

No. 717,208.

Patented Dec. 30. 1902.

L. JANSON.  
CAR SEAT.

(Application filed Sept. 12, 1902.)

(No. Model.)

3 Sheets—Sheet 1.

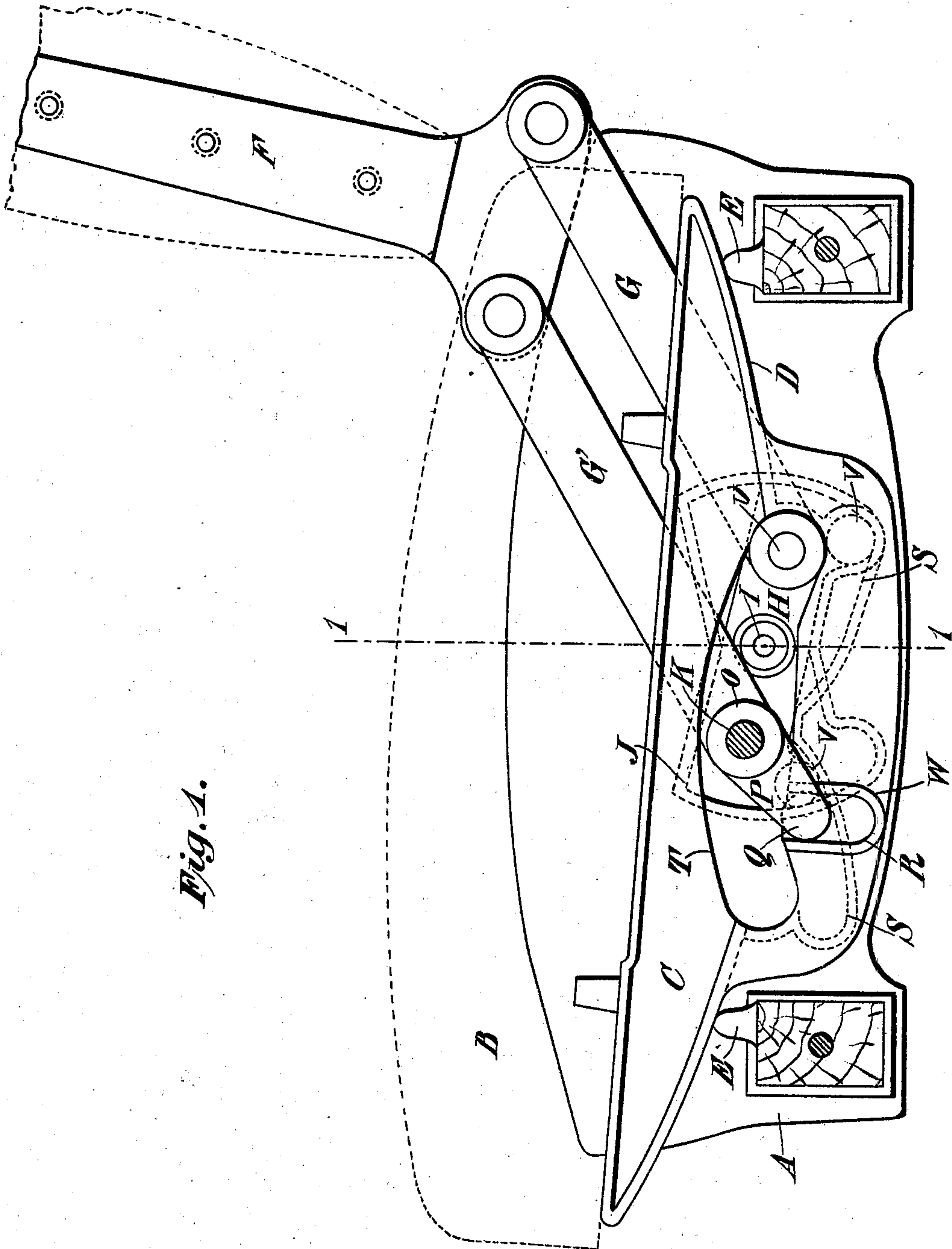


Fig. 1.

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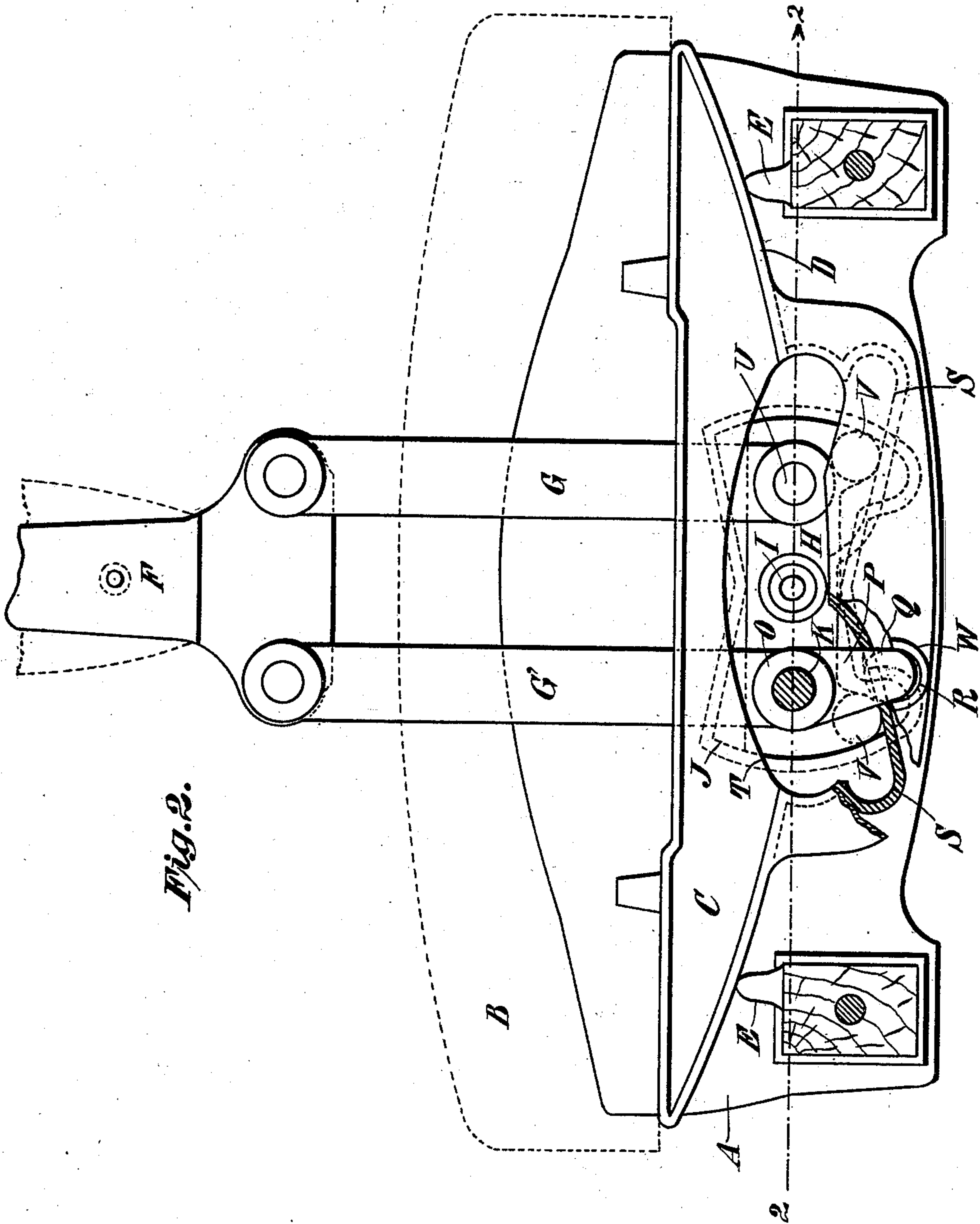


Fig. 2.

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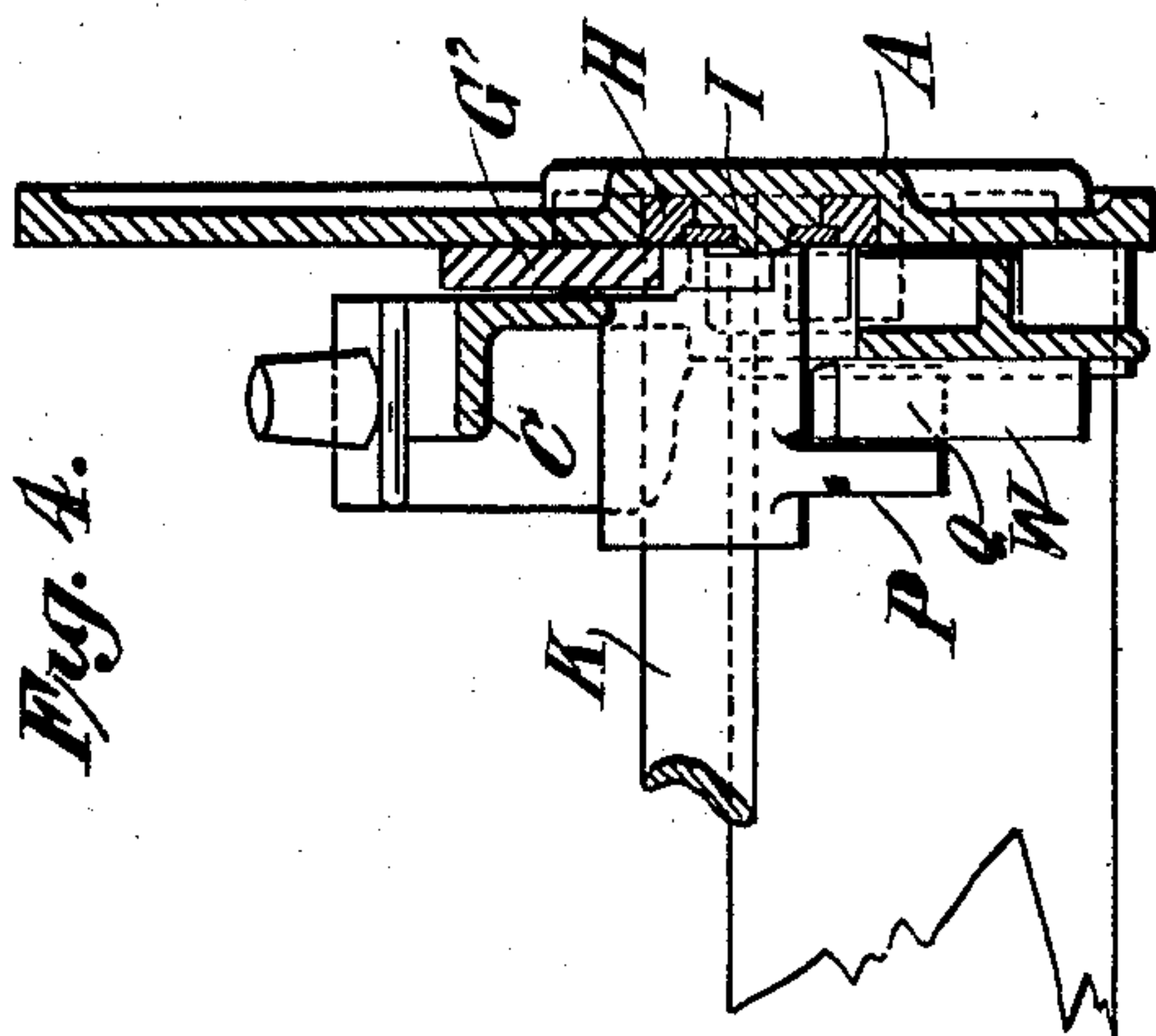
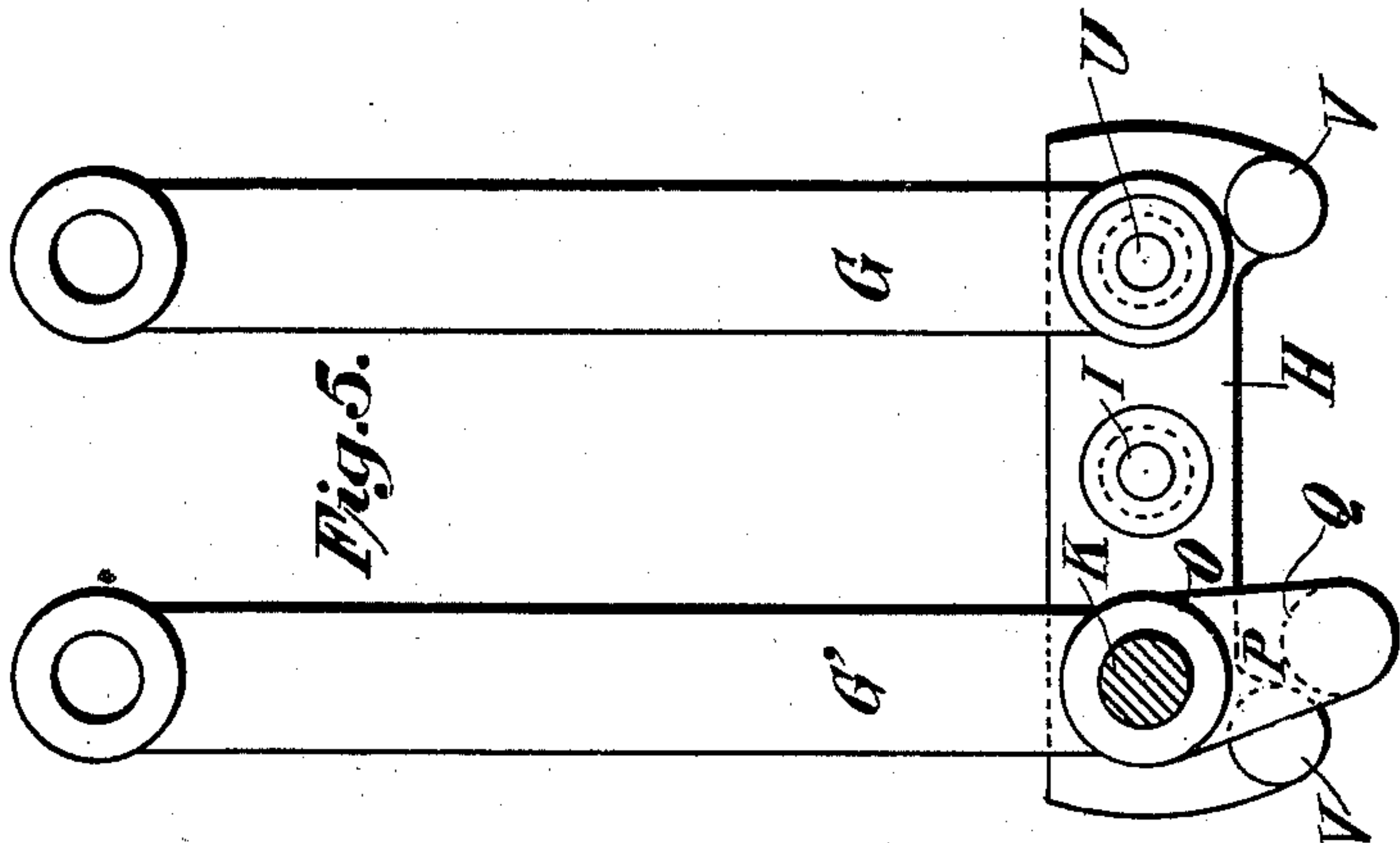
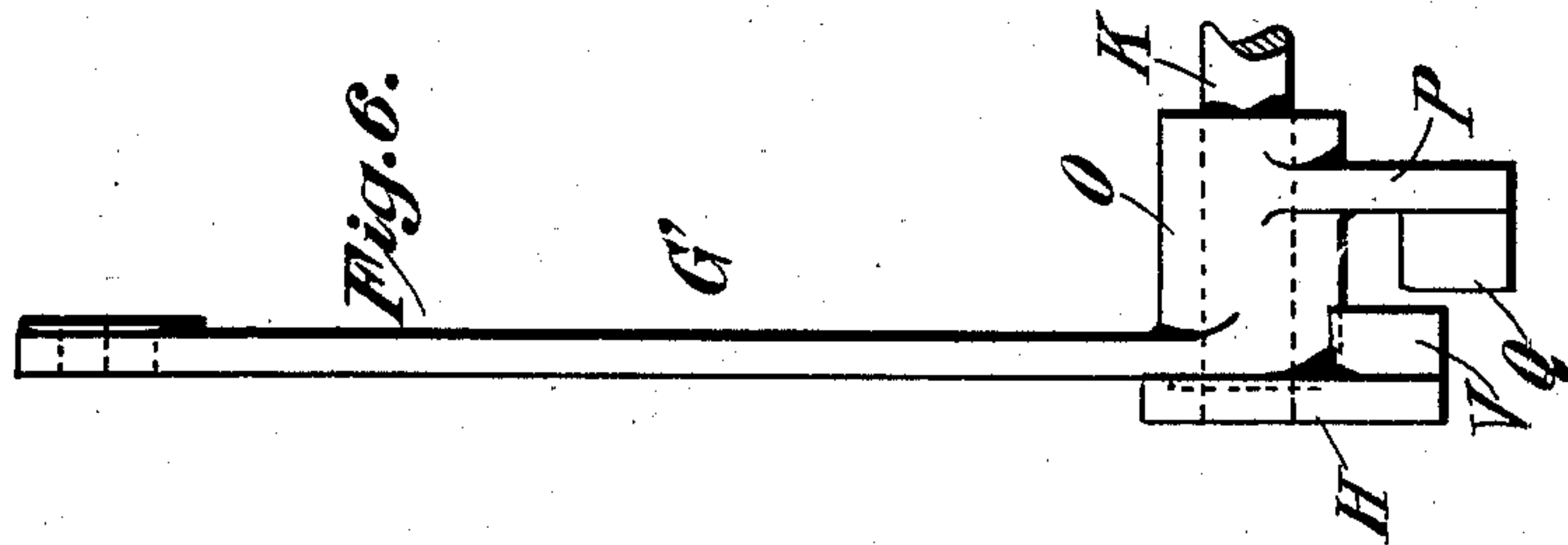
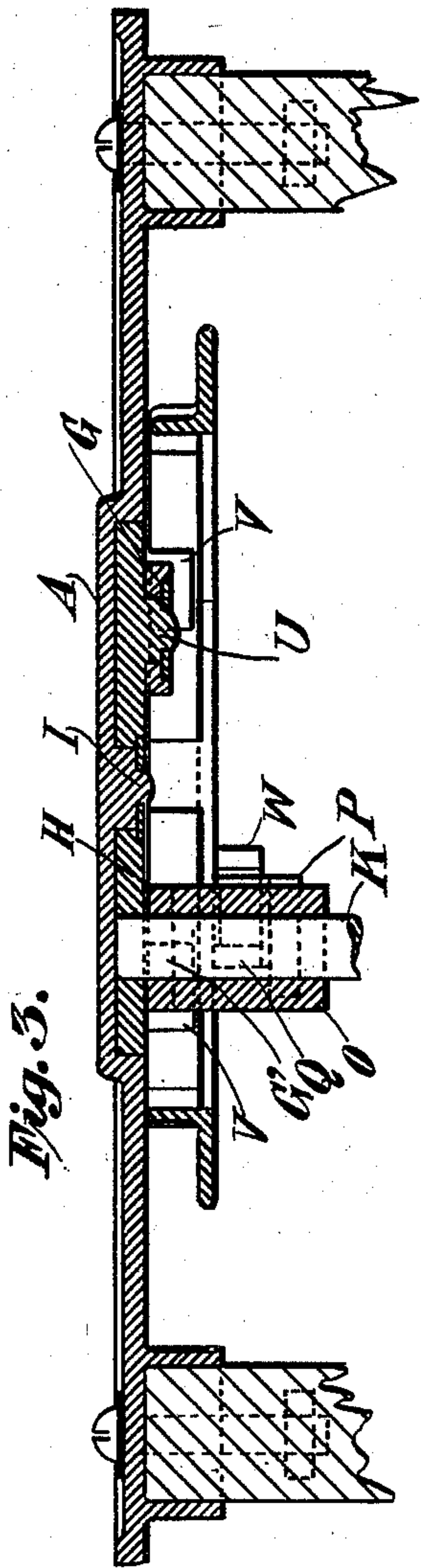
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3 Sheets—Sheet 3.



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# UNITED STATES PATENT OFFICE.

LOUIS JANSON, OF BROOKLYN, NEW YORK.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 717,208, dated December 30, 1902.

Application filed September 12, 1902. Serial No. 123,129. (No model.)

*To all whom it may concern:*

Be it known that I, LOUIS JANSON, a citizen of the United States, and a resident of the borough of Brooklyn, in the city and State of New York, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification, accompanied by drawings.

My invention relates to reversible car-seats, but more particularly to step-over car-seats; and its objects are to improve upon the construction of such car-seats and increase their strength and ability to withstand usage, with simplicity of parts.

Further objects of my invention will hereinafter appear; and to these ends my invention consists of a car-seat for carrying out the above objects constructed and arranged and having the general mode of operation substantially as hereinafter fully described in this specification and shown in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved car-seat. Fig. 2 is a side elevation, partly in section, of my improved car-seat, showing the parts in a different position from that shown in Fig. 1. Fig. 3 is a transverse sectional plan view on the line 2 2 of Fig. 2, with portions of the car-seat broken away. Fig. 4 is a vertical sectional view on the line 1 1 of Fig. 1, with portions of the car-seat broken away. Fig. 5 is an enlarged detail view of the back-supporting arms and connections therefor, and Fig. 6 is an edge view of the same.

Referring to the drawings, upon a suitable frame A is movably mounted a seat, shown in this instance as comprising a cushion B and a seat-supporting member C, the curved guides D being shown as mounted upon the slides E. According to this arrangement by moving the member C backward and forward the seat will be inclined or tilted slightly from the horizontal, which is desirable for comfort.

The back F is adapted to be reversed, and in this instance a step-over car-seat is shown and will be described, although my invention may be used with any form of reversible car-seat to which it is applicable. When the back F is in the position shown in Fig. 1 or has been "stepped over" to the other side, the

construction is such that it will have an incline backward from the vertical, while the forward end of the seat will be tipped upwardly. The back F is carried by supporting-arms G G', pivotally connected thereto at one end and at the other end supported upon movable pivots, the positions of which are controlled by the movements of the seat or the seat-supporting member C, whereby the required slant may be imparted to the back in its different positions. As shown in this instance, the back-supporting arms G G' are connected by a link or rocking lever H, shown pivoted to the frame A upon a suitable pivot, shown as a stud I. The rocking lever H is shown seated within a recess J in the end plate of the frame, it being understood that a similar construction is provided at the other end plate of the frame, and the two rocking levers H are connected to each other by a suitable rod K. One of the back-supporting arms, as the arm G', is adapted to cooperate with the seat-supporting member C to tilt it upon the guides E as the back is moved for reversing its position, and according to my construction the arm G' is extended beyond the rocking lever H and provided with an actuating portion or extension P, cooperating with the seat-supporting member or rocking plate C. In order that this cooperation may be obtained between the supporting-arm and rocking plate, a lug or projection is provided upon one and a slot provided upon the other, whereby movement of the supporting-arm will actuate the seat-supporting member or the rocking plate C. In this instance the supporting-arm G' is provided with a boss O, loose upon the rod K, while connected to the boss is an extension P, provided with a lug or projection Q, adapted to a recess or slot R in the seat-supporting member C. It is obvious that, if desired, both back-supporting arms G G' may cooperate with the member C to move it. As the back F is moved from one side to the other of the seat or "stepped over" it will be seen that the lug Q on the arm G' engages the member C by means of the slot R and moves the car-seat upon the guides E to tilt it into the desired position.

According to my construction the movement of the seat-supporting member or rock-



ing plate C controls the longitudinal movement of the back-supporting arms G G' relatively to each other in order that the back F may be suitably inclined from the vertical.

5 In order that the incline of the back F may be controlled by the movement of the member C, any suitable means may be provided; but according to my construction cam-shaped slots are provided in the ends of the member C, one of these slots being shown as provided with the irregular-shaped bearing portions S, which may be symmetrically arranged on each side of the central plane of the member C, the end plates of the member C being  
10 further cut away or slotted to form the curved slot T to allow suitable relative movement of the parts. The back-supporting arm G is suitably pivoted, as stated, to the rocking lever H, in this instance the pivot being a  
15 stud U, and the rocking lever H is adapted to cooperate with the cam-shaped slot S on the rocking plate C. In this instance the rocking lever H is provided with bearing-lugs or followers V, adapted to the cam-slot S,  
20 whereby movement of the rocking plate or seat-supporting member C will rock the lever H and in consequence cause longitudinal movement of the back-supporting arms G G' relatively to each other. In order to obtain  
25 a simple and compact construction, it will be seen that the lugs Q and V face inwardly toward each other, and the slot R is formed in an offset W on the member C.

It must be seen that according to my invention the back-supporting arms G G' are  
35 pivoted to the back at one end and supported upon shifting pivots at the other end, and in reversing the seat the back is moved with one of these pivots as a fulcrum, while there are  
40 controlling means (shown as a cam-slot) on the seat for shifting the movable or shifting pivots of the arms G G' as the seat is moved. One of the back-supporting arms cooperates with the seat-supporting member C to move  
45 it into a tilted position, and there are operative connections between the member C and the back-supporting arms, so constructed that the relative movement of the arms is controlled by the movement of the seat-supporting member. The back-supporting arms are  
50 shown in this instance as arranged substantially parallel to each other and pivotally connected to the back in a plane substantially perpendicular to the plane of the back, or, in  
55 other words, the supporting-arms are pivoted to the back at points in a plane substantially perpendicular to the plane of the back, and there are operative connections between at least one of the supporting-arms and the seat-supporting member for actuating said member in a backward and forward direction. The seat-supporting member in turn coacts upon the supporting-arms G G' to move them longitudinally relatively to each other.

65 Obviously my invention may be embodied

in widely-varying forms, and some features of my invention may be used without others.

Therefore, without limiting myself to the construction shown and described nor enumerating equivalents, I claim, and desire to  
70 obtain by Letters Patent, the following:

1. In a reversible car-seat, the combination of a movable seat, a back, arms pivoted to the back, a rocking lever or link to which the arms are also pivoted, and means controlled  
75 by the movement of the seat for rocking said lever, substantially as set forth.

2. In a reversible car-seat, the combination of a movable seat, a back, arms pivoted to the back, a rocking lever to which the arms  
80 are pivoted to move and modify the inclination of the back, in contradistinction to having fixed pivots, said lever being provided with a pivot symmetrically disposed in relation to its two pivots for the arms, whereby  
85 the travel of the pivots of the arms is substantially vertical, and means controlled by the movement of the seat for rocking said lever, substantially as set forth.

3. In a car-seat, the combination of a movable seat, a back, arms pivoted to said back at one end and supported upon movable pivots at the other end, means for moving said seat with one of said pivots as a fulcrum, and  
90 controlling means on said seat for shifting  
95 said pivots as the seat is moved, substantially as set forth.

4. In a reversible car-seat, the combination of a frame, a seat-supporting member movably mounted thereon, a back and back-supporting arms pivotally connected to said back, a rocking lever pivotally connected to the arms and to the frame, means on one of the arms cooperating with the seat-supporting member to move it, and means on the said  
100 seat-supporting member cooperating with the back-supporting arms for moving them longitudinally relatively to each other as the back is moved, substantially as set forth.

5. In a step-over car-seat, the combination  
110 of a back, substantially parallel back-supporting arms pivotally connected to the back in a plane substantially perpendicular to the plane of the back, a seat-supporting member adapted to be moved backward and forward, operative connections between at least one supporting-arm and the seat-supporting member for actuating said member in a backward and forward direction, and means on said  
115 seat-supporting member for moving said supporting-arms longitudinally relatively to each other to tilt the back from a vertical position, substantially as set forth.

6. In a step-over car-seat, the combination of a frame, a seat-supporting member movably mounted thereon and adapted to be tilted from the horizontal as the back is reversed, a back, back-supporting arms pivotally connected thereto, a rocking lever pivotally connected to the frame and to the said support-  
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ing-arms, one of said arms being extended  
beyond the rocking lever and adapted to co-  
operate with the seat-supporting member to  
move the same, a cam-slot on said seat-sup-  
5 porting member, and followers on the rock-  
ing lever coöperating with said cam-slot,  
whereby the movements of the supporting-  
arms relatively to each other and the slant of  
the back from the perpendicular are con-

trolled by the seat-supporting member, sub- 10  
stantially as described.

In testimony whereof I have signed this  
specification in the presence of two subscrib-  
ing witnesses.

LOUIS JANSON.

Witnesses:

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H. G. OGDEN, Jr.