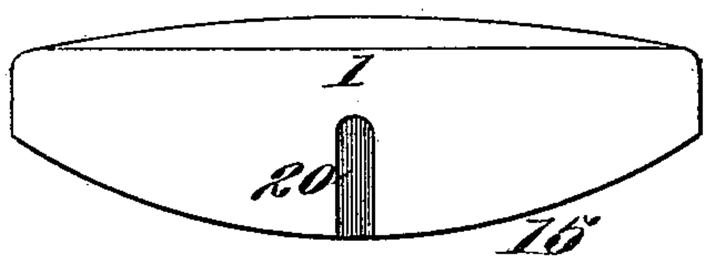


Fig. V.

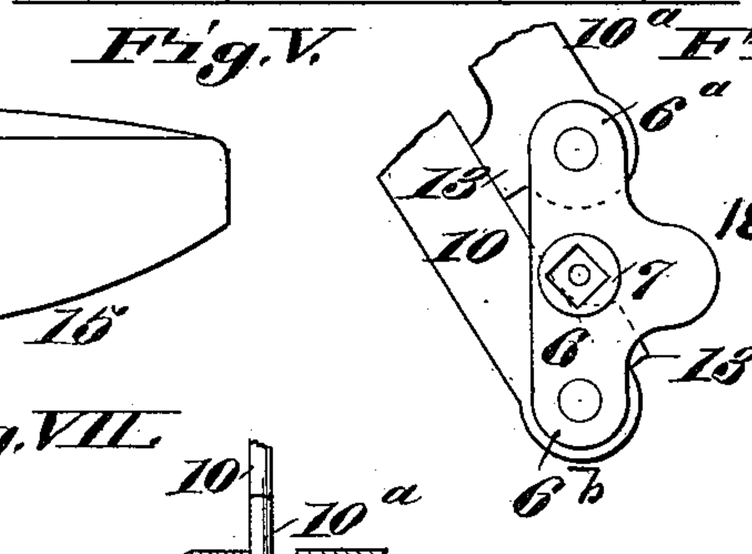


Fig. VI.

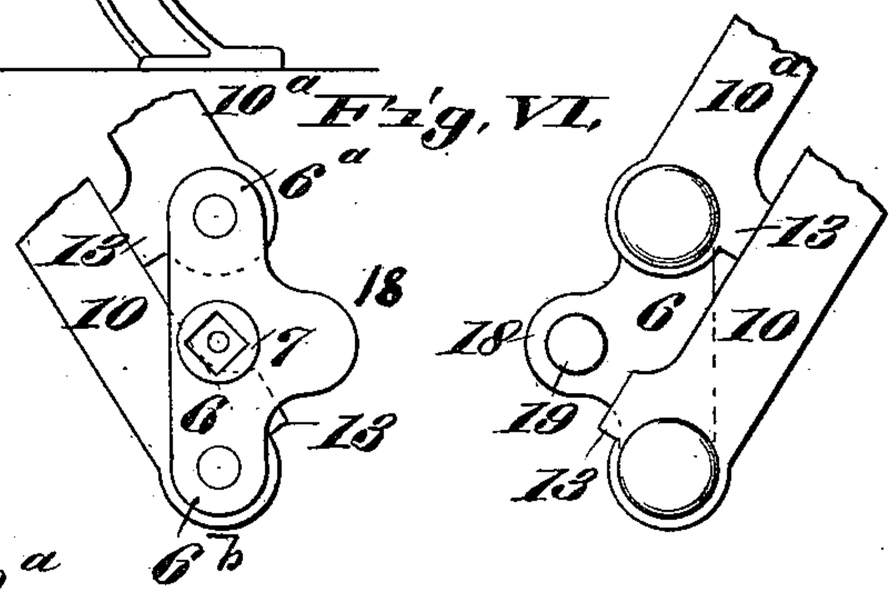
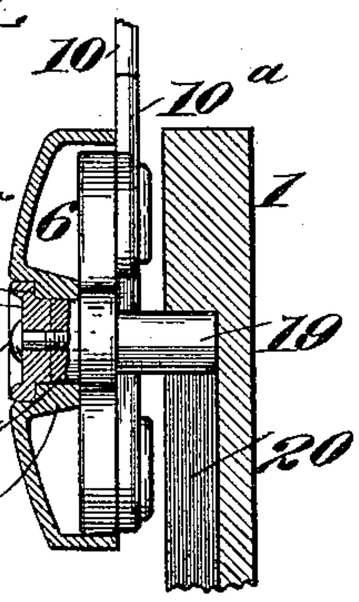


Fig. VII.



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UNITED STATES PATENT OFFICE.

PETER M. KLING, OF ST. LOUIS, MISSOURI.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 621,825, dated March 28, 1899.

Application filed June 14, 1897. Serial No. 640,769. (No model.)

To all whom it may concern:

Be it known that I, PETER M. KLING, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to that class of car-seats having a reversible back and a shiftable seat portion, the movement of the back in reversing it being imparted to the seat portion.

The object of my invention is to construct such a car-seat so that it will be simple in its operation, inexpensive to manufacture, and comparatively light and simple.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a front view of a car-seat embodying my invention. Fig. II is a top or plan view with part of the seat portion broken away. Fig. III is an end view. Fig. IV is an end view of the seat portion removed. Figs. V and VI are enlarged detail views illustrating the operation of the lever-arms and the links or bars that support the back. Fig. VII is an enlarged detail vertical section taken on line VII VII, Fig. III.

Referring to the drawings, 1 represents the seat portion, and 2 the back.

3 represents the supporting-legs, upon which rest the cross-strips 4 of the frame of the seat, to which are fixed the end castings or portions 5.

6 represents triangular-shaped levers pivoted to the fixed end portions 5, as shown in Fig. VII, the connection being preferably made by forming hubs 7 on the levers, that fit in sockets 5^a in the end portions 5 and held therein by screws 8, passed through washers 9, provided with heads that fit in enlargements 5^b in the outer ends of the sockets. The levers are thus free to turn, and there is one of these levers at each end of the seat. At each end of the seat there is a pair of links or bars 10 and 10^a, pivoted at their inner ends to the respective ends 6^a and 6^b of the lever 6. The upper ends of these links or bars are pivoted to the back 2 in different horizontal planes, as shown at 12, Fig. III. When the back is reversed, the links or bars and the levers change from the position shown in Fig. V to the position shown in Fig. VI, substantially a half-revolution being imparted to the levers. The levers are partially rotatable under their connections with the bars and afford supports for the latter. Each link or bar is provided with a projection 13, that bears against the other bar when the seat has been reversed, as illustrated in Figs. V and VI. The movement of the back in either direction is arrested by means of projections 14 on the end portions 5.

The seat portion 1 has convex lower bearing-surfaces 15, that rest upon brackets or projections 16, extending inwardly from the end portions 5, as shown in Figs. I and II, and the seat is thus movably supported, and when it is shifted it moves in the arc of a circle, so as to change from the tilted position shown in full lines, Fig. III, to the tilted position shown in dotted lines, Fig. III, the central position of the back illustrated by dotted lines, Fig. III, being that which the back assumes when half-way reversed, while the tilted position of the seat portion shown by dotted lines, Fig. III, is the position of the seat portion when the back has been fully reversed.

Projecting inwardly from the central arms 18 of the levers 6 are pins 19, that fit in vertical grooves 20, made in the ends of the seat portion 1. As the back is reversed the pins 19 move in the grooves 20 in the direction of the lengths of the latter, and the pins 19, being located eccentrically with relation to the pivots of the levers 6, cause the seat portion to be shifted from the position shown in full lines, Fig. III, to the position shown in dotted lines when the back is reversed. The levers thus constitute connections between the arms and the rocking or shifting seat.

With such a construction as this the desirable idea of a reversible back and a shiftable seat portion are embodied in an effective, cheap, and durable manner.

I claim as my invention—

1. A car-seat comprising a frame, end portions, each formed with a central socket and with an exterior enlargement, and fixed to the frame, the levers each having a hub fitting in a socket of an end portion, the wash-

ers having heads seating in the enlargements and the screws securing the washers to the hubs, and the paired links pivoted at their lower ends to the levers at opposite sides of the centers of the latter, and at their upper ends pivoted to the back; substantially as described.

2. A car-seat comprising a frame, end portions fixed to the frame, the levers each having an eccentric pin and pivoted to the end portions, the back, the paired links pivoted at their lower ends to the levers at opposite sides of the centers of the latter, and at their upper ends pivoted to the back, and the sliding seat portion having ends each formed with a vertical slot receiving the eccentric pin on the adjacent lever; substantially as described.

3. A car-seat comprising a frame, end portions each having brackets and fixed to the frame, the levers each having an eccentric pin and pivoted to the end portions, the back, the paired links pivoted at their lower ends to the levers at opposite sides of the centers of the latter, and at their upper ends pivoted to the back, and the sliding seat portion having ends each formed with a convex lower bearing-surface that rests on the bracket of the adjacent end portion and with a vertical slot receiving the eccentric pin on the adjacent lever; substantially as described.

4. In a car-seat, the combination, with the frame and the back; of a pair of links the upper ends of which are pivoted to said back in different horizontal planes, a partially-rotatable support on said frame, and pivotal connections between said links and support, whereby the said back is inverted when it is swung from side to side of the seat.

5. In a car-seat, the combination, with the frame, the back of the shifting seat and its supports; of a pair of links the upper ends of which are pivoted to said back in different horizontal planes, a partially-rotatable support on said frame, pivotal connections between said links and support, whereby said back is inverted when it is swung from side to side of the seat, and connections between said links and the seat.

PETER M. KLING.

In presence of—
N. FINLEY,
E. S. KNIGHT.