No. 660,904. Patented Oct. 30, 1900.

P. M. KLING.

CAR SEAT.

(Application filed June 11, 1900.)

(No Model.) 2 Sheets—Sheet 1

Fig. I.

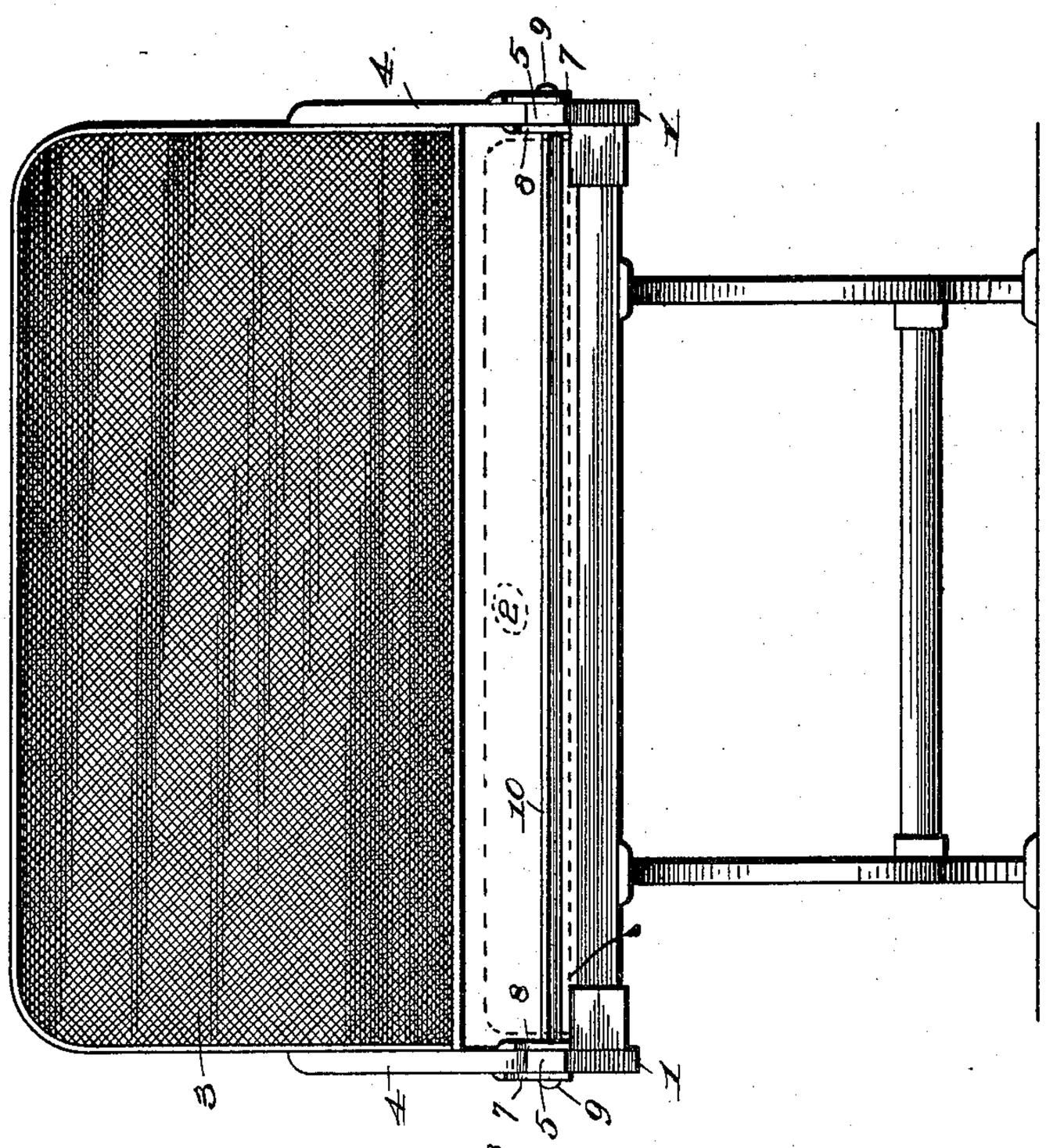

Fig. II.

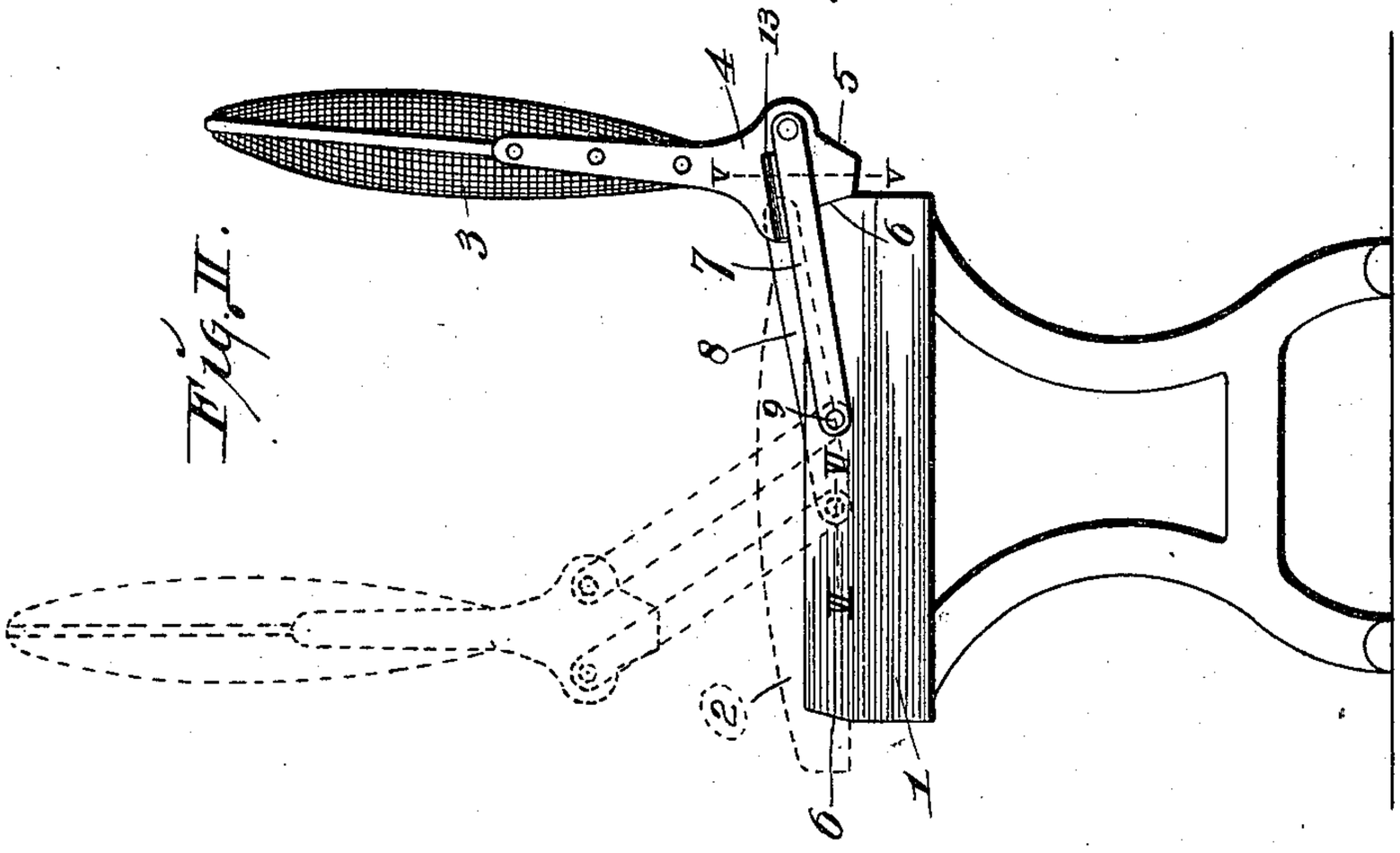

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Fig. III.

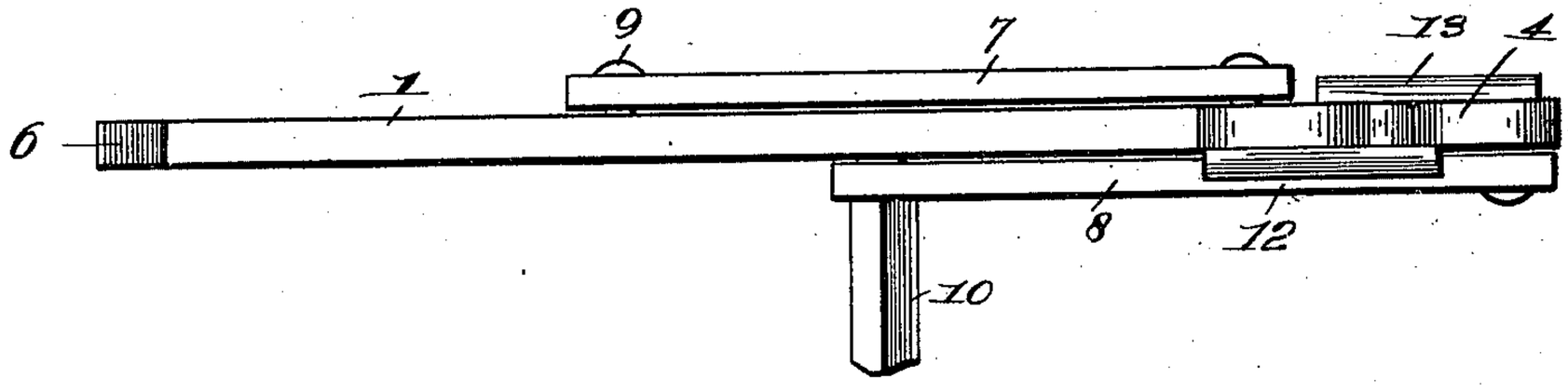


Fig. IV.

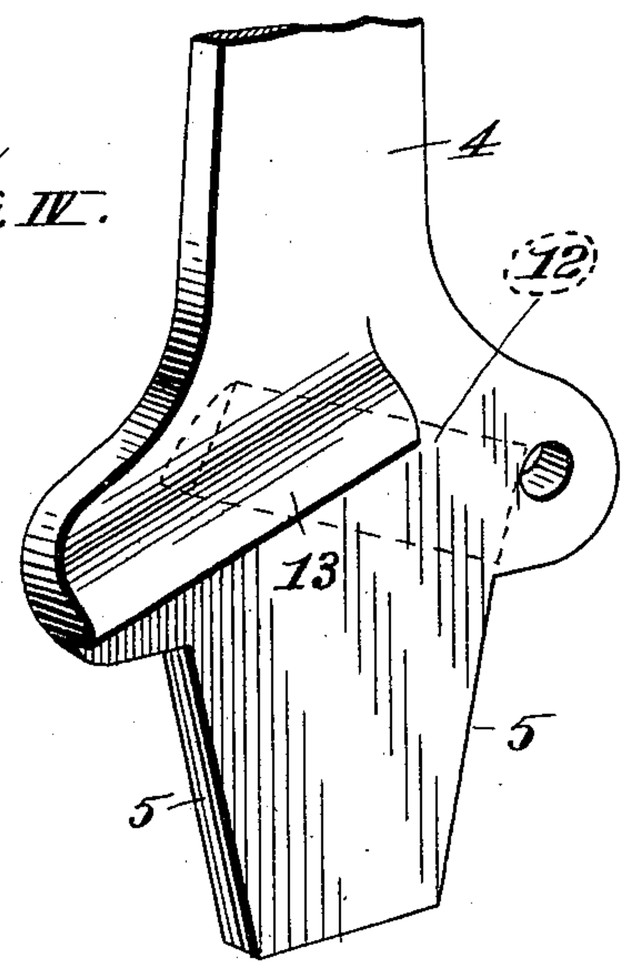


Fig. V.

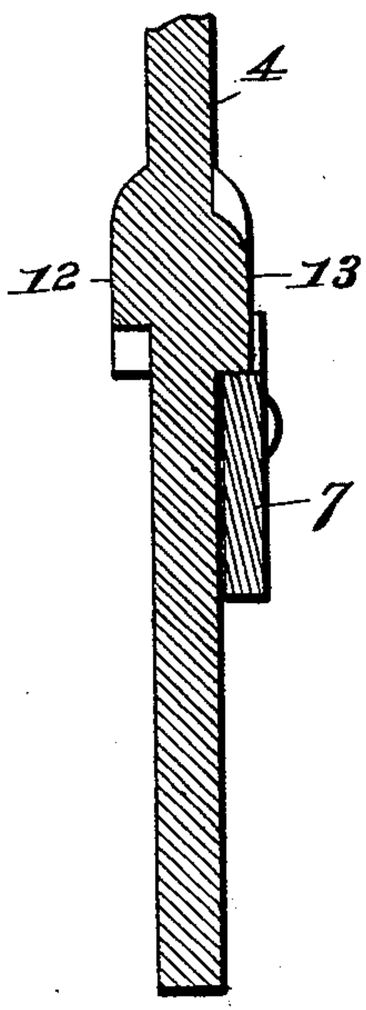
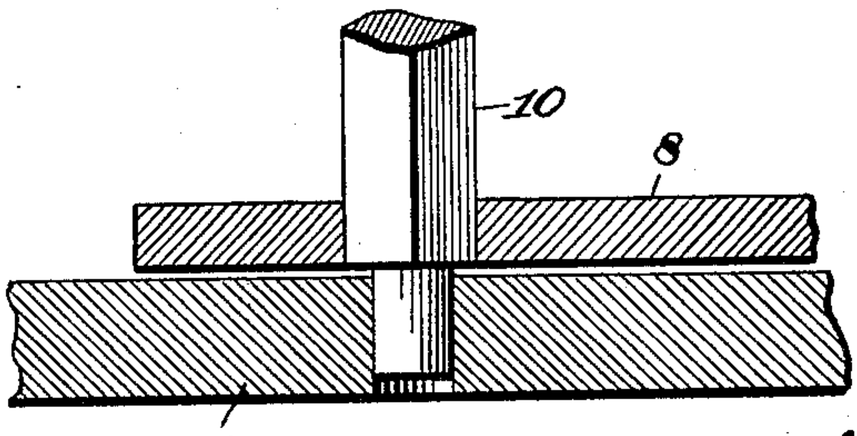


Fig. VI



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UNITED STATES PATENT OFFICE.

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

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 660,904, dated October 30, 1900.

Application filed June 11, 1900. Serial No. 19,852. (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 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 part of this specification.

My invention relates to a car-seat having a reversible back, the object of the invention being to provide a simple and effective arrangement whereby the back of the seat can be readily and easily reversed and will be securely supported when reversed.

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

Figure I is a front view of my improved seat. Fig. II is an end view. Fig. III is a detail top view. Fig. IV is a detail perspective view showing the lower end of one of the brackets carried by the back of the seat. Fig. V is an enlarged detail vertical section taken on line V V, Fig. I. Fig. VI is an enlarged detail vertical section taken on line VI VI, Fig. II.

1 represents the frame of the seat, which may be of any desired construction.

2 is the cushion, and 3 the back of the seat.

4 represents brackets secured to the ends of the back 3 and having enlarged lower ends that are beveled off, as shown at 5, so as to snugly fit against the beveled corners 6 of the frame 1 when the back is in its normal or using position. To each bracket 4 are pivoted an outer link 7 and an inner link 8, the inner ends of these links being pivoted to the frame 1. The links 7 are pivoted to the frame 1 by means of short bolts or studs 9, and the inner links are pivoted to the frame by means of a through-shaft 10, journaled in the frame at its ends. The shaft is made non-circular and fits in non-circular holes in the links 8, so that when the back is reversed the shaft will be caused to turn, the shaft acting to cause the back to be reversed without any twisting action, both ends of the back moving together. The links 7 are pivoted to the outside of the brackets 4, and the links 8 are pivoted to the inside of the brackets 4.

Cast upon or secured to the brackets are an inner ledge 12 and an outer ledge 13, so disposed that when the back is reversed the ledges 12 will rest upon the links 8, and the ledges 13 when the back is reversed will rest upon the links 7. These ledges by resting upon the links, in connection with the lower ends of the brackets fitting against the beveled corners of the frame 1, provide a firm rest for the back when in using position.

By using an inner and an outer link at each end of the back all tendency of the back to wabble as it is being reversed is prevented.

I claim as my invention—

1. In a car-seat, the combination of a frame, a back, brackets secured to the ends of the back, inner and outer links pivoted to the brackets at each end of the back and to the frame of the seat, and inner and outer ledges carried by the brackets and adapted to seat against the links, substantially as set forth.

2. In a car-seat, the combination of a frame, a back, brackets carried by the back and having respectively inner and outer ledges, and inner and outer links pivoted to the respective brackets and to the frame of the seat, said brackets having beveled lower ends adapted to bear against the beveled corners of the frame of the seat, substantially as set forth.

3. In a car-seat, the combination of a frame, a back, brackets secured to the ends of the back, inner and outer links pivoted to the brackets at each end of the back and to the frame of the seat, and inner and outer ledges 12 and 13 formed at opposed angles to each other on the brackets.

PETER M. KLING.

In presence of—
E. S. KNIGHT,
M. P. SMITH.