

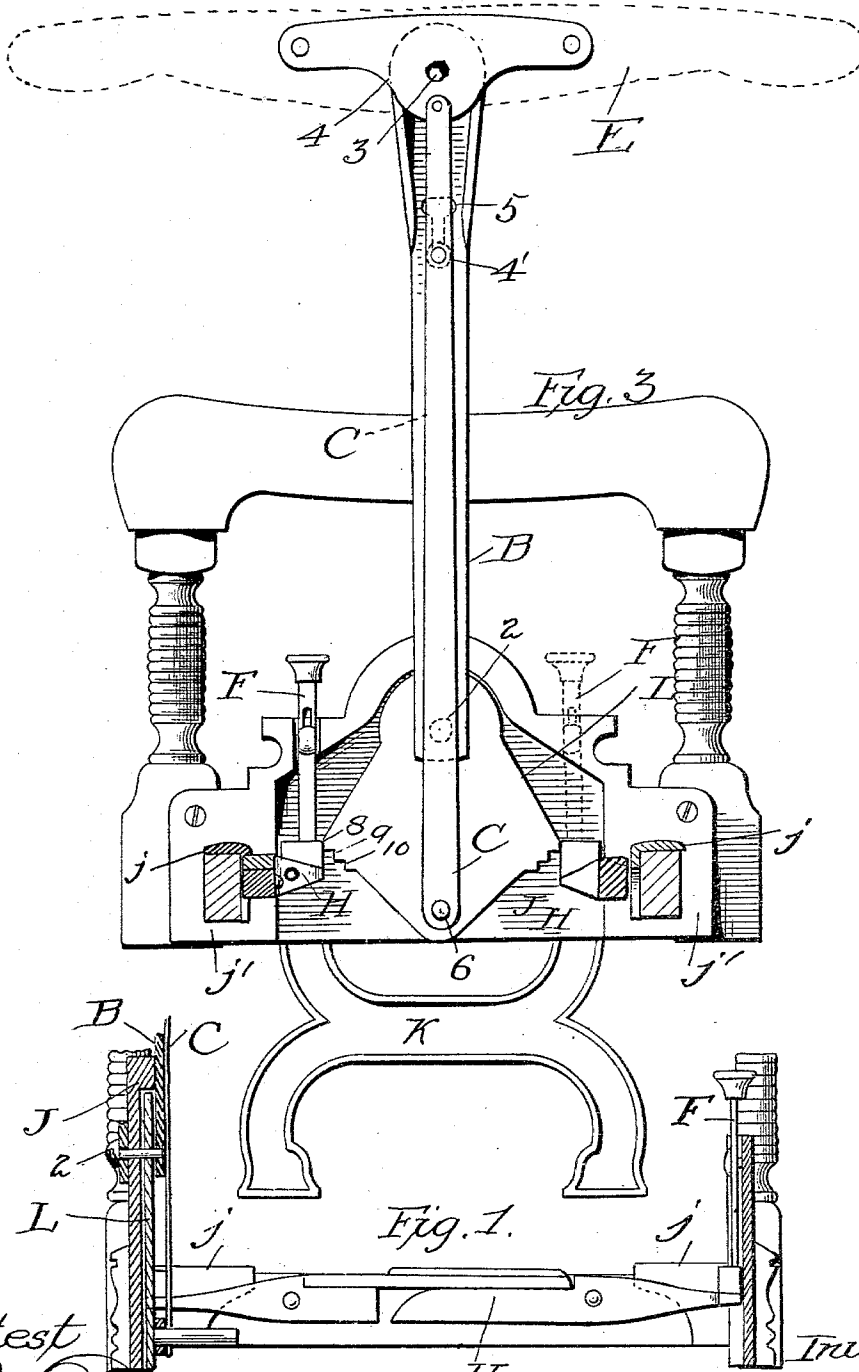
(No Model.)

3 Sheets—Sheet 1.

G. W. DRYER.
CAR SEAT.

No. 545,197.

Patented Aug. 27, 1895.



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Chas. F. Hall

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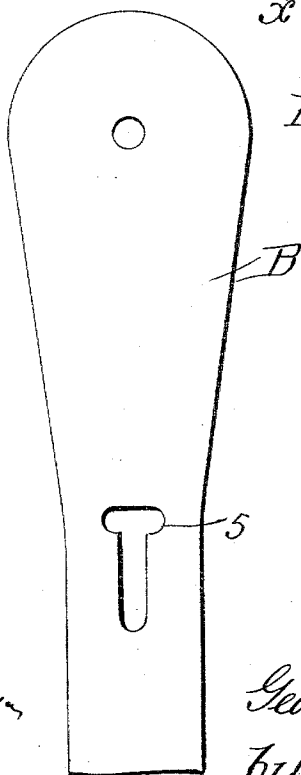
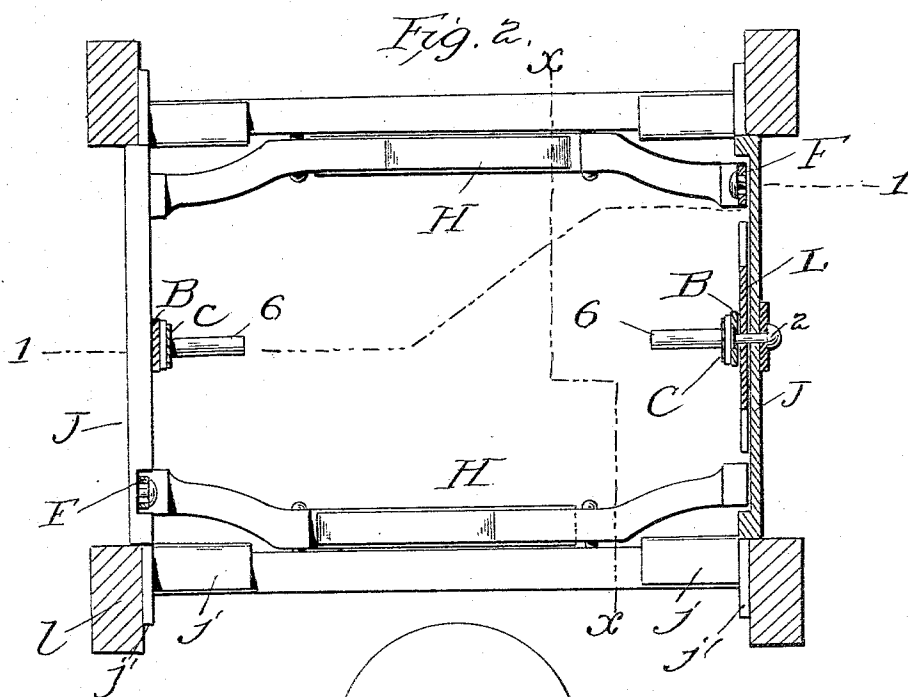
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G. W. DRYER.
CAR SEAT.

No. 545,197.

Patented Aug. 27, 1895.



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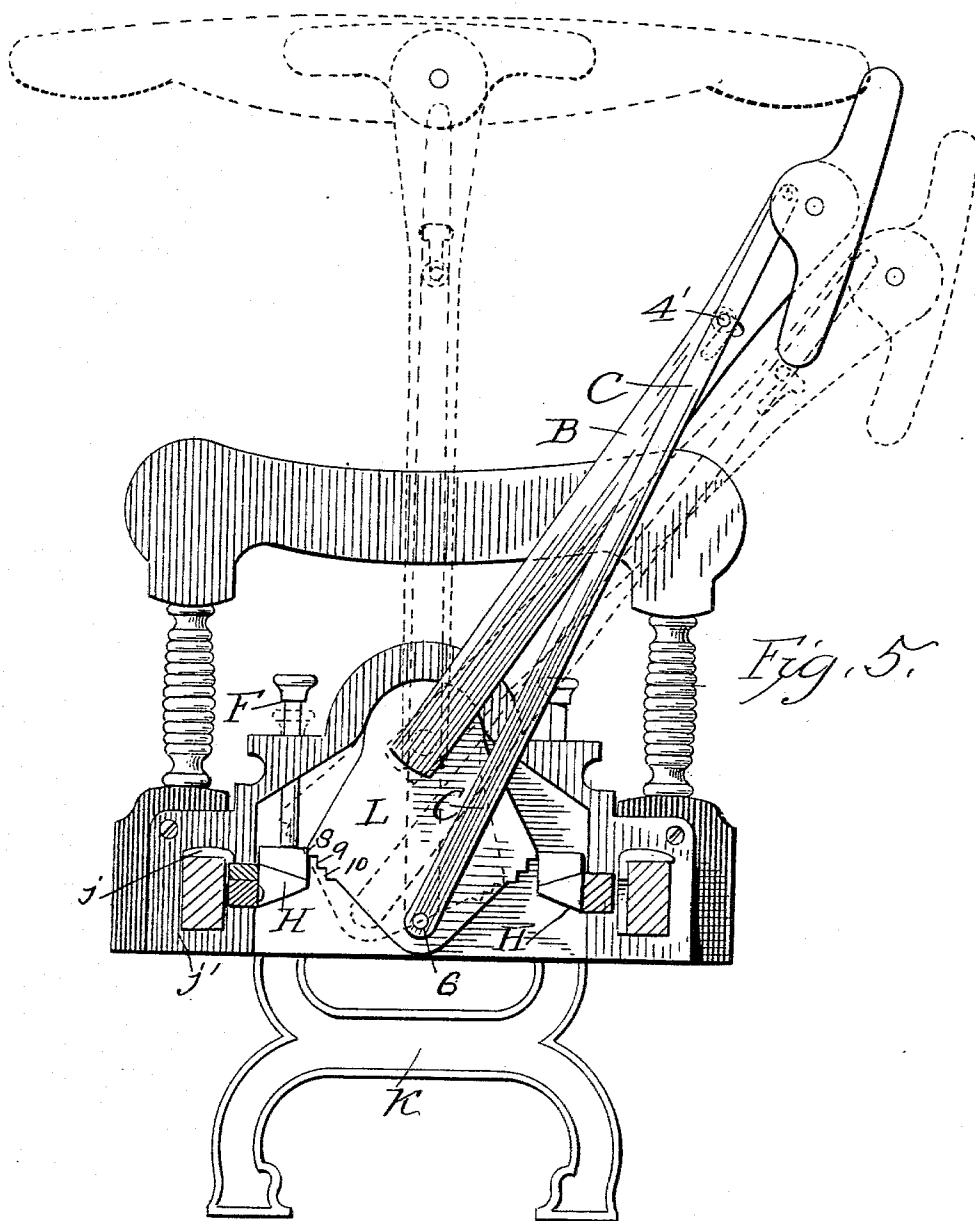
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CAR SEAT.

No. 545,197.

Patented Aug. 27, 1895.



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UNITED STATES PATENT OFFICE.

GEORGE WORDEN DRYER, OF EASTON, PENNSYLVANIA, ASSIGNOR TO THE BUSHNELL MANUFACTURING COMPANY, OF SAME PLACE.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 545,197, dated August 27, 1895.

Application filed March 20, 1895. Serial No. 542,521. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WORDEN DRYER, a citizen of the United States, residing at Easton, in the county of Northampton and State of Pennsylvania, have invented certain new and useful Improvements in Car-Seats, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention is an improvement in reclining car-seats.

The principal object is to secure adjustability of the parts to different inclinations. This adjustability is effected by means of principal and supplementary striker-arms combined with a common pivoted plate and with locking mechanism, all as hereinafter described.

In connection with the parts above specified I have also provided end-supporting plates or frames and certain details of construction, all as hereinafter explained, and illustrated in the accompanying drawings, in which—

Figure 1 represents part of the seat provided with my improvements, the view being from the front and on section-line 11 of Fig. 2. Fig. 2 shows in plan view the bottom frame and locking-bolts with parts in section. Fig. 3 is a sectional view of the same on line *x x*, Fig. 2; and Fig. 4 shows an enlarged view of the upper end of the striker-arm. Fig. 5 is a view similar to Fig. 3, showing the seat-back adjusted to position of use, the dotted lines representing the same in a reclining position.

In the drawings, the seat-frame is supported upon ordinary brackets K. The ends of the seat-frame consist of castings J, which have lugs or sockets *j* fitted to receive the front and rear bars, and they are also provided with flanges *j'*, fitted to receive the posts 1, which support the seat-arms. The castings J are fitted to receive and support the mechanisms which directly or indirectly carry the back and operate the locking-bolts. Upon the recessed inner faces of these plates or castings J are pivoted the supporting-plates L, these plates being pivoted on bolts 2, on which bolts also are pivoted the striker-arms B. The upper ends of the striker-arms B are pivoted at 3 to the ears 4, centrally located on

the reversible back E. The inner faces of the striker-arms B are recessed to receive the upper ends of the supplementary striker-arms C, the lower ends of which are pivoted on the inner faces of the lower ends of the plates L, their pivots being in the same central longitudinal line with the pivot at the upper end of said plates. The upper ends of the supplementary arms are pivoted to the ears near their extremity and on a line at right angles to the general plane of the back. The arms C are also connected to the arms B by means of headed studs 4', which work in slots 5 of the arms B. The arrangement of these parts is such that when the arms are raised to a vertical position and the back is turned into a horizontal position the pivoting-bolts and the studs are all in the same vertical plane. The upper ends of the slots in the arms B are provided with half-rounded notches 5, into which the studs interlock when the back is tipped into normal position. The plates L are provided with a series of notches 8, 9, and 10. These are the same both on the front and rear edges, one set being used when the back is tipped one way and the other when the back is reversed. Pivoted upon the front and rear bars of the seat-frame are locking-bolts H. These are in pairs reversed to each other and with the locking ends projecting into range with the notched edges of the plates L. The inner ends of each pair overlap and are longer than the outer ends and heavier, so that they drop and lie one upon the other when in normal position, and thus hold the outer ends in position to engage with the notches.

In guideways formed in the end plates are sliding push-bars F, having knobs on their upper ends and with the lower ends arranged to bear upon the outer ends of the locking-bolts, which have their inner ends lying underneath the seat. There are two of these push-bars, one in front of one side and the other in rear on the opposite side, one being for one set of locking-bolts and the other for the other set, and one is used when the seat is turned one way and the other when it is reversed.

The pivot 4' of supplemental arm when crowded into the notch at top of slot prevents the back from reversing while the arms with

the back are being raised to different positions. When the back is in its normal position, as shown in full lines in Fig. 5, the movable plates L lie between the tilting bolts H; and if it is desired to reverse the back the tilting bolts H hold movable plates L firmly in position and forces the pivot 4' of the supplemental arm out of the notch in the upper end of slot in the striker-arm and allows it to travel down the slot and up again to the opposite notch in the upper end of the slot. The object of the notch at top of slot is simply to prevent the back from reversing when it is being raised to its different positions, as it is impossible to force the pivot 4' out of the notch unless the back is in its normal position and the movable plate L lies between the tilting bolts H, which makes the lower pivot of the supplemental arm stationary as long as plate L lies between tilting bolts H. If it is desired to recline the back the slide-bar is forced down, which lowers the tilting bolts below the notches in plate L and allows plate L to move forward with a circular movement to either of its four positions.

The lower ends of the plates L have pins or studs 6 projecting inwardly, and upon these the seat is supported, so that the seat is moved to correspond with the movements in shifting the back. For convenience I have also pivoted the supplementary arms upon these same studs.

I claim—

1. In combination, in a car seat, the base or frame, the seat back, the main striker arms pivoted to the base and back, plates pivoted to the frame and supplemental striker arms pivoted to the lower ends of the plates and pivoted to the seat back eccentrically, said main striker arms having slots with lateral extensions at their upper ends, and the said supplemental arms having studs adapted to said slots, substantially as described.

2. In combination in a car seat, the frame, the reversible seat back, the pivoted plates L supported upon fixed plates, striker arms supported upon the same pivot as the plates L, and connecting the seat back with the seat frame supplementary striker arms pivoted on the lower ends of plates L, a sliding connection between the main and supplemental striker arms a series of notches on both sides of the plates L, and locking bolts arranged to engage with said notches, said striker arms supporting the seat back adjustably, substantially as described.

3. In combination, in a car seat, the frame or base, the plates L pivoted thereto and having notches on its opposite edges, the seat back, the main striker arms pivoted to the frame and to the seat back, the supplemental striker arms pivoted to the seat back and to the plates at the lower ends thereof and the locking bolts arranged on opposite sides of the plates to engage the notched edges thereof, said main and supplemental striker arms having a sliding connection with each other, substantially as described.

4. In combination in a car seat, the seat frame, the reversible seat back, the striker arms connecting the frame and back, the pivoted plates L, the supplemental striker arms connected therewith, the pivoted locking bolts, to engage the plates and arranged on opposite sides of the same and the vertically extending push bars for operating the bolts said main and supplemental striker arms having a sliding connection with each other, substantially as described.

5. In combination in a car seat, the seat frame, the reversible seat back, the striker arms connecting the back with the frame, the pivoted plates L, the connection therefrom to the back and the pivoted bolts extending longitudinally of the seat and having overlapping ends and the vertically arranged push bars for said locking bolts, substantially as described.

6. In combination in a car seat, the frame and seat back, the striker arm connecting the frame and back, the pivoted locking plates L, the connections therefrom to the seat back, the locking bolts, the push bars therefor and the end plates J having recessed inner faces for the plates L to work in, lugs for attachment to the frame and guides for the push bars, substantially as described.

7. In combination, the seat back, the seat frame, the striker arms pivotally connected thereto and to the seat back, the supplementary striker arms having a sliding and locking connection therewith and locking plates to which both striker arms are connected with means for locking the said plates, substantially as described.

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

GEORGE WORDEN DRYER.

Witnesses:

H. S. CAVANAUGH,
E. M. BUSHNELL.