

No. 652,627.

W. M. NORCROSS.
CAR SEAT.

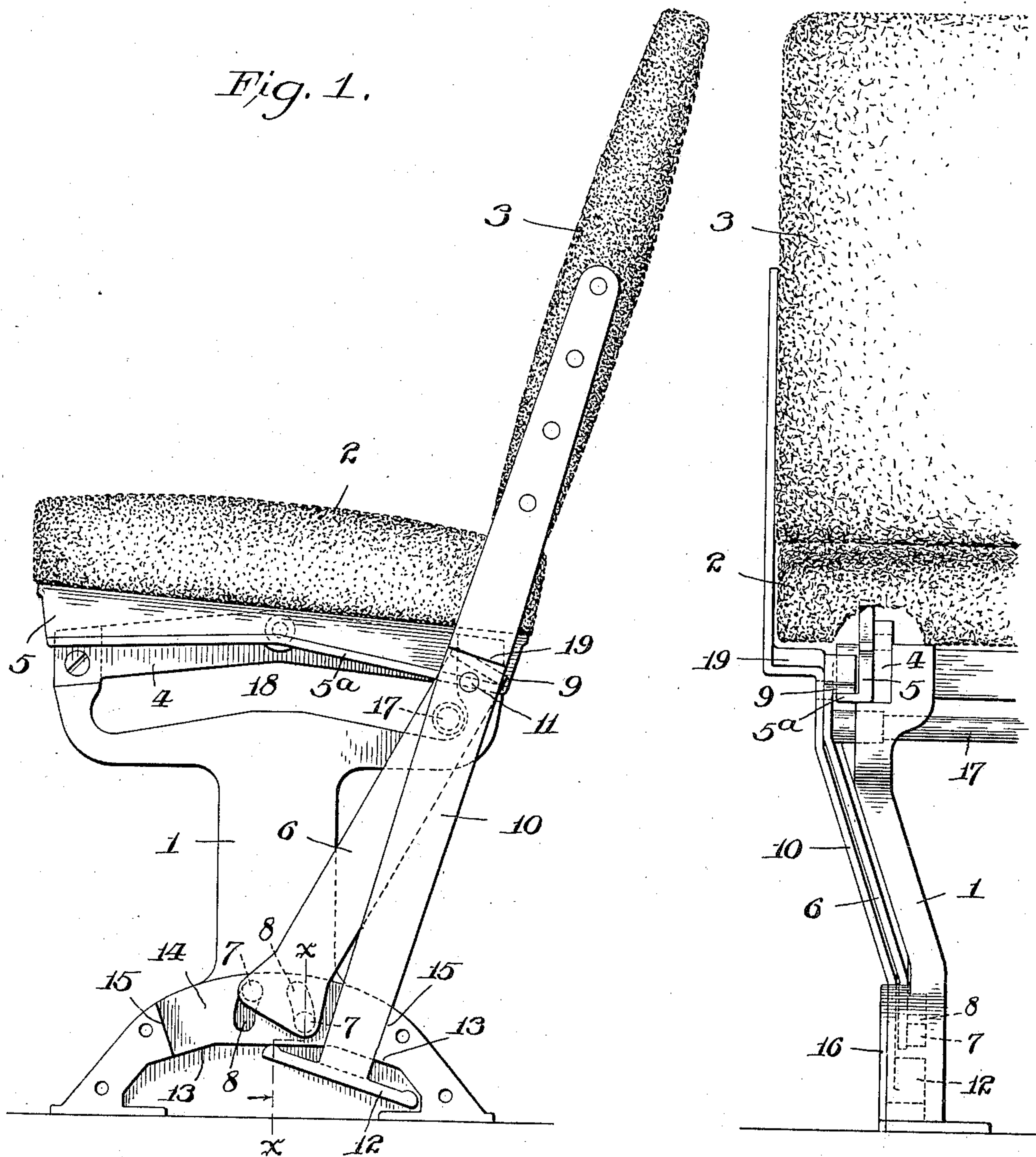
Patented June 26, 1900.

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(No Model.)

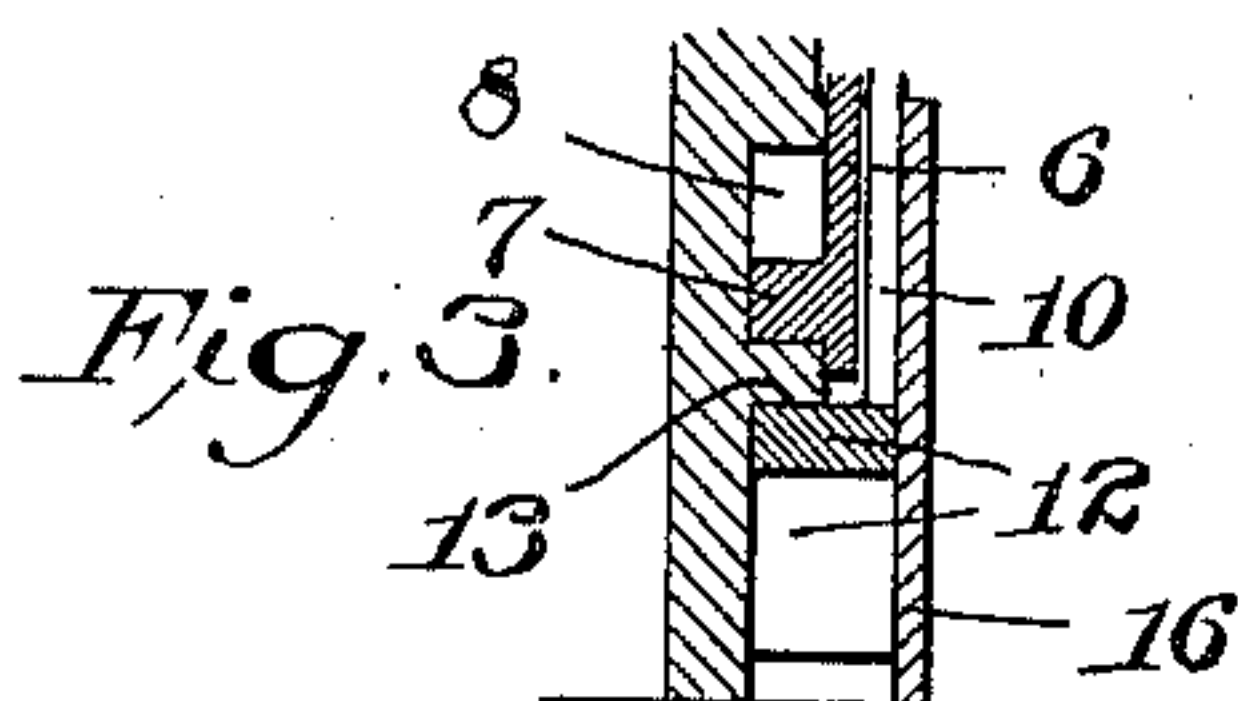
Fig. 2.

Fig. 1.



WITNESSES:

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WILLIAM M. NORCROSS, OF PHILADELPHIA, PENNSYLVANIA.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 652,627, dated June 26, 1900.

Application filed April 13, 1900. Serial No. 12,677. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. NORCROSS, a citizen of the United States, residing in the city and county of Philadelphia, in the State of Pennsylvania, have invented certain new and useful Improvements in Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to that class of car-seats in which the back-section may be swung from side to side to reverse the position of the seat and in which the seat-section is tilted or inclined by the act of shifting the back-section, the object of my invention being to provide a car-seat which shall combine simplicity and durability of construction with ease and efficiency of operation and shall at the same time occupy small compass compared with its seating capacity.

To this end the invention comprises various novel features of construction and organization of parts, which will be hereinafter particularly described and claimed.

In the drawings, Figure 1 is an end view of a car-seat embodying my invention, the cap-plate at the lower portion of the end frame being omitted. Fig. 2 is a back view of one end of the seat, a part of the seat-section being broken away to expose parts otherwise concealed. Fig. 3 is a sectional detail, as on the line *x x* of Fig. 1, the cap-plate being shown.

1 designates one of the end frames, 2 the seat-section, and 3 the back-section, the latter section being constructed and arranged to be swung from side to side of the former section, so that the seat may face in either direction. Upon each of the end frames is located a cross-bar 4, to which is centrally pivoted a laterally-flanged rock-lever 5, upon which the adjacent end of the seat-section is supported. On the outer side of the end frame is a swinging arm 6, the lower end of which is pivoted centrally of the frame by a pair of studs 7, which play in reversely-curved slots 8 in said frame, the studs coacting with the opposing ends of the respective slots to limit the throw of the arm in either direction. On the upper end of this arm is an inwardly-extending lip 9, that is adapted to abut against

the opposing portion of the lateral flange 5^a on the rock-lever 5 when the arm is swung from side to side, and thereby positively tilt the lever and the seat-section.

Fixed on each end of the back-section is a depending arm 10, which is pivoted to the adjacent arm 6 at a fixed point thereon, as at 11, so as to be supported by the latter and bodily movable thereby from side to side of the seat-section. The lower extremity of the arm 10 extends below the corresponding end of the adjacent arm 6 and is provided with an inwardly-projecting flange 12, the ends of which extend beyond the respective edges of the arm 10. This flange is confined within the recessed basal portion of the end frame and lies beneath the arched edge 13 of the latter, in such relation thereto that as the back is swung from side to side of the seat the upper end of the flange abuts against said edge, and thereby positively limits and determines the angle or inclination of the back in respect to the seat section. The basal portion of the end frame is also laterally recessed or offset, as at 14, for the reception of the adjacent portions of the two arms, the ends 15 of the recess or offset 14 serving as permanent stops to limit the throw of the back-carrying arm.

A cap-plate 16 is preferably affixed to the end frame in position to cover the recessed portion thereof and at the same time to perform the function of a lateral guide and support for the lower ends of the two adjacent arms.

The arms 6 at the respective ends of the seat are connected by a rod 17, so as to move as a unit, and thereby insure perfect alignment and uniformity of movement of the respective ends of the back. The end frames are each provided with a suitable space 18 therein for the passage of the rod as the back is swung from side to side of the seat. These frames are preferably located inwardly beyond the ends of the seat-section and the back-carrying arms 10 appropriately inset, as at 19, to lie adjacent to the outer sides of the respective end frames, as shown in Fig. 2.

I claim—

1. In a car-seat, the combination of the frame provided with an abutment at the lower portion thereof, the swinging arm pivoted at its lower end to said frame, the back, and the

depending arm thereon pivoted at a fixed point to the said swinging arm so that the back may be bodily lifted and carried by the latter arm, and provided at its lower end with oppositely-disposed stops adapted to coact alternately with said abutment as the back is swung from side to side of the seat, substantially as described.

2. In a car-seat, the combination of the frame provided with an abutment, the swinging arm pivoted at its lower end to said frame by two relatively-arranged pin-and-slot connections, the back, and the depending arm thereon pivoted to the said swinging arm and provided with stops adapted to coact with said abutment as the back is swung from side to side of the seat, substantially as described.

3. In a car-seat, the combination with the frame, the rocker, and the seat-section, of the swinging arm pivoted at its lower end to said frame and provided at its upper end with an inwardly-extending portion adapted to abut against said rocker, the back, the depending arm thereon pivoted to said swinging arm, and stop devices for limiting the throw of said depending arm, substantially as described.

4. In a car-seat, the combination of the frame provided with a recessed portion at or near its base, the swinging arm pivoted at its lower end to said frame, the back, the depending arm thereon pivoted to the said swinging arm and provided at its lower end with an inwardly-extending flange or projection adapted to coact with the upper edge of

said recessed portion as the back is swung from side to side of the seat, and a cap-plate covering the said recessed portion, substantially as described.

5. In a car-seat, the combination of the frame provided with an abutment at the lower portion thereof, the swinging arm pivoted at its lower end to said frame, the back, and the depending arm thereon pivoted at a fixed point to the said swinging arm so that the back will be bodily lifted and carried by the latter arm, and provided at its lower end with oppositely-disposed stops adapted to coact alternately with said abutment as the back is swung from side to side of the seat, together with the connecting-rod 17, substantially as described.

6. In a car-seat, the combination of the frame, the seat-section, the swinging arm pivoted at its lower end to the outer side of said frame, the back, and the depending arm thereon pivoted to the outer side of the said swinging arm at a point thereon below and under the seat-section, and stops or abutments for said swinging arm, substantially as described.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

WILLIAM M. NORCROSS.

Witnesses:

ANDREW V. GROUPE,
JOHN R. NOLAN.