

No. 641,633.

Patented Jan. 16, 1900.

F. BENNETT.
CAR SEAT.

(Application filed Apr. 10, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

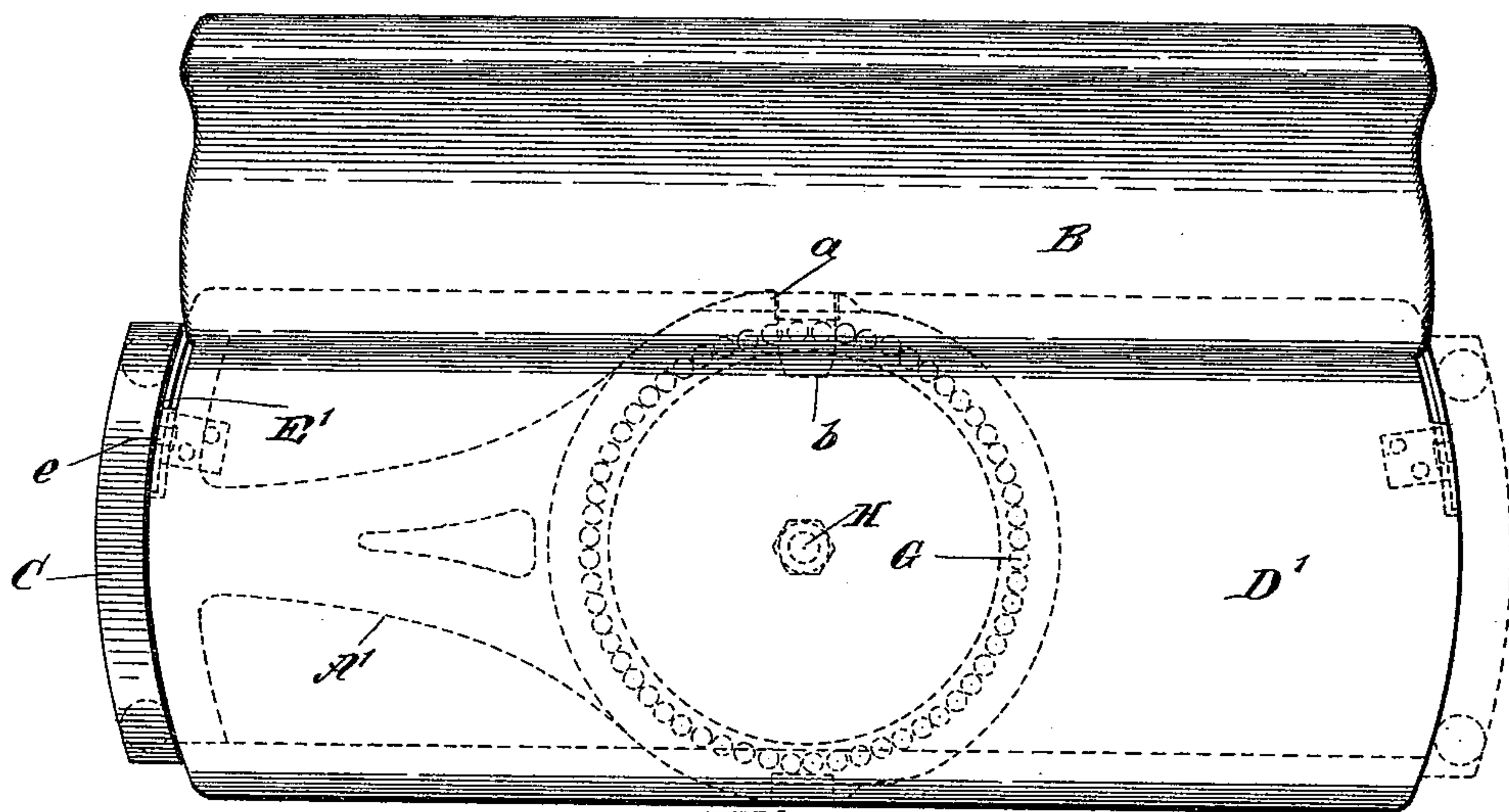
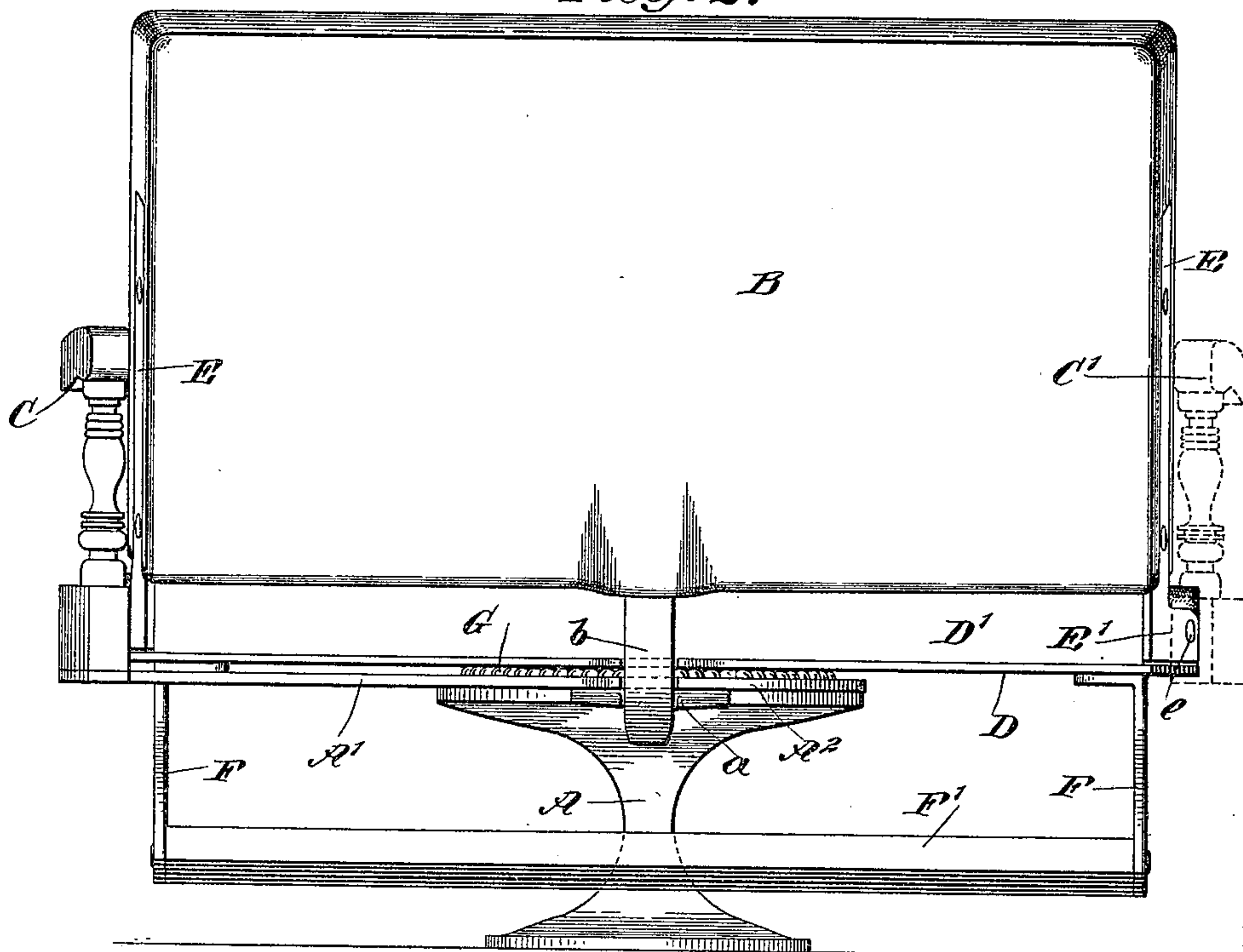


Fig. 2.



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Fig. 3.

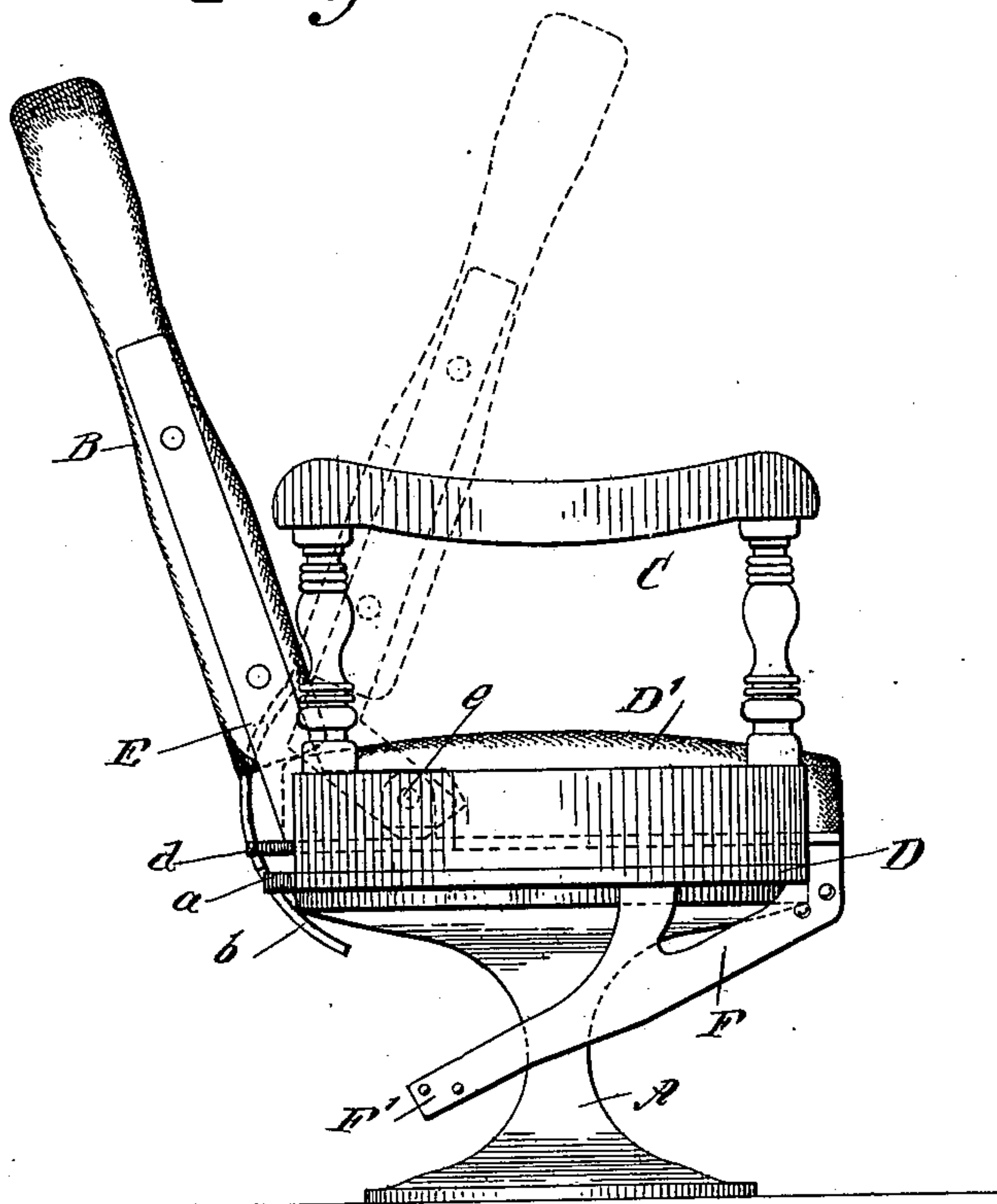
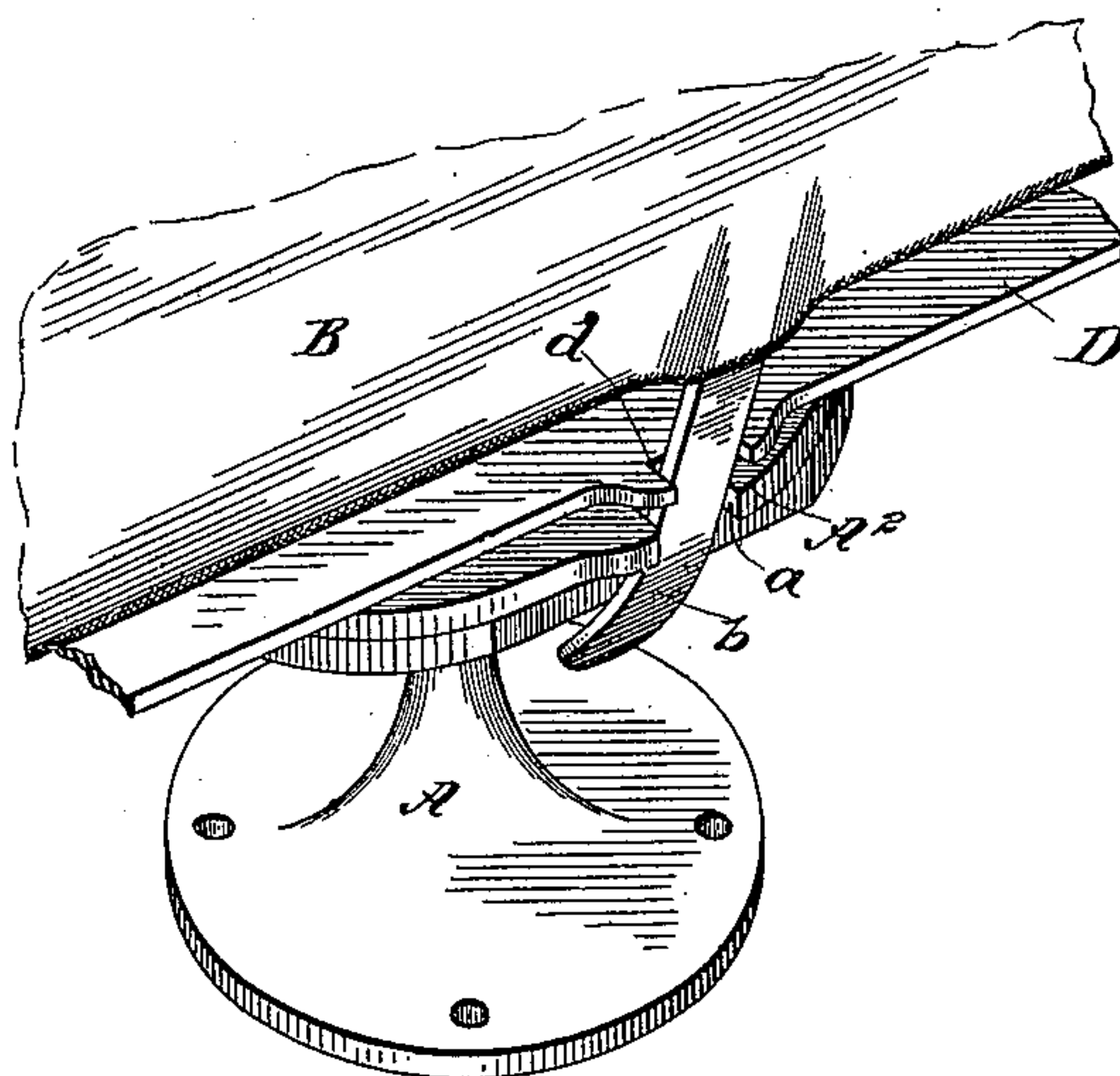


Fig. 4.



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UNITED STATES PATENT OFFICE.

FREDERICK BENNETT, OF NEW YORK, N. Y., ASSIGNOR TO THE HALE & KILBURN MANUFACTURING COMPANY, OF PHILADELPHIA, PENNSYLVANIA.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 641,633, dated January 16, 1900.

Application filed April 10, 1899. Serial No. 712,419. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK BENNETT, of the city of New York, borough of Manhattan, in the county of New York and State of New York, have invented a new and Improved Car-Seat, of which the following is a full, clear, and exact description.

My invention relates to an improvement in car-seats; and it consists in constructing the car-seat so that it may turn upon a central vertical pivot and in combination with novel devices for locking the seat in position and for supporting the foot-rest.

My invention further comprises the novel features which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the seat. Fig. 2 is a rear elevation thereof. Fig. 3 is an end elevation showing the back in its forward position by dotted lines, and Fig. 4 is a perspective view showing from the rear the means used for locking the seat against turning.

The object of my invention is to provide a car-seat which may be mounted to turn upon a central pivot, so as to be reversible, which may be placed so that it will not take up too much room, and may be easily reversed.

The seat is supported upon a central standard A, which has a plate A² upon its upper end, extending across the width of the seat and being substantially circular in outline. From one side of this top plate extends an arm A', upon the outer end of which the outer seat-arm C is supported. The inner seat-arm C' is supported from the wall of the car. The seat D' is herein shown as being removable—that is, the portion D' is the ordinary cushion which is used for car-seats. This is supported upon a plate D, which is provided with a central pivot at H, as shown in Fig. 1, by which it may turn upon the plate A² of the standard. For convenience in turning the seat I have herein shown the two plates as provided with slight grooves, within which are placed balls G, thus forming a ball-bearing and making the seat turn easily.

At each end of the plate D is pivoted one

end of an arm E, which is secured to the end of the seat-back B. Each arm E has a forwardly-extending portion E', to the outer end of which the pivot *e* is secured. The lower edge of the extension E' bears against the end of the plate D when the seat-back is in its normal position, thus furnishing a firm support therefor. The plate D of the seat and the plate A² of the standard are provided, respectively, with notches *d* and *a*, adapted to receive the locking-bar *b*, which is secured centrally to the seat-back and projects downwardly, so as to enter both of said notches when the seat-back is in normal position.

The bar *b* is made of spring material and is bent to such a shape that it at all times presses against the edge of the plate D within the notch *d*, creating sufficient friction to prevent the back from dropping down with any considerable force after being reversed, thus obviating jars and strains, which otherwise might quickly rack the back-support. The length of the bar *b* is such that it never rises above the notch *d* in the plate D, but its end rises above the plate A², upon which it rests and slides while the seat is being reversed.

By reason of the pivoting of the seat-back at a point forward of the rear edge of the seat when it is thrown forward, as shown by dotted lines in Fig. 3, the locking-bar *b* will be raised until it is freed from the notch *a*, so that the seat is free to turn upon its pivot. The notch *a* is duplicated upon the opposite side of the standard, whereby the seat-back may be locked in position so that the seat may be used with either edge as the front. The pivoting of the seat-back in this forward position gives a firm and strong support for the same and causes it to swing forward or over the seat D' and to free the bar *b* from the notch *a*. At the same time by bringing the back nearer to the center it enables it to clear the back of adjacent seats when they are placed close together. Except for this it would often be necessary to place the seats a greater distance apart. By the construction herein shown this difficulty is avoided.

A foot-rest F' is provided and consists of a bar extending longitudinally beneath the rear edge of the seat. This rest is supported

upon two arms or brackets F, which are secured to the under forward portion of the plate D. This will prevent the seat from turning in one direction, but will not prevent
 5 its turning in the opposite direction, as the arm A' extends in one direction only from the standard A.

I have herein shown by dotted lines brackets f', by which the foot-rest F' may be supported from the rear portion of the seat instead of by the brackets or arms F. This will not affect the operation of the device in any different manner, except that the seat must be turned oppositely in reversing.

15 The ends of the seat are rounded on an arc of a circle having the seat-pivot at its center, which enables it to swing close up to the seat-arms without interfering with its turning.

Having thus fully described my invention,
 20 I claim as new and desire to secure by Letters Patent—

1. A car-seat, comprising a fixed base or support, a seat carried thereby and turning on a vertical pivot, the back of said seat being
 25 hinged to its base to swing forward from its normal position, and a locking-arm rigidly secured to the back at the rear of its pivot and normally engaging the support to prevent turning of the seat and releasable therefrom by the forward swinging of the back,
 30 substantially as described.

2. A car-seat, comprising a fixed base or support, a seat carried thereby and turning on a vertical pivot, said seat having a back hinged
 35 thereto to swing forward from its normal position, the pivots of said hinges being carried forward from the line of the back, and a locking-arm rigidly secured to the back at the rear of its pivot and adapted to engage the
 40 seat-support to prevent turning thereon when the back is in its normal or rearward position and freed therefrom when the back swings forward, substantially as described.

3. A car-seat mounted to turn upon a central vertical pivot, a back having arms projecting forward from each outer lower corner and pivoted by their forward ends to the revolving-seat support, substantially as described.

50 4. A car-seat mounted to turn upon a central vertical pivot, and a back having arms projecting forward from each lower corner and pivoted by their forward ends to the revolving seat, the rearward portion of said
 55 arms resting upon the ends of the seat when the back is in its normal position, substantially as described.

5. A seat comprising a fixed support, a base having locking-notches therein, a seat pivoted to turn upon said base, a back hinged to the seat to swing forward, and an arm extending

tending from the back and rigidly secured thereto, forming in effect an integral part thereof, and adapted to engage the notches in the base when the back is in its normal
 65 position and to be swung laterally to clear the notches when the back is swung forward, substantially as described.

6. A seat comprising a fixed base or support having a seat-pivot and locking-notches, a
 70 seat mounted to turn upon said pivot, a back pivoted upon the seat to swing forward, an arm depending from the back and having a constant frictional engagement with the rear edge of the seat, said arm being adapted to
 75 enter the locking-notches in the base to lock the seat.

7. A seat comprising a base or fixed support having a seat-pivot and locking-notches, a
 80 seat mounted to turn upon said pivot and having a complementary locking-notch, a back pivoted upon the seat to swing forward, a locking-arm depending from the back and having a constant frictional contact with the notch in the seat, said arm being adapted to
 85 enter the locking-notches in the seat base or support when the back is swung backward, and to rest with its end upon said base to support the back in its forward position, during turning.

8. A seat, comprising a fixed support or base having locking-notches therein, a seat pivoted to turn upon said base, a back having
 90 arms projecting forward from each outer lower corner and pivoted by their forward
 95 ends to the revolving seat, and an arm upon the back adapted to engage the notches in the base when the back is in its normal position and to be freed therefrom when the back is swung forward, substantially as described.

9. A car-seat, comprising a fixed base or standard having a vertical pivot and an arm extending therefrom to one side a separate
 100 seat-arm carried by said arm, a seat mounted to turn on said pivot, arms projecting downwardly and rearwardly from the forward edge of the seat, and a foot-rest supported on said arms and extending beneath the rear edge of the seat, substantially as described.

10. A car-seat, comprising a fixed base or standard having a vertical pivot, and an arm extending to one side a separate seat-arm carried by said arm, a seat mounted to turn
 110 on said pivot, and a foot-rest extending beneath the rear edge of the seat and supported therefrom, substantially as described.

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Witnesses:

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