

No. 728,238.

PATENTED MAY 19, 1903.

L. JANSON.
CAR SEAT.

APPLICATION FILED OCT. 6, 1902.

3 SHEETS—SHEET 1.

NO MODEL.

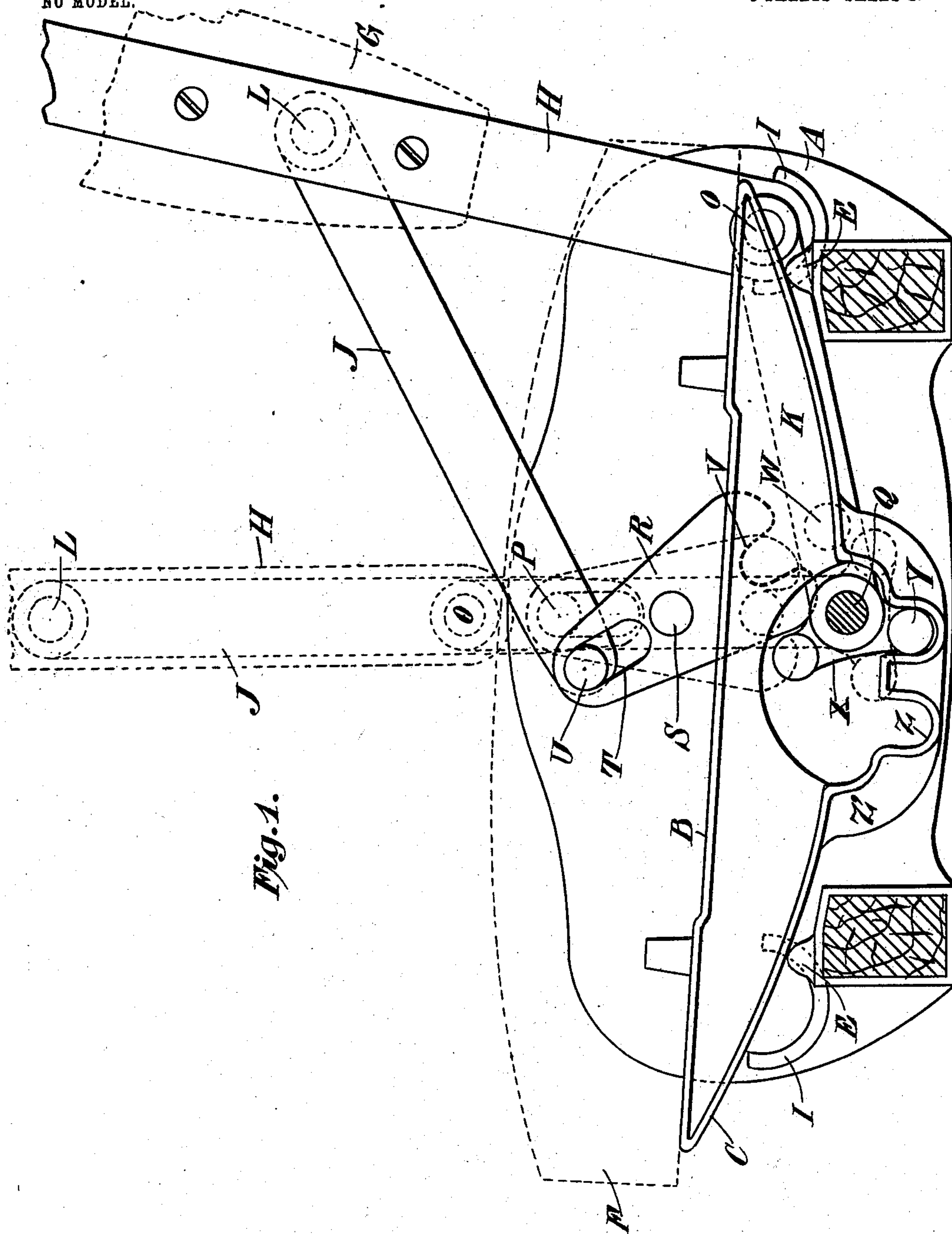


Fig. 1.

Witnesses:

Comitchell
Am. Gillman, Jr.

Inventor,

Louis Janson
by *Louis Janson*
Attorney

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3 SHEETS—SHEET 2.

Fig. 2.

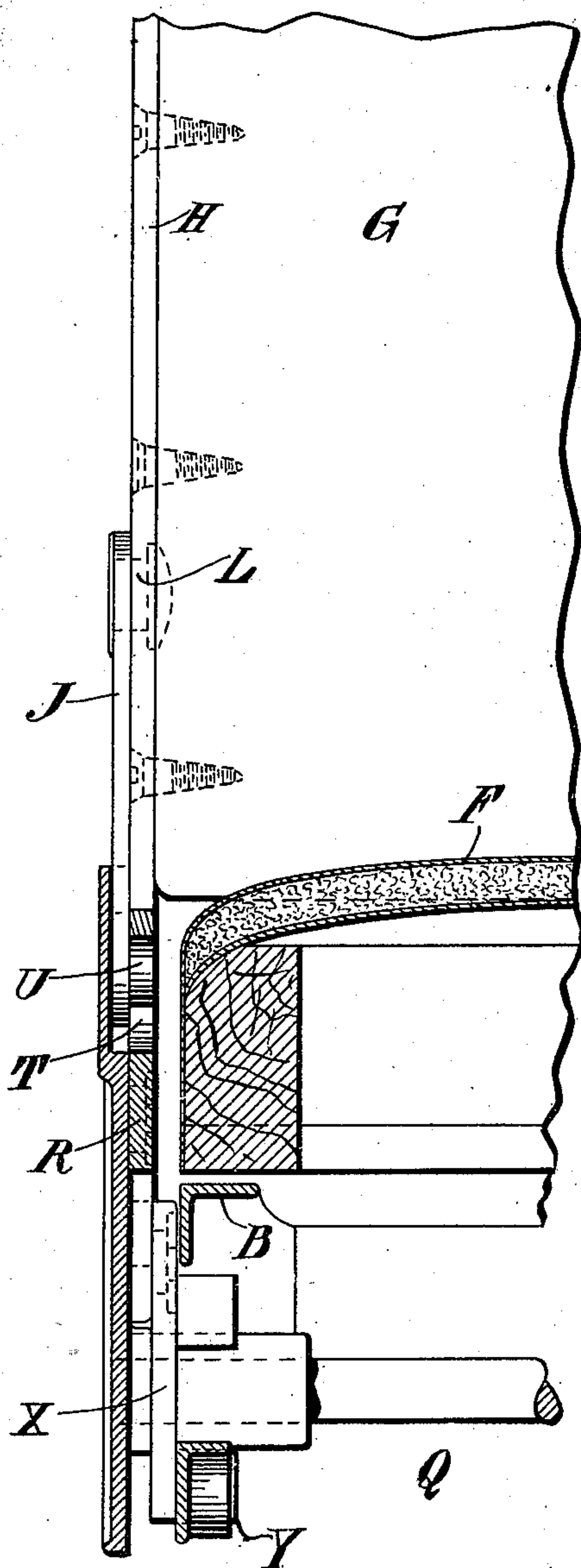
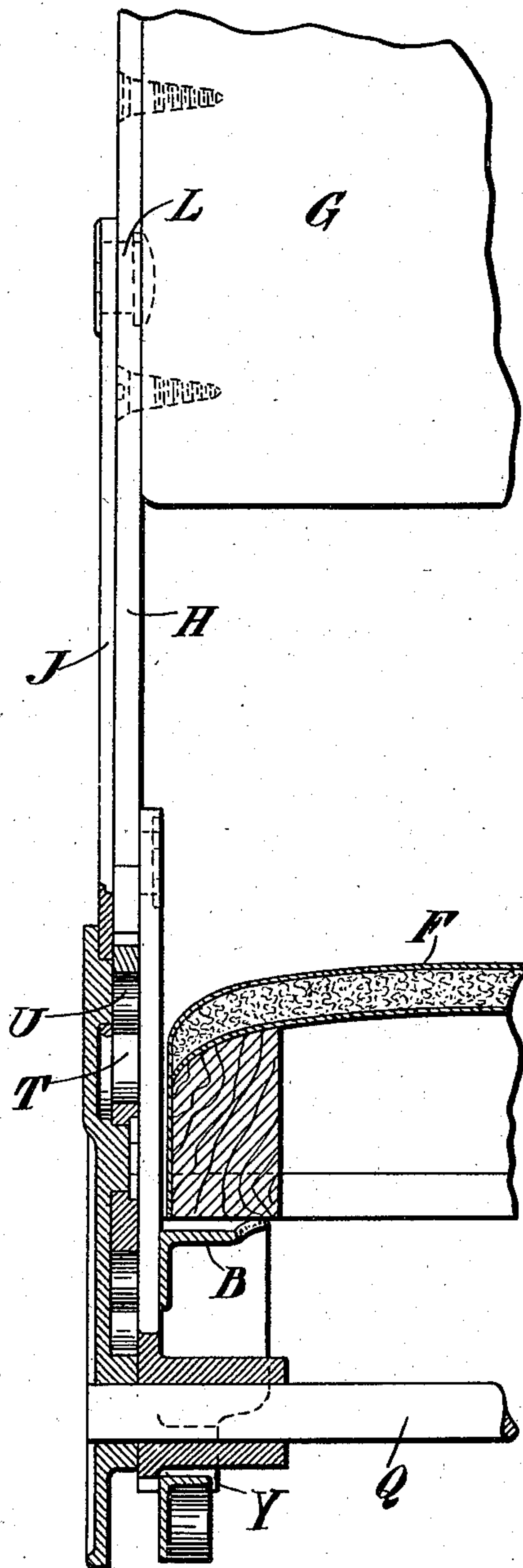


Fig. 3.



Witnesses:
Comitchell,
Jm. Gillman, Jr.

Inventor,
Louis Janson
by John Freeman
Attorney

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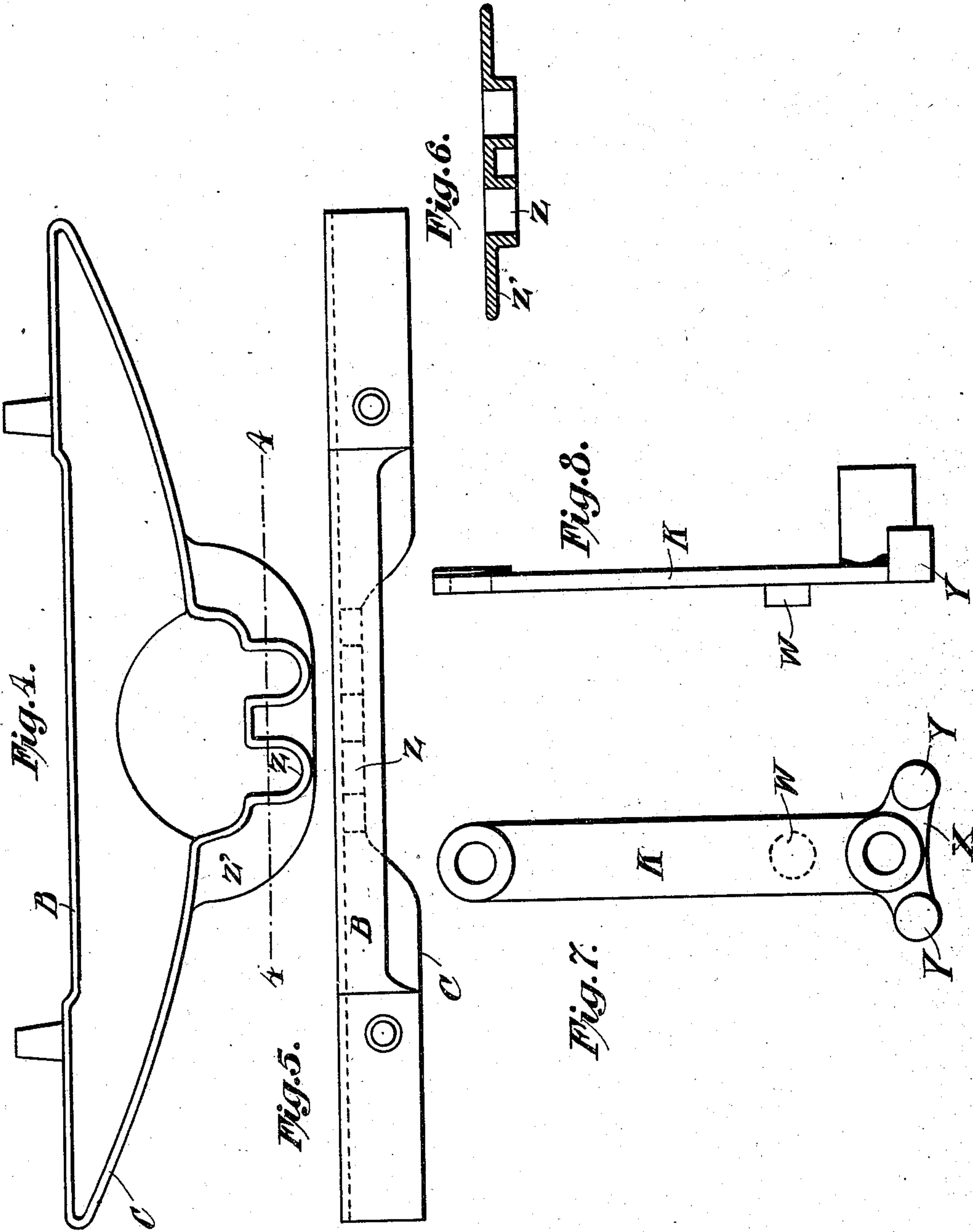
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3 SHEETS—SHEET 3.



Witnesses:

Comitchell
Am. Gulman, Jr.

Inventor,

Louis Janson
By J. H. Freeman
Attorney

UNITED STATES PATENT OFFICE.

LOUIS JANSON, OF BROOKLYN, NEW YORK.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 728,238, dated May 19, 1903.

Application filed October 6, 1902. Serial No. 126,222. (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, 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 seats and increase their strength and ability to withstand usage with simplicity of parts.

Another object of the invention is to enable the back to be quickly passed from the vertical and central position to one of the end positions relatively to the cushion.

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, partly in section, of my improved seat. Fig. 2 is a transverse sectional elevation showing the back at the limit of its movement in one direction. Fig. 3 is a vertical transverse section showing the back in a central position. Fig. 4 is a detail view showing in side elevation the rocking seat-supporting member. Fig. 5 is a plan view of said member. Fig. 6 is a detail plan view in section on the line 4 4 of Fig. 4 of the yoke and stirrups. Fig. 7 is a detail side view of the lower back-supporting link, and Fig. 8 is an edge view of the same.

Referring to the drawings, upon the frame A is movably mounted a suitable seat-supporting member B, shown in this instance as a frame provided with curved guides C, adapted to slide upon the guides E. The cushion F is supported upon the member B, and as the seat is reversed the cushion is tipped, as shown.

The back G is shown in this instance as provided with downwardly-projecting arms H, adapted to rest in the shoes I when the back is at the limit of its movement in one

direction. Back-supporting links, shown as an upper link J and a lower link K, are pivotally connected, as at the points L and O, to the arms H and pivotally supported from the frame A, as on the stud P and the rod Q, said rod extending transversely of the car-seat and supported at each end on the frame A. According to my invention means are provided for assisting the links J and K over the dead-center when the back G is in a central vertical position, as shown in dotted lines in Fig. 1. The links J and K are also caused to move in unison with each other, and, as shown in the drawings, my improved construction comprises a connecting-link R suitably pivoted, as at S, on a stud to the frame A and adapted to cooperate with the links J and K. Suitable means may be provided for causing such cooperation to take place, as shown in this instance, one end of the link R being provided with a slot T, within which a stud U on the link J moves. The other end of the link R is provided with a recess V, to which a stud or projection W on the link K is adapted, so that when the back G is reversed or stepped over from one side of the seat to the other the projection W enters the recess V and rotates the link R on its pivot S. According to this construction when all three links J, K, and R are in a substantially vertical position, as shown in dotted lines, continued movement of the back G toward the end of the seat will carry the links over the dead-center. According to my construction positive means are provided for insuring that the seat-back pass quickly from a point near a central position to the side point of rest. Moreover, the connecting-link R in assuming its vertical position strengthens or stiffens the links J and K against movement edgewise and tends to carry the links over the dead-center.

Means are provided for rocking or moving the seat-supporting member B upon the guides E, as shown in the drawings, the lower back-supporting link K being provided with a cross-head X, having studs Y, one at each end thereof, adapted to cooperate, respectively, with separated stirrups Z in the downwardly-extending yoke Z' of the member B.

According to my construction it will be seen that there are few parts to get out of or

der, and a simple, strong, and efficient construction is provided which operates satisfactory and well.

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

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

1. In a reversible car-seat, the combination of a frame, a back, back-supporting links pivotally connected to the back and to the frame
15 and each provided with a stud, and a link pivoted between its ends on the frame and having a slot in one end within which the stud on one link extends and a recess in its other end adapted to receive the stud on the
20 other link, substantially as and for the purpose set forth.

2. In a reversible car-seat, the combination of a frame, a back, upper and lower back-supporting links pivotally connected to the
25 back and to the frame and each provided with a stud, a link pivoted between its ends on the frame between the pivots of the supporting-links and having a slot in its upper

end into which the stud on the upper supporting-link extends, and a recess in its lower
30 end adapted to receive the stud on the lower link, substantially as and for the purpose set forth.

3. In a reversible car-seat, the combination of a frame, a back, a rocking seat-supporting
35 member movably mounted on the frame and provided with a downwardly-extending yoke having separated stirrups, upper and lower supporting-links pivotally connected to the back and to the frame, the lower of said links
40 having a cross-head and a stud at each end of the cross-head adapted to cooperate with said stirrups to rock the seat-supporting member, and a connecting-link pivoted to the frame
45 and cooperating with the back-supporting links to move them in unison and assist them over the dead-center as the back is reversed, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing
50 witnesses.

LOUIS JANSON.

Witnesses:

H. MICHAEL,
JOSEPH SALOMON.