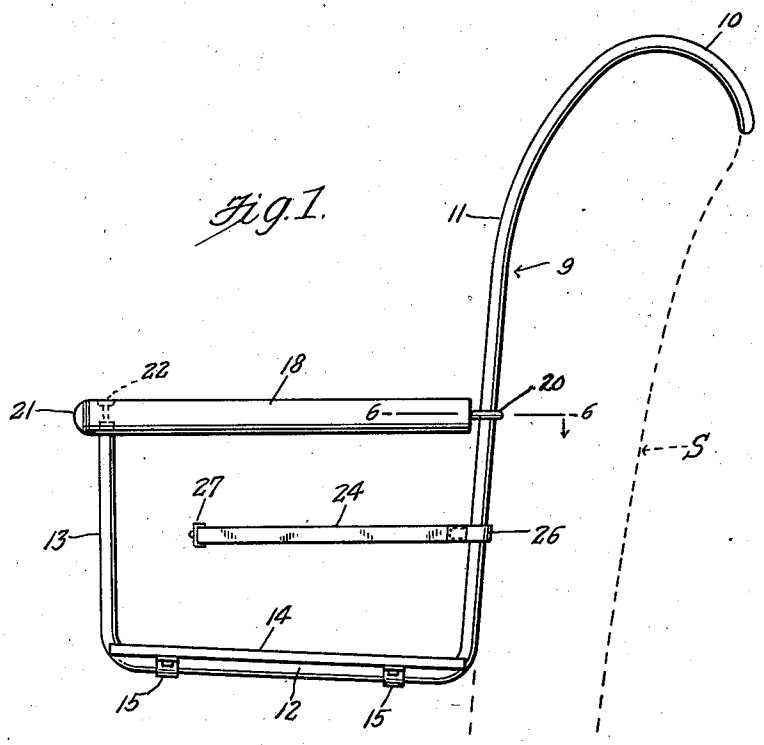
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BABY CHAIR

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Fig. 1.



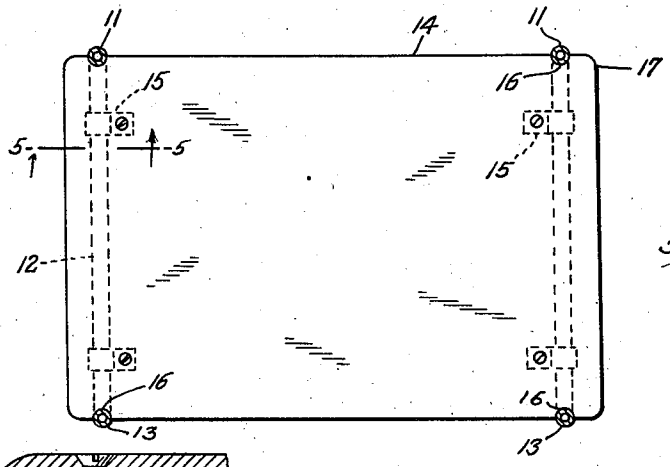




Fig. 3.

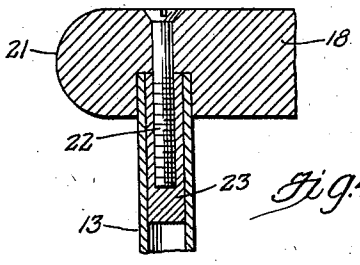



Fig. 4.

Inventor
Andrew G. McEachern.

By Clarence A. O'Brien and Harvey B. Jacobson
Attorneys

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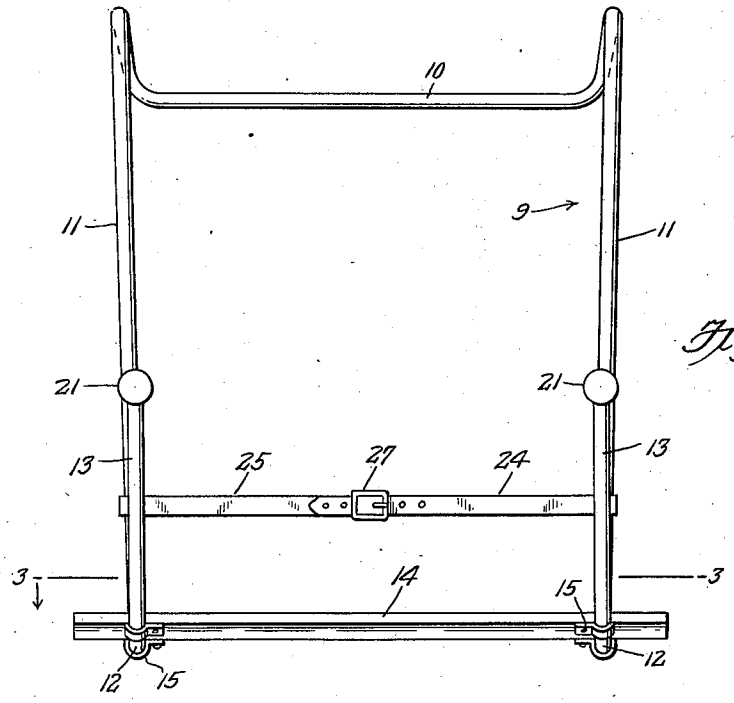
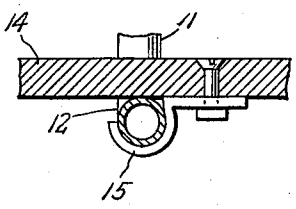



Fig. 2.

Fig. 5.



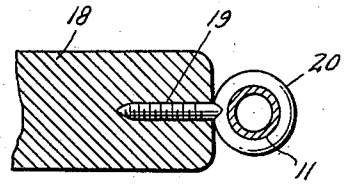




Fig. 6.

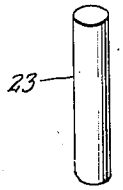



Fig. 7.

Inventor

Andrew G. McEachern,

By Clarence A. O'Brien and Harvey B. Jacobson

Attorneys

Patented Sept. 30, 1947 2,428,088

# UNITED STATES PATENT OFFICE

2,428,088

## BABY CHAIR

Andrew G. McEachern, St. Petersburg, Fla.

Application March 23, 1945, Serial No. 584,288

1 Claim. (Cl. 155—79)

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This invention relates to an improved baby chair, particularly the style or type which is primarily adapted for use in automobiles, and which is constructed to be conveniently hung and safely suspended from the upstanding back of the conventional automobile seat.

More specifically, and as is evident from the drawings, the chair is of a form employing a suitably shaped and proportionate hook to take over the upper edge portion of the conventional automobile seat, the frame thereof being such that the cushioned part of the seat coacts therewith in forming a comfortable back rest for the occupant of the chair.

In carrying out the principles of the preferred embodiment of the improved chair, I employ a one-piece metal frame structure which is bent between its ends to provide the necessary part for safe and convenient attachment and suspension for the board forming the seat proper, and for the associated horizontal parallel rounds forming the arms.

Another object of the invention is to generally, specifically and otherwise improve upon baby chairs and seats now patented and in use in the same field of endeavor, this through the medium of an unusually simple and sturdy structure which promotes desired features of safety, comfort and simplicity.

Other features and advantages will become more readily apparent from the following description and the accompanying illustrative drawings.

In the drawings, wherein like numerals are employed to designate like parts throughout the same:

Figure 1 is a side elevational view of a baby chair constructed in accordance with the principles of the invention, showing, in dotted lines, the manner in which it is used.

Figure 2 is a front view of the same, that is, a view of Figure 1 observing same in a direction from left to right.

Figure 3 is a horizontal section taken approximately upon the plane of the line 3—3 of Figure 2, looking downwardly in the direction of the arrows.

Figure 4 is a sectional and elevational detail view showing the manner of connecting the outer ends of the rounds or arms with the front uprights of the frame structure.

Figure 5 is a section, suitably enlarged, on the plane of the line 5—5 of Figure 3, looking in the direction of the arrows.

Figure 6 is a section on the line 6—6 of Figure 1, looking in the direction of the arrows.

Figure 7 is a perspective view of one of the details.

Referring now to the drawings by distinguishing reference numerals, the frame is a unitary

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part and is fashioned from a single length of pipe or tubing of appropriate material and dimensions. This frame is indicated generally by the numeral 9. The major part of the frame is of general U-shaped form and the bight or connective portion thereof 10 is bent and properly curved to provide a hook to engage over the upper rounded edge portion of the automobile seat S. The depending limbs or reaches are denoted at 11 and these have forwardly and outwardly extending horizontal end portions 12 and vertical terminals 13, the latter forming the front uprights. Thus, the parts 11 can be referred to as uprights and also the parts 13 as uprights, and the interconnecting members 12 as seat supports. It follows that the seat board 14 has its end portions resting on and protruding beyond the members 12. Said end portions are secured by suitable clips 15 to the board-supporting members 12. It will be noticed also that the longitudinal edge portions of the board are provided with notches 16 which partly embrace the respective uprights 11 and 13. This facilitates assembling parts and promotes stability. Also, the corners of the seat board are suitably rounded, as indicated at 17.

The arms are in the form of wooden (preferably oak) rounds 18. The inner end of each round is connected to the threaded shank of a screw eye, the shank being indicated at 19 and the eye at 20, and the eye surrounding the upright 11, as shown in Figure 6. The outer end of the arm or round is suitably convexed and rounded, as at 21, to minimize the presence of sharp edges. The outer end of the round is secured by a screw 22. This has its threaded shank threaded into a wooden block or peg 23 which is firmly wedged in the upper open end of the adjacent upright 13. The lower side of the round is formed with a socket receiving the upper end of the upright 13. These uprights are sometimes referred to as front posts.

I also provide safety body-encircling and retaining belts or straps 24 and 25, and these are provided with loops at their rear ends, as indicated at 26, the loops being slidably mounted on the uprights 11. The free ends of the straps are secured together by an adjustable buckle arrangement 27.

The chair fits on any automobile seat, hooks over the top of a seat and suspends from the top, using the automobile cushion as the back. It can be used in the home by just hooking it over any upholstered chair or seat, where it becomes secure. It is a strong, substantial chair, sitting up high enough for a child to see out of a car with ease, and suspended next to the mother, but allowing her to drive the car without worry or care of the child. There is no friction between parts. It is large enough and substantial

enough to last a child from the time it can sit up until it is old enough to look after itself. There are no parts to wear out or become too small to fit the child or its legs. The main frame is one piece, which makes the chair rigid.

A careful consideration of the foregoing description in conjunction with the invention as illustrated in the drawings will enable the reader to obtain a clear understanding and impression of the alleged features of merit and novelty sufficient to clarify the construction of the invention as hereinafter claimed.

Minor changes in shape, size, materials and rearrangement of parts may be resorted to in actual practice so long as no departure is made from the invention as claimed.

I claim:

A portable baby chair for use in automobiles and the like comprising an especially bent frame fashioned from a single length of tubular metal, the latter being bent and formed between its ends to provide a U-shaped part functioning as a hanger, the intermediate portion of said U-shaped part being bent into a hook so shaped and sized as to engage over the backrest of a seat, the outer terminal ends of the end portions of said tubular metal being bent up laterally to provide vertically disposable uprights, the remaining intervening portions of said metal constituting seat board accommodating and supporting members and being horizontally disposed between the limbs of the U-shaped part and the lower end portions of said uprights, a rigid seat board having its ends mounted on and extending beyond said horizontal supporting members and secured thereto by clips, a pair of parallel arms, each arm being in the form of a wooden round, a screw eye at the rear end of said round securing the same to the intermediate portion of an adjacent limb of said U-shaped part, the outer end being socketed and receiving the upper end of the coacting upright, and means securing said outer end to said upper end of the last-named upright.



ANDREW G. McEACHERN.


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