No. 831,877. PATENTED SEPT. 25, 1906.

P. M. KLING.

CAR SEAT.

APPLICATION FILED OCT. 10, 1905.

2 SHEETS—SHEET 1.

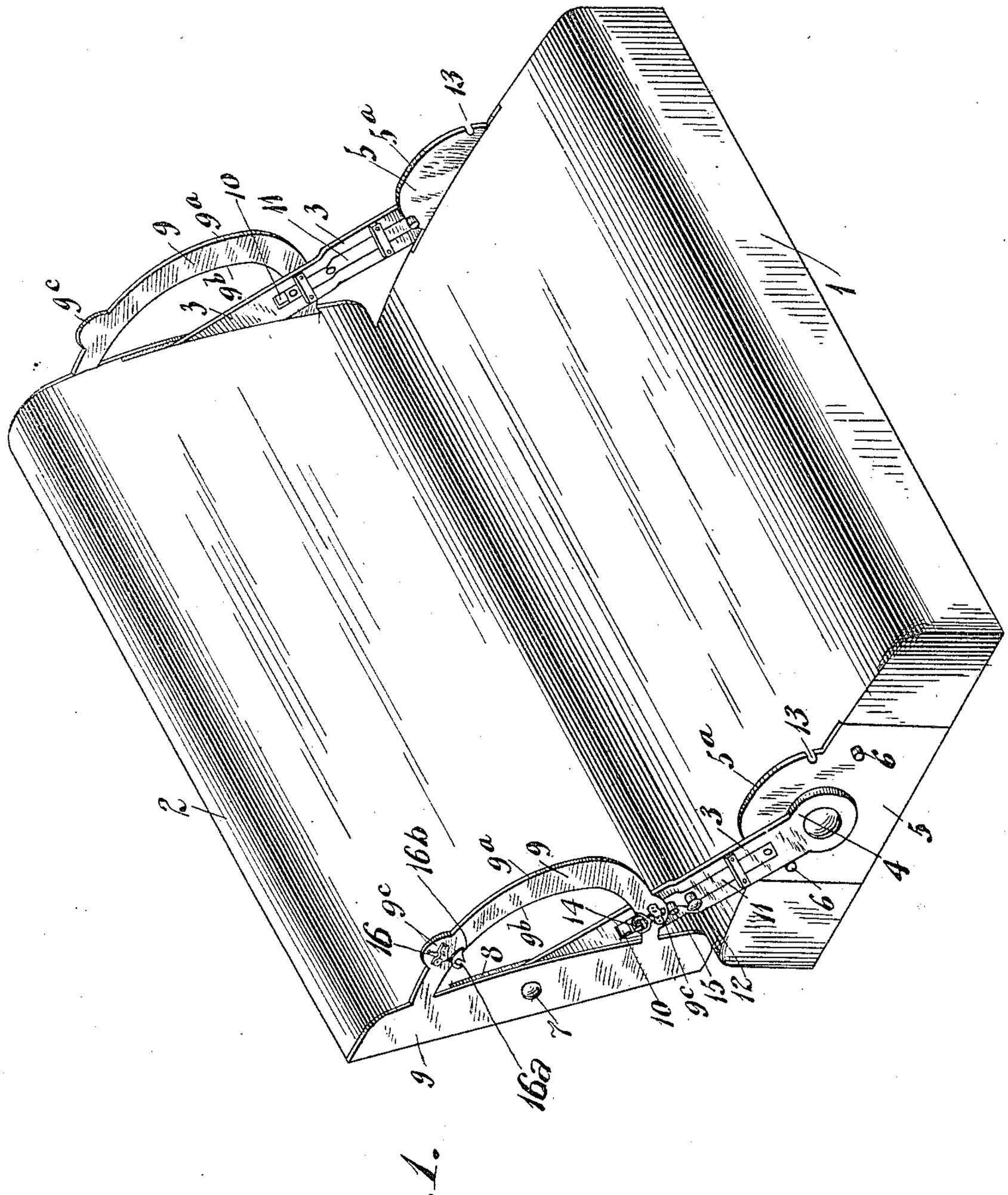

Fig. 1.

WITNESSES

J. L. Loper

Nathan B. Klein

INVENTOR

Peter M. Kling

BY Knight Bros

ATTORNEYS

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2 SHEETS—SHEET 2.

Fig. 2.

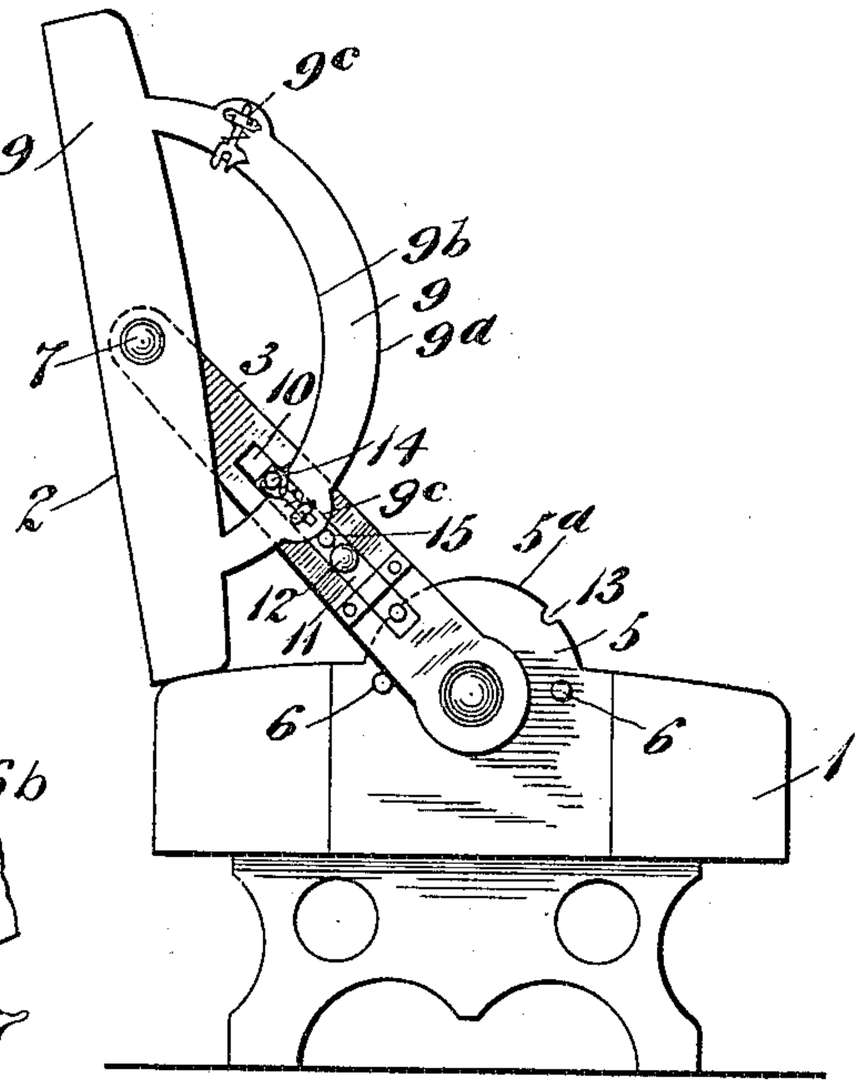


Fig. 4.

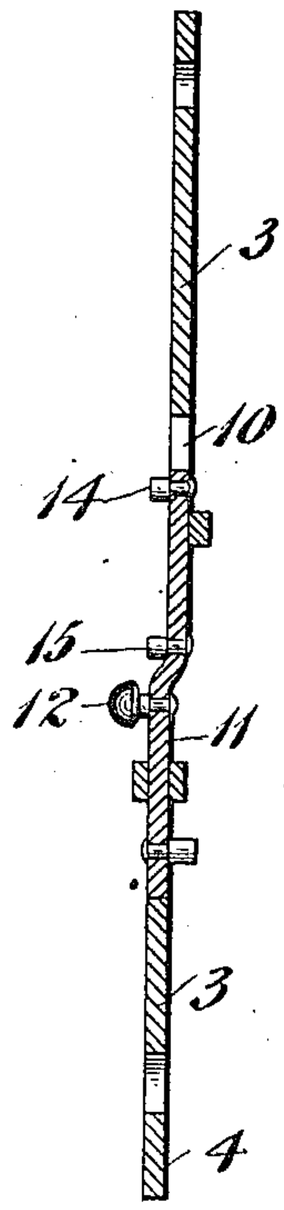


Fig. 5.

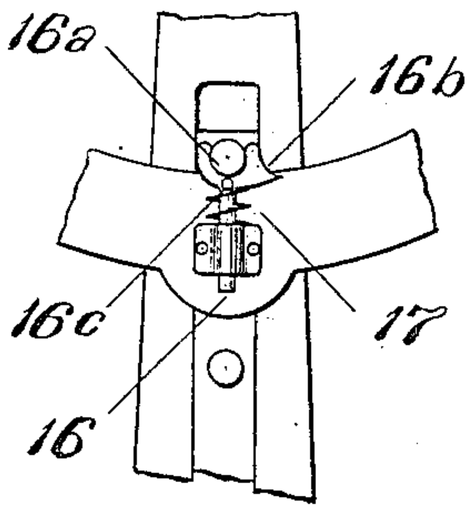
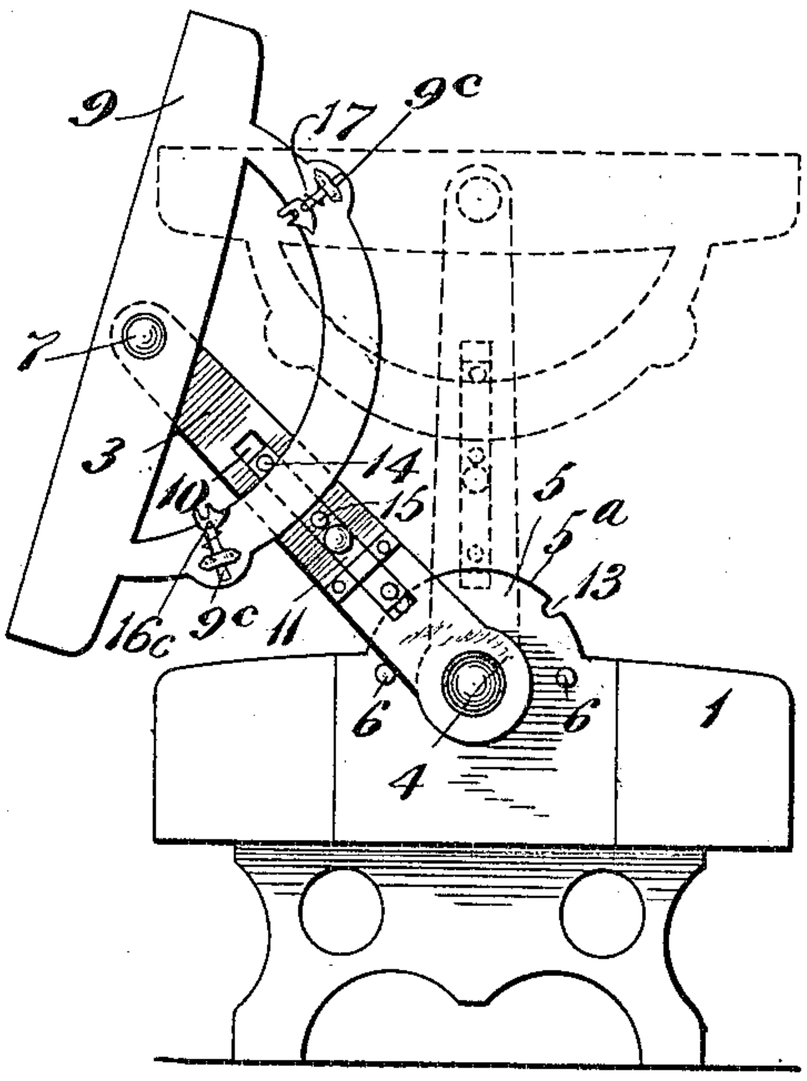


Fig. 3.



WITNESSES

J. L. Frizer

Nathan Bleen

INVENTOR

Peter M. Kling

BY Knight Bros

ATTORNEYS

UNITED STATES PATENT OFFICE.

PETER M. KLING, OF ALLEGHENY, PENNSYLVANIA.

CAR-SEAT.

No. 831,877. Specification of Letters Patent. Patented Sept. 25, 1906.

Application filed October 10, 1905. Serial No. 282,139.

To all whom it may concern:

Be it known that I, PETER M. KLING, a citizen of the United States, and a resident of Allegheny, county of Allegheny, State of Pennsylvania, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification.

My present invention relates to car-seats, and especially to that class of seats known as "turn-over" car-seats.

The object of my invention is to provide a seat-back which can be automatically locked or unlocked in either of its extreme positions.

More specifically, the object of my invention is to provide a turn-over car-seat in which the standards of the seat-back are locked or unlocked in either of their extreme positions by movement of the seat-back and in which the movement of the seat-back is controlled by a simple latching or locking expedient, so that while in either of its extreme positions the seat-back is securely locked against unintentional displacement.

My invention is fully described in the following specification and illustrated in the accompanying drawings, in which like reference characters refer to like parts, and in which—

Figure 1 is an isometric view of a car-seat embodying my invention. Fig. 2 is a side elevation showing the back of the seat in one of its extreme positions. Fig. 3 is a like view showing the back of the seat about to be moved from its extreme position and showing in dotted lines the position of the back at a point between the extreme positions. Fig. 4 is a detail sectional view through one of seat-back standards. Fig. 5 is a detail view of parts broken away, showing the latch for locking the seat-back against movement.

1 represents the seat proper; 2, the back of the seat; 3, one of a pair of standards pivoted at 4 to the plates 5 inlaid in each side of the seat 1. Plates 5 are provided with pins or projections 6 to limit the standards 3 in movement and determine the extreme position of said standards. Standards 3 are pivoted at 7 to back 2 and move in slots or recesses 8 in the back 2 and against the inner face of the respective cam-plates 9. Standards 3 are provided with slots 10, in which are mounted slidable latches 11, operative through means of handles 12 and through automatic means hereinafter described. Latches 11 have suitable pins at their base, which are adapted to engage keeper-notches 13 at each side of the base of segments 5^a. Cam-plates 9 are provided with cam-segments 9^a, the concave inner edges 9^b of which, struck on a flattened arc, are engaged by the projections 14 on the latches 11. Latches 11 also carry locking-pins 15, which are adapted to engage locking-cams 9^c on the segments 9^a. There are two of the locking-cams 9^c, one on each side of the base of segment 9^a. On one of the cam-segments 9^a is mounted a pair of latches 16, Fig. 5, which are located at the two extremes of the segment. Latches 16 are held normally in projected positions by springs 17. Latches 16 are provided with engaging notches 16^a. Latches 16 are also provided each with a cam edge. Latches 16 are also each provided with a thumb-piece 16^c.

In operation when the standards 3 are in either of their extreme positions resting against the stop pins or projections 6 and seat-back is turned upon its pivot 7 so that its lower edge rests against the seat 1 the parts are locked against movement and the seat-back 2 cannot be shifted to its other extreme position unless the pins or projections 14 on the latch 11 be first released from engagement with the notch 16^a in the latch 16. This is accomplished by grasping the thumb-piece on latch 16 and depressing latch 16 in opposition to spring 17, whereupon the seat-back may move freely. The seat-back 2 is now turned on its pivot 7, whereupon the pins or projections 14, riding along edges 9^b of cam-segments 9, which edges 9^b are struck in a flattened arc, retract the latches 11 from engagement with notches 13, whereupon the standards may be swung to their other extreme positions. As the pins 14 near their other extreme positions on the segments 9 one of them strikes the cam edge 16^b in one of the latches 16, riding into engagement with notch 16^a in said latch, in which position the back 2 is locked against further movement on its pivot 7 until again released through actuation of the thumb-piece 16^c on the engaged notch 16. As the standards 3 reach either of their extreme positions pins or projections 15 on latches 11 are forced into engagement with notches 13. They remain in engagement until again disengaged by handle 12 or automatically by cam-segment 9.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In a car-seat, the combination with a

seat proper, a support pivoted to said seat proper and a back pivotally mounted on said support, of a latch carried by said support, a keeper for said latch on said seat proper and a cam mounted on said seat-back for actuating said latch.

2. In a car-seat, the combination with a seat proper, a support pivoted thereto and a back pivoted to said support, of a latch carried by said support, a keeper is said seat proper for said latch and a cam for forcing said latch into and out of engagement with said keeper.

3. In a car-seat, the combination of a seat proper, a back-support pivoted to said seat proper, a turn-over back pivoted to said support, a latch carried by the back-support, a keeper engaging said latch in either of the extreme positions of said support, and a segmental cam carried by the turn-over back retracting said latch from engagement with the keeper.

4. In a car-seat, the combination with a seat proper, a support pivoted to said seat proper and a seat-back pivoted to said support, of means for limiting the movement of said support in either direction, a latch carried by said support, keepers in said seat proper engaging said latch in either of the extreme positions of said support and cam means carried by said back for moving said latch into and out of engagement with said keeper.

5. In a car-seat, the combination with a seat proper, a support pivoted to said seat proper, a back pivoted to said support, means on said seat proper for limiting movement of said support, a latch slidably mounted in said support and cam means on the seat-back engaging said latch and moving same into and out of engagement with said keepers.

6. In a car-seat, the combination of a seat proper, a slotted support pivoted to said seat proper, a back pivoted to said support, a latch slidably mounted in the slot in said support, a keeper in the seat proper for said latch, and a segmental cam carried by the said pivoted back for moving said latch into and out of engagement with its keeper.

7. In a car-seat, the combination with a seat, slotted supporting-standards pivoted to said seat and means on said seat for limiting the movement of the supporting-standards, a back pivoted to said standards, latches slidably mounted in the slots of said standards, keepers for said latches in said seat and a segmental cam mounted on the back for moving said latches into and out of engagement with said keepers.

8. In a car-seat, the combination with a seat proper, of pivoted supports, a seat-back pivoted to said supports, latches on the supports, keepers in the seat proper for said latches, cams on the seat-back engaging the latches to actuate the same by pivotal movement, and latches on the cam also engaging said latches on the supports to lock the back against movement.

PETER M. KLING.

Witnesses:
HARRY E. KNIGHT,
WILLIAM P. HAMMOND.