(No Model.)

J. C. KAFER.

CAR SEAT.

No. 344,113. Patented June 22, 1886.

Fig. 1.

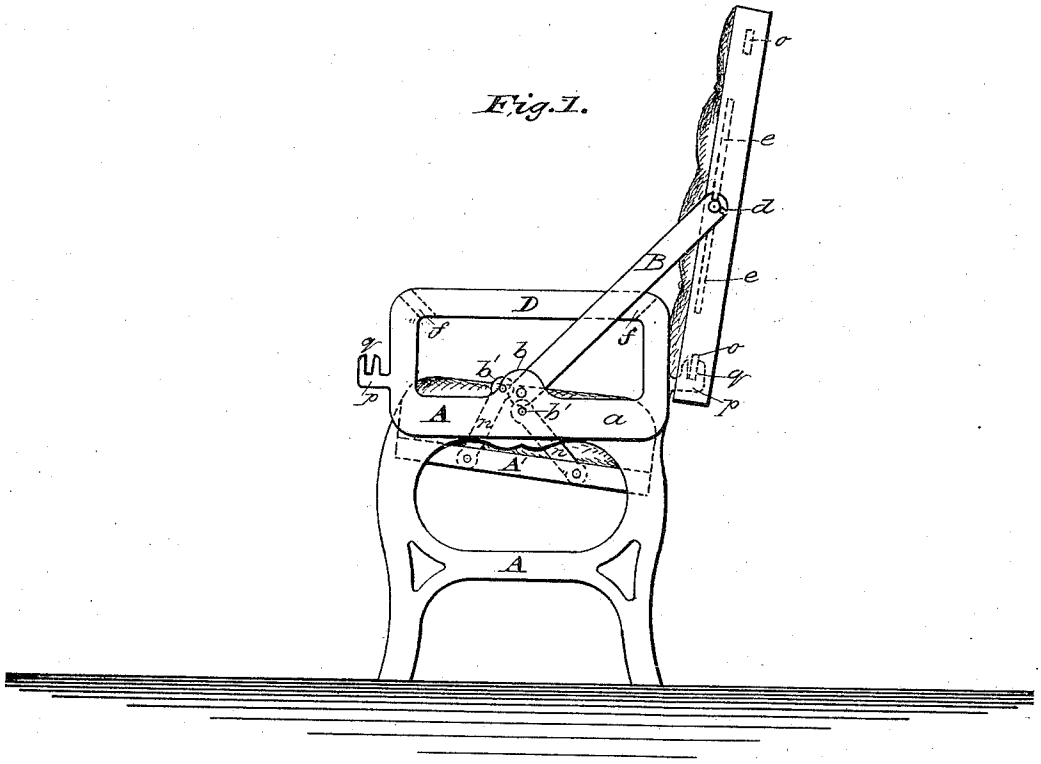


Fig. 2.

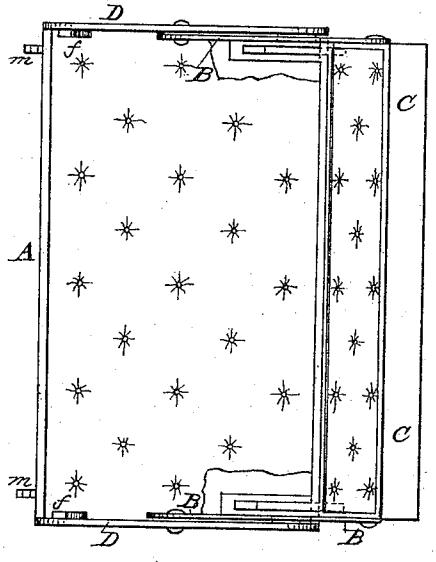
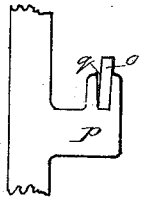


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN C. KAFER, OF WASHINGTON, DISTRICT OF COLUMBIA.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 344,113, dated June 22, 1886.

Application filed September 10, 1885. Serial No. 176,706. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. KAFER, United States Navy, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in that class of car-seats which can be made reversible by turning the back of the seat from one side to the other; and the object is to provide a car-seat which is of very simple and durable construction and not liable to get out of order; that can be readily and cheaply applied to old as well as new car-seats, also to increase the height or width of the back of the seat, and thereby to afford greater comfort and ease to the head and back of the passengers, and, furthermore, to impart a slight inclination to the seat itself and make it more comfortable during occupancy.

The invention to this end consists in the construction of certain details and arrangement of parts, as will be more fully described hereinafter, and more specifically pointed out in the claim, reference being had to the accompanying drawings and the letters of reference marked thereon.

Like letters indicate similar parts in the different figures of the drawings, in which—

Figure 1 represents a side elevation of my improved car-seat. Fig. 2 is a plan view of the car-seat, partly in section. Fig. 3 is a detail view of a part of the car-seat.

In the drawings, A represents the main body or frame of a car-seat of any suitable size and configuration desired. The cross-pieces *a* of this frame are provided with lugs *b*, to which the levers B, that carry the back of the car-seat, are pivoted, while the opposite ends of said levers are pivoted to the back C. The ends of this back are recessed, as shown at *c*, so that it can freely be turned over the ends of said levers and rest upon the inclined parts of the recesses *c*. The ends of the levers are provided with notches *d*, with one or the other of which, according to the side upon which the back is turned, a sliding catch or bolt, *e*, one of which is placed at each side of the pivots, engages, and thus locks the back of the seat in position. The bolts are preferably weighted, so as to automatically slide into the notches when the back C is turned over to one or the other side of the seat. One or the other of the bolts then engage with one or the other of the notches *d*.

The levers B in their normal position rest against the lugs *f* on each side of the arms D, and thus support the back. To steady the back and prevent it from tilting, the end of the back C nearest the windows is provided with a lug, *o*, which engages with a notch, *q*, in a bracket, *p*, on the arm of the seat. The notch *q* in the bracket is made slightly tapering, so that the lug *o* can more readily enter the notch without catching on the sides of the bracket, as best illustrated in Fig. 4.

The lower ends of the levers B are provided with extensions *b'*, to which short pivoted links *n* are attached at one end, while at their other ends they are pivoted to a skeleton frame, A', upon which the seat proper is supported. By this arrangement the seat receives a slight inclination and affords a more comfortable position for the passengers when sitting than if placed perfectly horizontally.

The many advantages of my improved car-seat will be apparent to those skilled in the art, and among them may be mentioned that the car-seat is more comfortable and convenient than those now in use on account of the higher back than now employed, the hinging or pivoting of the levers that support the back on the lower part of the seat instead of the arms admits of longer levers being employed than is now the case, the pivoting of the seat proper to the levers makes it more comfortable than if the seat were horizontal, the back of the seat is much steadier and is not liable to tilt forward, it is very simple in construction as well as durable, and it is not liable to get out of order.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In a car-seat, the combination of the back C, having recesses *c*, sliding bolts *e*, and lugs *o*, levers B, having notches *d*, and the seat-arm having bracket *p*, provided with notches *q*, substantially as set forth.

In testimony whereof I hereby affix my signature in presence of two witnesses.

JOHN C. KAFER.

Witnesses:
JOHN LOWE,
A. M. P. MASCHMEYER.