No. 832,471. PATENTED OCT. 2, 1906.

C. W. H. FREDERICK.

CAR SEAT CUSHION.

APPLICATION FILED MAR. 1, 1906.

Fig. 1.

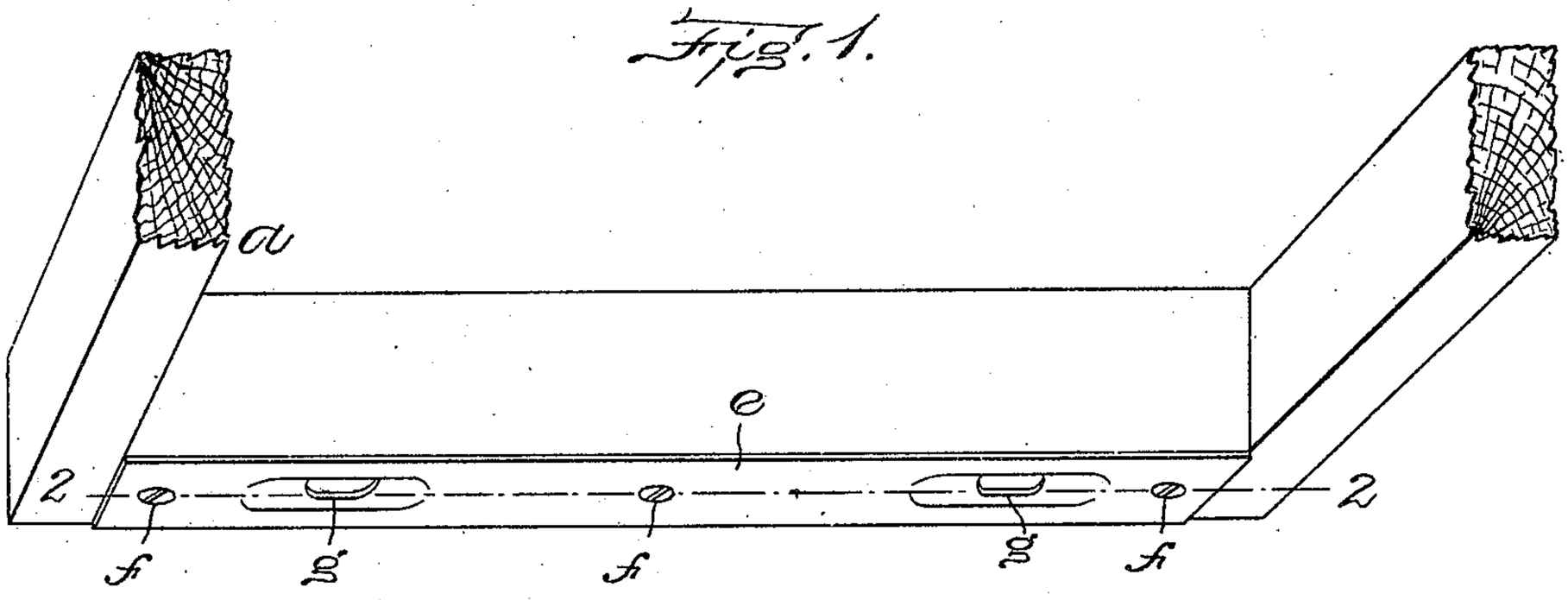


Fig. 2.

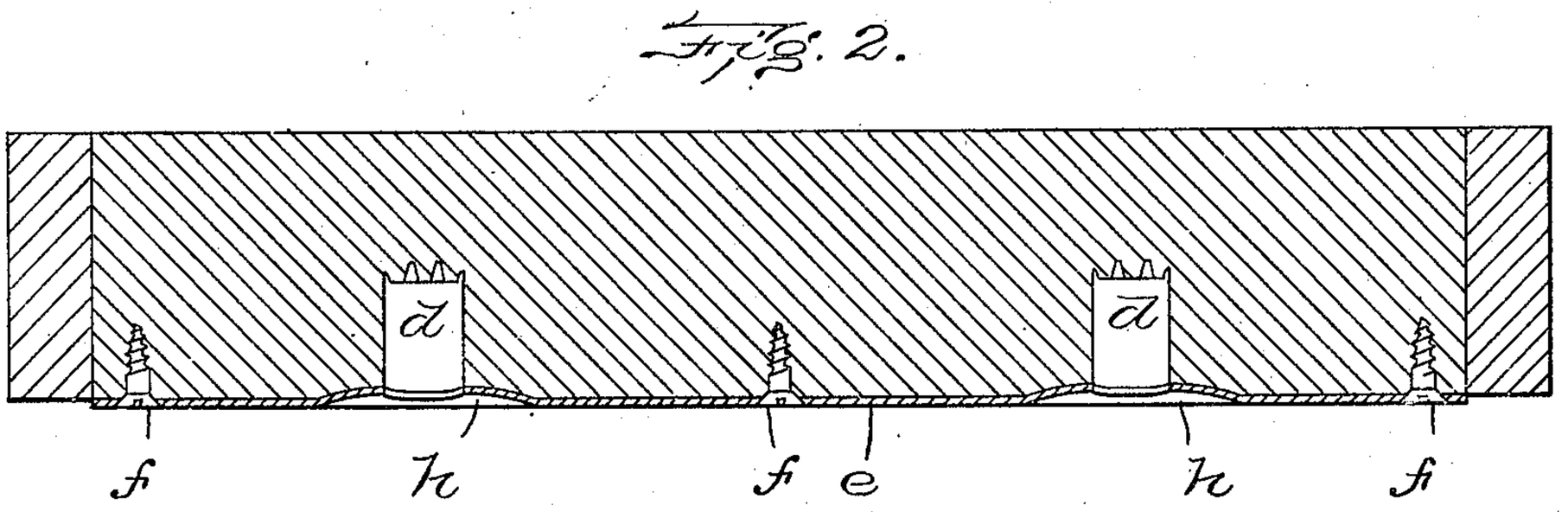
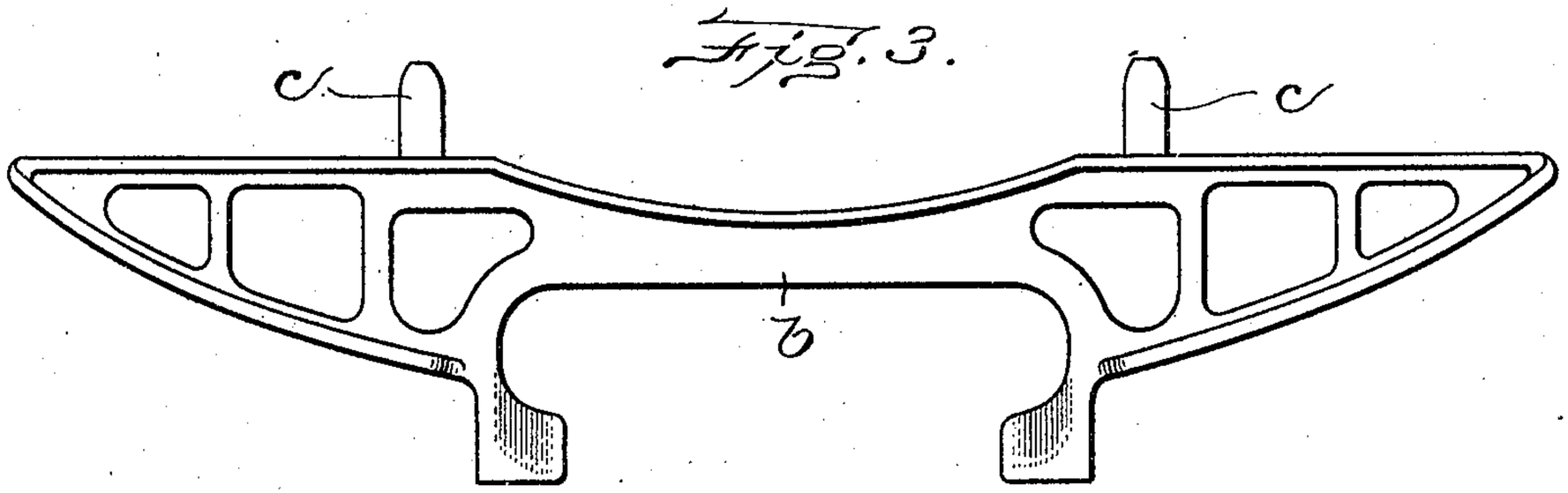


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES W. H. FREDERICK, OF MELROSE, MASSACHUSETTS.

CAR-SEAT CUSHION.

No. 832,471. Specification of Letters Patent. Patented Oct. 2, 1906.

Application filed March 1, 1906. Serial No. 303,614.

To all whom it may concern:

Be it known that I, CHARLES W. H. FREDERICK, of Melrose, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Car-Seat Cushions, of which the following is a specification.

This invention relates to a car-seat cushion comprising a rigid marginal frame and suitable upholstery supported thereby and providing a yielding seat-surface supported by the frame.

The invention has especial reference to cushions of this character which are adapted for detachable connection with a pair of rockers adjustably mounted on a fixed seat-frame and adapted to be tipped or adjusted to elevate either edge of the cushion, so that when the seat-back is reversed the edge of the cushion which is at the forward side of the seat will be higher than the opposite edge.

A type of car-seat embodying the consruction above indicated is shown in Letters Patent of the United States No. 751,277, granted to me February 2, 1904. In such patent I have shown a pair of rockers adjustably mounted on the seat-frame and each provided with two upwardly-projecting pins or dowels, adapted to enter orifices bored for their reception in the end cross-bars of the cushion-frame, the cushion being adapted to be engaged with the said pins by a downward movement toward the rockers and disengaged from the pins by an upward movement. It is necessary to frequently remove and replace the cushion, these operations involving consiederable wear of the bored portions of the cushion-frame, and owing to the fact that the pins and the orifices in the cushion-frame are concealed there is more or less difficulty in bringing the orifices in the frame into register with the pins.

My invention has for its object to so improve the construction of the bored or apertured portions of the cushion-frame as to overcome the difficulties above indicated; and to this end the invention consists in the improvements hereinafter described and claimed.

Of the accompanying drawings, forming a part of this specification, Figure 1 represents a perspective view of a portion of a cushion-frame embodying my invention. Fig. 2 represents a section on line 2 2 of Fig. 1. Fig. 3 represents a side view of one of the rockers which engage and support the cushion-frame. The same letters of reference indicate the same parts in all the figures.

In the drawings, *a* represents the frame of a removable car-seat cushion, the same being preferably composed of stout wooden strips suitably connected to form a rectangular frame and provided with means (not shown) for supporting the springs and other parts or members of the cushion.

b represents one of the rockers adjustably mounted upon the fixed frame of the car-seat and provided with upwardly-projecting pins or dowels *c c*, adapted to enter orifices *d d*, bored for their reception in the end members of the cushion-frame *a*. I have not shown the seat-frame, nor the means for adjusting the rockers thereon, these being fully shown in the above-mentioned Letters Patent, to which reference may be had for a fuller description.

In carrying out my invention I provide the end members of the cushion-frame *a* with metallic reinforcing-plates *e*, which are preferably strips of sheet-steel affixed by screws *f* or other suitable fastening devices to the under sides of the said end members. The reinforcing-plates *e* are provided with orifices *g*, coinciding with the bored orifices *d* in the cushion-frame. The material of the plates *e*, surrounding the orifices *g*, is embossed or cupped to form concave depressions *h* in the under surfaces of the plates surrounding the orifices *g*. These depressions are adapted to engage the pins or dowels *c* during the operation of applying the cushion-frame to the rockers, and thus guide the cushion-frame to the position required to bring the bored orifices *d* into register with the pins *c*. Moreover, the plates *e* protect the portions of the wooden end members in which the orifices *d* are formed and prevent wear of these portions by the pins *c*. Owing to the fact that the seat-frame has a plurality of pin-receiving sockets to fit a corresponding number of upright pins *c*, carried by the rocker *b*, the said frame having the cupped guides leading to the sockets, the said frame and rocker may be quickly assembled or joined by simply placing the seat-frame on the pins and shifting it until it settles to position. This object is attained readily in spite of the fact that the pins are hidden by the frame, so that the operator can see just where the parts are to fit. It will be seen, therefore, that I have provided not only for the convenient application of the cushion-frame to the rockers, but also for the protection of the end members of the

cushion-frame against wear and abrasion by the rocker-pins. It is obvious that the improved cushion-frame above described may be used with a seat-frame having pins or dowels supported by other means than the rockers *b*.

I claim—

A removable car-seat frame having a plurality of pin-receiving orifices or sockets, and metallic strips affixed to and reinforcing the under surfaces of the frame and provided with orifices coinciding with said sockets, and with cupped portions surrounding the orifices and forming concave guides, whereby said frame may be placed on a plurality of upright pins and shifted thereon until the frame settles to position.

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

CHARLES W. H. FREDERICK.

Witnesses:

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