(No Model.) 2 Sheets—Sheet 1.

S. HOFFMAN.

REVERSIBLE CAR SEAT.

No. 531,122. Patented Dec. 18, 1894.

Fig. 1.

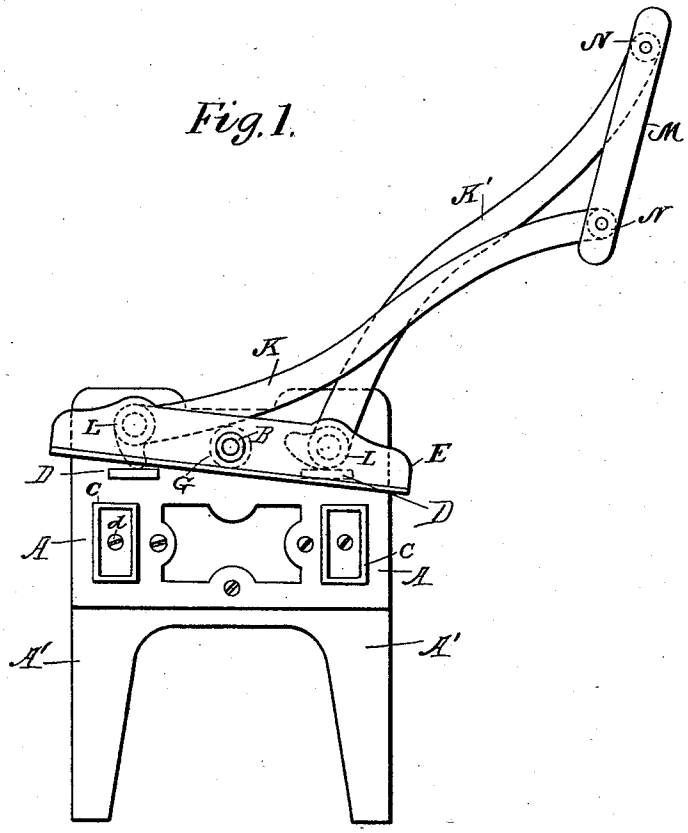
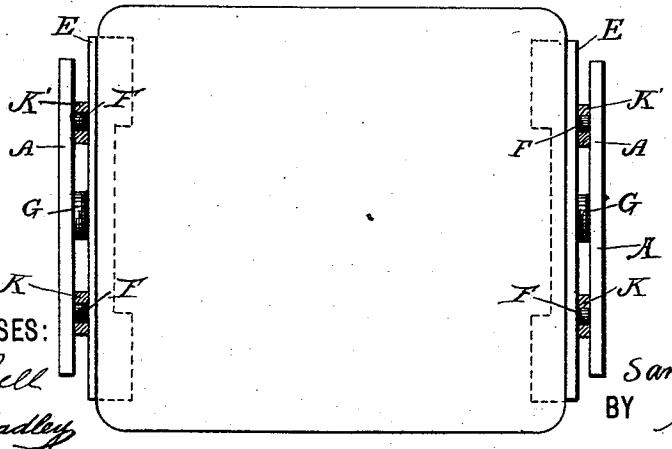


Fig. 2.



THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

(No Model.) 2 Sheets—Sheet 2.

S. HOFFMAN.

REVERSIBLE CAR SEAT.

No. 531,122. Patented Dec. 18, 1894.

Fig. 3.

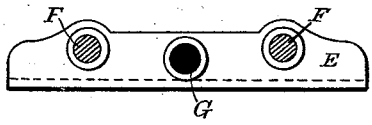


Fig. 4.

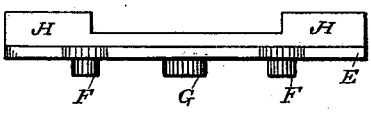


Fig. 5.

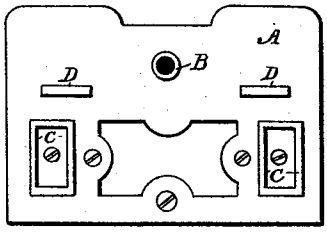


Fig. 6.

WITNESSES:

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Amos Radley

INVENTOR

Samuel Hoffman.

BY A. Bell.

ATTORNEY

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UNITED STATES PATENT OFFICE.

SAMUEL HOFFMAN, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE SCARRITT FURNITURE COMPANY, OF SAME PLACE.

REVERSIBLE CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 531,122, dated December 18, 1894.

Application filed January 13, 1894. Serial No. 496,772. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL HOFFMAN, a citizen of the United States, and a resident of St. Louis, State of Missouri, have invented certain new and useful Improvements in Reversible Car-Seats, of which the following is a specification.

My invention relates to reversible car seats.

One of the objects of the invention is greatly to economize in the cost of production of such seats, and I accomplish this by reducing the number of parts, constructing and organizing them in a way that facilitates their manufacture, enhances their durability, and at the same time enables them to be easily and quickly replaced; besides a more satisfactory movement and locking of the parts on reversal of the back is obtained.

In the drawings: Figure 1, is an inside end elevation of my improved car seat. Fig. 2, is a plan view of the car seat, the back-supporting arms being in section to show their fulcrum bearings or lugs. Fig. 3, is an outside view, in elevation, of the seat supporting plate, with the fulcrum bearings in cross section. Fig. 4, is a plan view of the seat supporting plate. Fig. 5, is a view, in elevation, of the end plate to which the seat supporting plate is pivoted. Fig. 6, is a view of one of the intersecting arms, showing the cam lever at its lower end.

It will be understood that the shifting mechanism is the same on each end of the seat.

In the drawings like letters refer to like parts.

A, is the end plate which, as shown in Fig. 1, is secured to the main supporting frame A′ by screw *d*, or in any other well known manner, or, it may form part of the casting of said frame, as in Fig. 2.

B, is the central lug, or pivot, on which the seat supporting plate E, has its movement.

C, C, are sockets cast on the end plate A, in which the cross bars of the main supporting frame enter and are secured.

D, D, are stop lugs, on the end plate, or main frame, against which the cams L, on the intersecting arms K, K′, act, when the seat back is shifted from side to side. They also form the bearing points by which, through the position of the cams, the arms, and seat back, and seat, are held firmly in position when the limit of inclination has been reached. The back M is connected with the upper ends of the arm K K′ by the ordinary pivot N N.

E, is the seat supporting plate, pivoted to the end plate, by lug B, through boss G. The boss G, forms a stop, for limiting the movement of the arms and for supporting the back when inclined.

The seat supporting plate E, is bent or cast, as shown in Figs. 2 and 4, so as to form the supporting plate H, for the seat to rest upon.

F, F, are the lugs, to which the lower ends of the intersecting arms K, K′, are pivoted. By pivoting the intersecting arms to the seat supporting plate, instead of to the main frame, I secure through the operation of the cams L, a change of the pivotal points of said arms, in their relation to the main frame, thus securing an inclination of the seat back, best adapted to the comfort and convenience of the passenger. I also secure, through this direct connection of the arms and movable seat, a more firm support of the seat while the arms and back are being shifted. I am also enabled to utilize a single boss or bushing B on the end plate A or a similar part G on the seat supporting plate, as a bearing for the support of the intersecting arms and seat back, and as a stop to limit their movement. It will also be seen that a uniform space is secured between the end plate A and the seat supporting plate E, for the free movement of the arms K and K′, by the boss G. By this construction, the usual cap pieces and screws, used for holding the arms on their supporting lugs, may be dispensed with as the end plate—when the seat supporting plate is in position thereon—effectually prevents the arms from leaving their lugs. In addition to these advantages, the seat frame may be removed without disturbing the shifting mechanism, and when removed and by simply disconnecting the seat supporting plate, from its central pivot, on the end plate, or frame, the intersecting arms and seat back can be instantly detached.

What I claim as new and of my invention, for which I ask Letters Patent of the United States, is—

In a reversible car seat, the combination of the plate A having thereon the central bearing or boss B and stops or lugs D D on opposite sides of said bearing, the seat supporting plate E having a central bearing or bushing G rotatably connected with the boss or bearing B and fulcrum lugs F F on opposite sides of said bushing G, and the intersecting arms K K′ pivoted to the fulcrum lugs and each having a cam L to engage the stops D D, the said central bearings being arranged with respect to the stops D D and fulcrum lugs so as to serve as a common support for the arms K K′, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 23d day of December, 1893.

SAMUEL HOFFMAN.

Witnesses:
FRANCIS M. ANDERSON,
GEORGE E. HOWARD.