March 22, 1955 E. W. ANDEREGG 2,704,567

INFANT'S CHAIR

Filed March 21, 1952

FIG. 1.

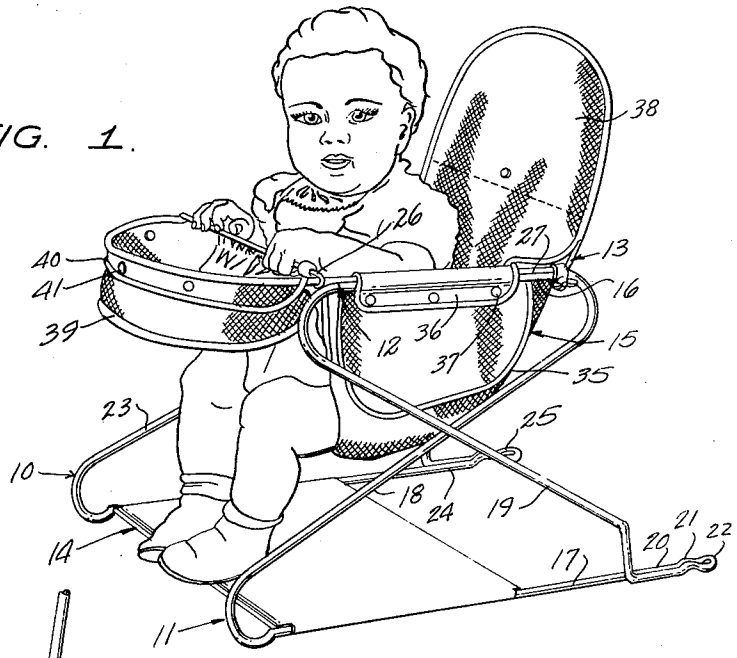


FIG. 2.

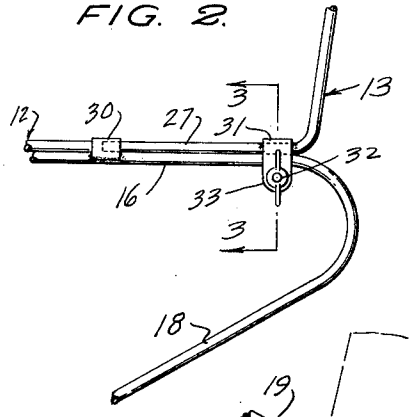


FIG. 3.

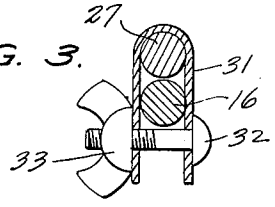


FIG. 4.

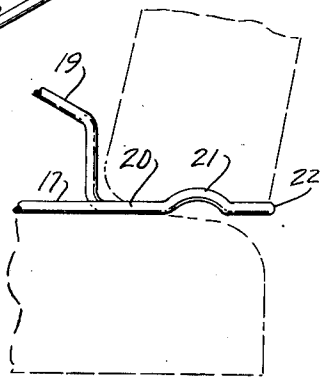
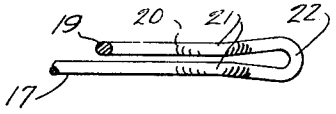


FIG. 5.



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INFANT'S CHAIR

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Application March 21, 1952, Serial No. 277,867

2 Claims. (Cl. 155—10)

This invention relates to infants' chairs or seats and is a continuation in part of my application, Serial No. 111,260, filed August 19, 1949, now Patent No. 2,679,282, granted May 25, 1954, for Infant's Seat.

It is among the objects of the present invention to provide and improved infant's chair or seat which can be easily and conveniently mounted in a vehicle, such as an automobile or railway coach, to support an infant on a vehicle seat, or can be used without change in a house to provide a readily portable seat for an infant or small child; which is of simplified construction and includes unitary foot formations for engaging under a vehicle seat back to retain the chair in proper position on the vehicle seat; which has a detachable back structure which may be removed to reduce the size of the chair for packaging and shipping and for subsequent storage; and which is simple and durable in construction, economical to manufacture, and neat and attractive in appearance.

Other objects and advantages will become apparent from a consideration of the following description and the appended claims in conjunction with the accompanying drawing wherein:

Figure 1 is a perspective view of an infant's chair illustrative of the invention showing an infant seated therein;

Figure 2 is a fragmentary side elevational view of the chair showing structural details thereof;

Figure 3 is a cross sectional view on the line 3—3 of Figure 2;

Figure 4 is a fragmentary side elevational view showing the manner in which the chair frame engages with the seat and back cushions of a vehicle seat; and

Figure 5 is a top plan view of a foot formation forming an operative component of the chair and adapted to engage under the back cushion of a vehicle seat.

With continued reference to the drawing, the chair comprises, in general, a frame including a pair of frame side members **10** and **11**, a top frame member **12** and a back frame member **13**, a base plate **14** and a fabric cover **15** detachably secured to the frame.

The frame side members **10** and **11** are formed of light metal rods bent substantially to the shape of a figure eight. The member **11** includes a substantially straight top rail **16**, a substantially straight bottom rail **17** and substantially straight legs **18** and **19** connecting the ends of the top rail **16** to the respectively opposite ends of the bottom rail **17** in a manner such that the top and bottom rails are substantially parallel to each other. The crossed over legs **18** and **19** are connected to the ends of the top rail **16** by curved portions and the leg **18** is connected to the front end of the bottom rail **17** also by longitudinally curved portions. The connection between the leg **19** and the rear end of the bottom rail **17** is provided, however, by a looped portion **20** of the metal rod projecting longitudinally from the corresponding end of the bottom rail **17** with its legs contiguously disposed in side by side relationship. Intermediate its length this U-shaped or looped portion **20** is provided with an upwardly arched formation **21** and the closed end is inclined somewhat upwardly, as indicated at **22**. The frame side member **10** includes the same elements as described above in connection with the side member **11**, there being illustrated a leg **23** corresponding to the leg **18**, a bottom rail **24** corresponding to the bottom rail **17** and a foot formation **25** projecting longitudinally from the rear end of the bottom rail **24** and conforming in all respects to the foot formation **20** on the rear end of the bottom rail **17** of the frame side member **11**.

The base **14** may comprise a rectangular body of sheet metal having its opposite ends rolled over the bottom rails **17** and **24** of the frame side members to hold these bottom rails in spaced apart and substantially parallel relationship to each other. When the base plate **14** is assembled with the frame side members the foot formations **20** and **25** extend outwardly from the same edge of the base plate, as is particularly illustrated in Figure 1.

The top frame member **12** is a U-shaped structure of light metal rod having straight and substantially parallel leg portions extending along and secured to the top rail of the frame side members **10** and **11** and having its arcuately curved intermediate portion extending outwardly from the ends of the top rail of the frame side portions remote from the foot formations **20** and **25**. A brace bar **26** extends perpendicularly between the legs of the front frame member **12** intermediate the length of these legs and adjacent the front ends of the top rails of the frame side members.

The back frame member **13** is also a U-shaped structure of light metal rod and has angularly disposed leg portions as indicated at **27** extending along the top rails of the frame side members **10** and **11** and its intermediate portion extending upwardly from the top rails of the frame side members at the rear ends of these top rails adjacent the foot formations **20** and **25**.

Sheet metal sleeves, as illustrated in Figures 2 and 3 and indicated at **30**, are secured one on each top rail of the side frame members **10** and **11** intermediate the length of these top rails and these sleeves extend upwardly from the top rails and receive the ends of the legs of the front frame member **12** and also the ends of the angularly offset portions **27** of the legs of the back frame member **13**. Split clamps, as indicated **31**, extend around the angularly offset portions **27** of the legs of the back frame member and the top rails of the frame side members **10** and **11** near the rear ends of the top rails and receive screws, as indicated at **32** which extend through the clamps immediately below the top rails of the frame side members. Wing nuts, as indicated at **33**, are threaded one onto each of the screws **32** to contract the split clamps and firmly secure the legs of the frame member **13** to the top rails of the corresponding frame side members **10** and **11**. By loosening the wing nuts **33** the back frame member **13** can be removed from the frame side members and placed between the frame side members to reduce the size of the chair for packaging and shipment and for subsequent storage or transportation.

The foot formations **20** and **25** are formed permanently on the frame side members but do not interfere in any way with the use of the chair when the same is being used as a portable seat in a house or outdoor area adjacent the house and cooperate with the back and seat cushions of a vehicle seat to firmly secure the chair in proper position on the seat cushion of such a vehicle seat.

The cover **15** is formed of a suitable fabric and includes a seat portion **35** having flaps, as indicated at **36**, along opposite edges thereof which flaps extend around the legs of the top frame member and the back frame member and top rails of the frame side members and are detachably secured to the walls of the seat by snap fasteners, as indicated at **37**, a doubled back portion **38** into which the curved intermediate portion of the back frame **13** is inserted, and a tray portion **39** marginally secured to the intermediate portion of the top frame member and to the brace rod **26** by flaps, as indicated at **40** detachably secured to the wall of the tray by suitable snap fasteners, as indicated at **41**.

The invention may be embodied in other specific forms without departing from the spirit or essential characteristics thereof. The present embodiment is, therefore, to be considered in all respects as illustrative and not restrictive, the scope of the invention being indicated by the appended claims rather than by the foregoing description, and all changes which come within the meaning and range of equivalency of the claims are, therefore, intended to be embraced therein.

What is claimed is:

1. In an infant's seat, a pair of frame side members disposed in spaced apart and parallel relationship to each other and each including a length of metal wire bent to provide a straight bottom rail, a straight top rail and crossed over struts extending one from each end of said bottom rail to the respectively opposite ends of said top rail holding said bottom and top rails in spaced apart and parallel relationship to each other, means connected between the bottom rails of said side members holding said side rails in spaced apart and substantially parallel relationship to each other, means connected between the top rails of said side members holding said top rails in spaced apart and substantially parallel relationship to each other, and extensions on said bottom rails at corresponding ends thereof for engagement under a vehicle seat back to hold the chair in upright position on the associated vehicle seat, each of said extensions comprising a doubled-back portion of both the bottom rail and the downward and rearwardly extending portion of a cross strut of each side member.

2. In an infant's seat, a pair of frame side members disposed in spaced apart and parallel relationship to each other and each including a length of metal wire bent to provide a straight bottom rail, a straight top rail and crossed over struts extending one from each end of said bottom rail to the respectively opposite ends of said top rail holding said bottom and top rails in spaced apart and parallel relationship to each other, means connected between the bottom rails of said side members holding said bottom rails in spaced apart and substantially parallel relationship to each other, means connected between the top rails of said side members holding said top rails in spaced apart and substantially parallel relationship to each other, and extensions on said bottom rails at corresponding ends thereof for engagement under a vehicle seat back to hold the chair in upright position on the associated vehicle seat, each of said extensions comprising a doubled-back portion of both the bottom rail and the downwardly and rearwardly extending portion of a cross strut of each side member, said bottom rail cross strut portions extending side by side and being formed intermediate their ends with upwardly bowed parts aligned transversely thereof.

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