Feb. 5, 1929. 1,701,452

H. C. HILLIN

HINGE

Filed May 10, 1926

Fig. 1.

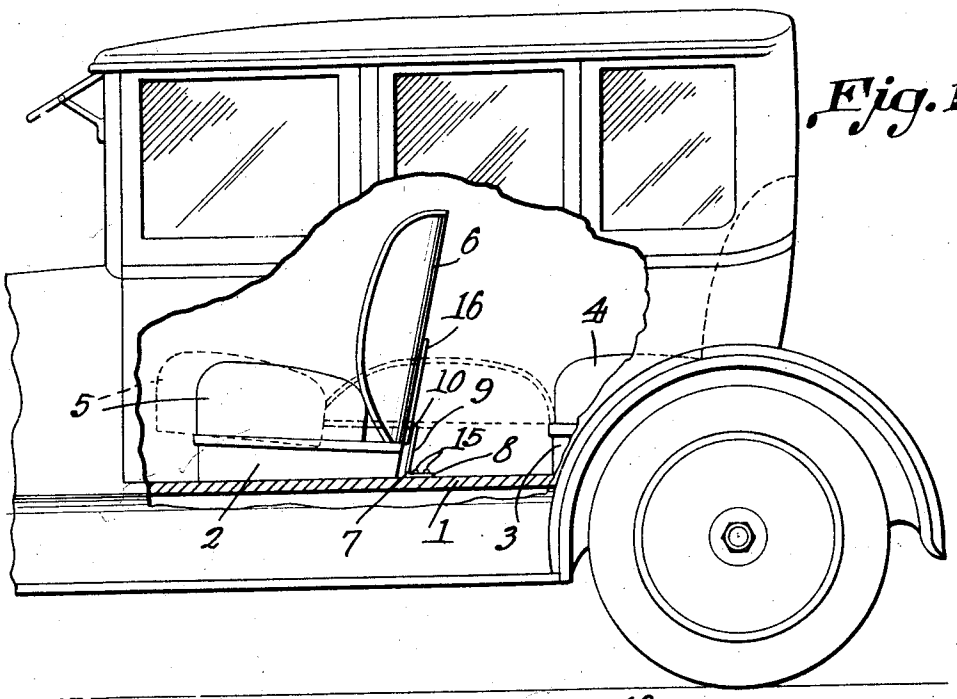


Fig. 2.

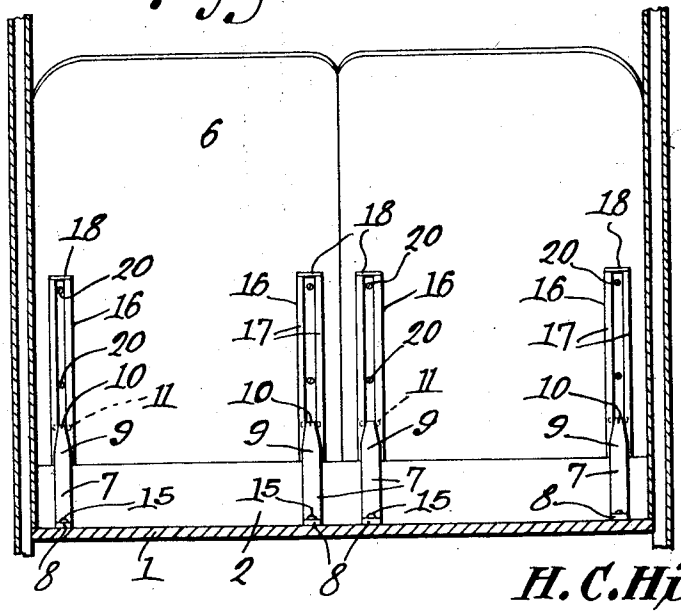


Fig. 3.

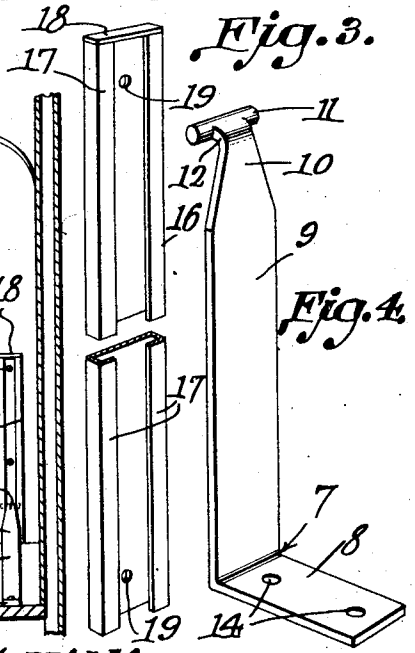


Fig. 4.

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UNITED STATES PATENT OFFICE.

HARRY C. HILLIN, OF EL PASO, TEXAS.

HINGE.

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This invention aims to provide novel means whereby the back of the front seat of an automobile may be hingedly mounted, so that it can be turned down horizontally, into alinement with the front and rear seat cushions, to be used with those members in forming a bed.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

In the drawings:—

Figure 1 shows in side elevation, an automobile equipped with the device forming the subject matter of this application, parts being broken away;

Figure 2 is a cross section wherein the device appears in elevation;

Figure 3 is a perspective view of the guide;

Figure 4 is a perspective view of the bracket.

The numeral 1 marks the floor of an automobile. The front seat support is designated by the numeral 2. The rear seat support is shown at 3. The numeral 4 marks the rear seat cushion. The front seat cushion is shown at 5. The back of the front seat is marked by the numeral 6. The back 6 may be in one or two parts. It is shown in Figure 2 as comprising two parts, but the back of course may be in one pieces if desired.

Brackets 7 are provided. Each bracket 7 includes a base 8 and a standard 9 carried by one end of the base and projecting upwardly from the base. At its upper end, the standard 9 terminates in a reduced part 10 having a transverse head 11 which preferably is of cylindrical cross section, the upper end of the part 10 of the standard 9 being forwardly inclined, as shown at 12, so that the head 11 lies a little way in front of the standard 9. The base 8 has openings 14 adapted to receive securing elements 15 whereby any desired number of the brackets 7 may be secured to the floor 1 as shown in Figures 1 and 2. Trough-shaped guides 16 are provided and are equipped with overhanging flanges 17. Each guide 16 has a stop 18 at one end. The guides have openings 19 adapted to receive securing elements 20 whereby the guides may be mounted on the rear surface of the back 6. The reduced parts 10 of the standards 9 extend into the slot 21 between the flanges 17, and the heads 11 of the standards 9 hide behind the flanges 17.

Any suitable means may be provided for holding the back 6 in the position delineated in Figure 1, the present invention relating to the means for hingedly mounting the back, and to the means for holding the back in the position. The back 6 may be lifted a little, swung downwardly, and slid horizontally, until the rear or upper end of the back rests on the rear seat support 3, as shown in Figure 1 of the drawings, the connection between the guides 16 and the standards 9 being such that the aforesaid swinging movement of the back 6 can take place. When the back 6 is in the horizontal position shown in Figure 1 of the drawings, in dotted line, the forward portion of the back is supported on the heads 11 a little above the front seat support 2 and in such a position that the back 6, together with the cushions 4 and 5, will form a bed in the automobile, of such length, that a person may recline thereon with reasonable comfort.

What is claimed is:—

The combination with the floor of an automobile, and a seat having a movable back, of a trough-shaped guide comprising a body secured to the back, the body being supplied with overhanging flanges, and a standard secured to the floor in spaced relation to the seat and having a reduced upper end provided with a horizontal transverse head received slidably between the flanges and the body of the guide, the upper end of the standard being extended forwardly in a substantially horizontal direction far enough so that the rear surface of the back and the rear surface of the

seat will be in the same plane when the back is turned up into operative position, the head being located far enough above the upper surface of the seat so that when the back is turned down to make a bed, the back will be raised above the seat, thereby to compensate for a difference in thickness between the cushion on the back and the cushion on the seat, and to cause the cushions to cooperate in forming a comfortably level bed surface.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

HARRY C. HILLIN.