

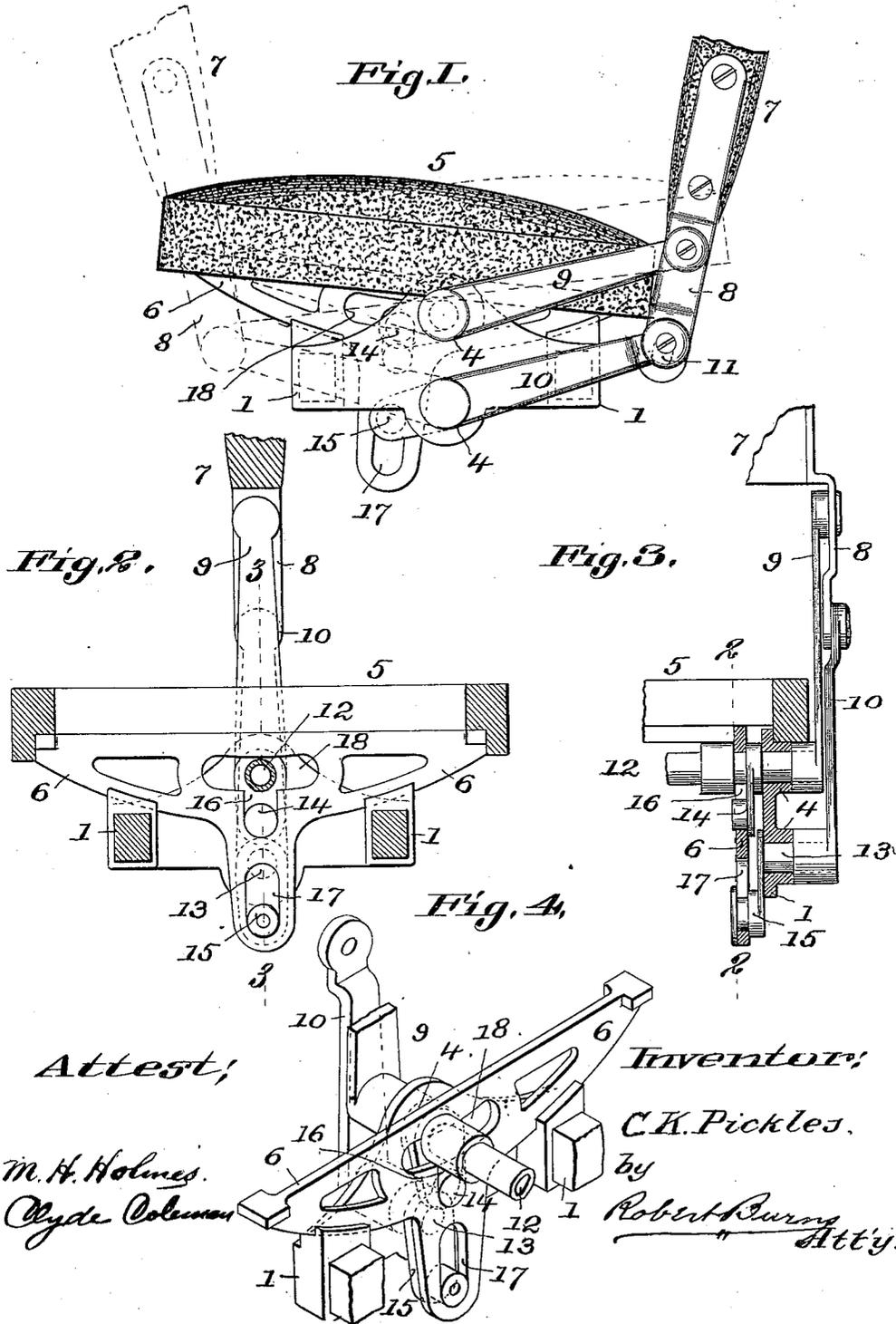
No. 658,864.

Patented Oct. 2, 1900.

C. K. PICKLES.  
STEP OVER CAR SEAT.

(Application filed July 22, 1898.)

(No Model.)



*Attest;*  
*M. H. Holmes.*  
*Clyde Coleman*

*Inventor;*  
*C. K. Pickles.*  
 by  
*Robert Burns*  
*Att'y.*

# UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF ST. LOUIS, MISSOURI, ASSIGNOR TO SAMUEL M. DODD, OF SAME PLACE.

## STEP-OVER CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 658,864, dated October 2, 1900.

Application filed July 22, 1898. Serial No. 686,589. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES K. PICKLES, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Step-Over Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification.

The present invention relates more especially to car-seats of the step-over type and in which the back travels from side to side, the top of said back always remaining at the top.

The object of the present improvement is in the main to provide a simple, strong, and durable construction and arrangement of the operative connections between the seat parts with which the reversal movement of the back and the shifting movement of the seat proper are effected in a direct and concurrent manner.

A further object of the present improvement is to provide an arrangement of parts whereby the back-supporting arms can be arranged exterior of the base or standard and with which such back-supporting arms in their normal position will lie in a plane beneath the level of the seating-surface and entirely out of the way of the occupant of the seat, all as will hereinafter more fully appear, and be more particularly pointed out in the claims.

I attain such objects by the construction and arrangement of parts illustrated in the accompanying drawings, in which—

Figure 1 is an end elevation of a car-seat embodying the present invention, the different positions of the back and the seat proper being shown in full and dotted lines; Fig. 2, a sectional elevation at line 2 2, Fig. 3, showing the back, back-supporting arms, and the seat proper in an intermediate position and midway of their movements; Fig. 3, a detail sectional elevation at line 3 3, Fig. 2; Fig. 4, a detail perspective view of the operative connections of the present construction.

Similar numerals of reference indicate like parts in the several views.

Referring to the drawings, 1 represents the stationary supporting base or pedestal of the

car-seat of any usual and approved construction and which in the present improvement will be provided with a pair of pivot eyes or lugs 4, arranged one above the other on a median line of the base. (See Figs. 1 and 3.)

5 is the seat proper of the usual type, the frame of which is provided with runners 6, that engage a suitable track on the stationary base or pedestal, so that the seat will be adapted to shift from side to side, as usual in the present class of car-seats.

7 is the seat-back, which in the construction shown is of the step-over type finished or upholstered alike on both sides and provided at each end with a fixed plate 8, that projects a distance below the seat and to which the back-supporting arms have pivotal connection.

9 and 10 are the back-supporting arms having a substantially-parallel arrangement and journaled at one end to the pivot eyes or lugs 4 on the stationary base 1 and at the other end to the fixed plate 8 of the back along a median line of said back, as shown. It is material to this part of the present invention that the upper arm 9 have a greater length than the lower arm 10, so that the proper inclination of the back may be had with relation to the seat proper, and in order to be operative such construction requires lost motion in one of the connections of such arms, which is usually attained by means of an elongated pivot-slot 11 at the lower end of the pivot-plate 8. Said supporting-arms are arranged exterior to the stationary base, as shown in Figs. 1 and 3, and are secured to opposite sides of the downwardly-projecting portion of the pivot-plate 8 of the seat-back.

12 is the pivot-shaft of the upper arm 9, journaled in the upper pivot eye or lug 4, and preferably extending the length of the seat and secured to the counterpart upper arm at the opposite end of the car-seat, so that uniform movement of the two will be effected in a positive and concurrent manner.

13 is the pivot-shaft of the lower arm 10, journaled in the lower pivot eye or lug 4.

14 and 15 are crank-arm extensions of the back-supporting arms 9 and 10, the crank-pins of which have engagement in vertical slots 16 and 17 in the seat-frame or runners

6 to primarily impart a shifting motion to the seat in a direction opposite to the movement of the back, and, secondarily, to cause a uniform and concurrent movement of the back-  
 5 supporting arms in their travel from one side to the other of the seat.

18 is a horizontal slot in the seat-frame 6 to permit the shifting movement of the frame without interference with the longitudinally-  
 10 arranged pivot-shaft 12 of the upper back-supporting arms.

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

15 1. In a car-seat, the combination of a seat, a stationary supporting-base, a back provided with a pivot-plate extended below the same, a pair of back-supporting arms having different radii, and pivoted to the base and to the  
 20 projecting portion of the pivot-plate at opposite sides thereof, such pivots being on the median line of the back and of the base, and wholly below the surface of the seat, means to permit of the differential movement of the  
 25 arms, and crank extensions on the arms hav-

ing operative engagement with the carrying-frame of the seat, substantially as set forth.

2. In a car-seat, the combination of a seat, a stationary supporting-base, a back provided with a pivot-plate extended below the same, 30 a pair of back-supporting arms having different radii, and pivoted to the base and to the projecting portion of the pivot-plate at opposite sides thereof, such pivots being on the median line of the back and of the base, and 35 wholly below the surface of the seat, means to permit of the differential movement of the arms, the same comprising a pivot pin or lug on the lower arm, and an elongated slot in the pivot-plate of the back, and crank extensions 40 on the arms having operative engagement with the carrying-frame of the seat, substantially as set forth.

In testimony whereof witness my hand this 18th day of June, 1898.

CHARLES K. PICKLES.

In presence of—

ROBERT BURNS,  
 CLYDE COLEMAN.