

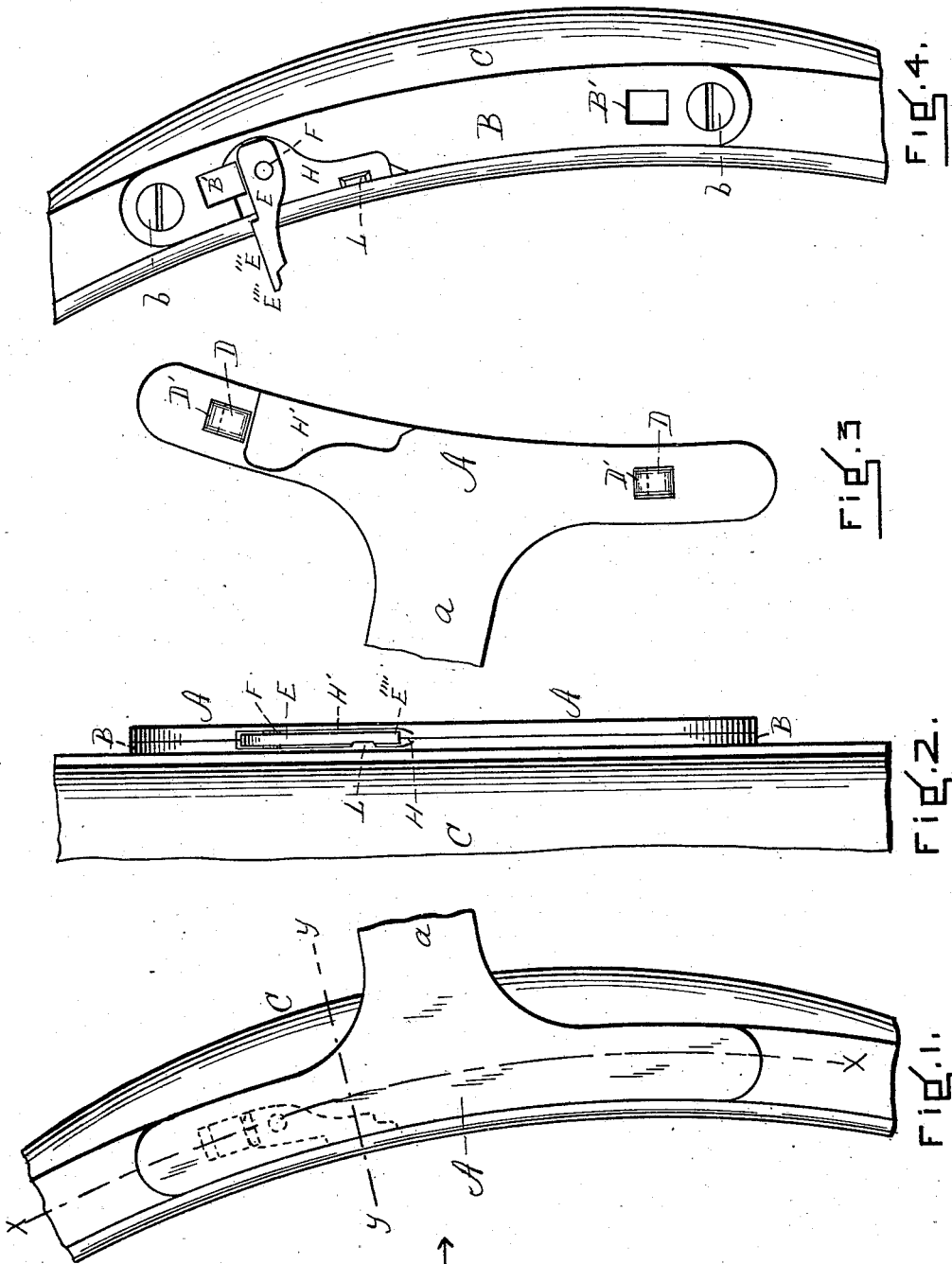
(No Model.)

2 Sheets—Sheet 1.

F. W. BLAIR.
CAR SEAT.

No. 553,386.

Patented Jan. 21, 1896.



WITNESSES

E. A. Woodbury
B. W. Williams

INVENTOR

Frederick W. Blair
By his Atty

Henry Williams

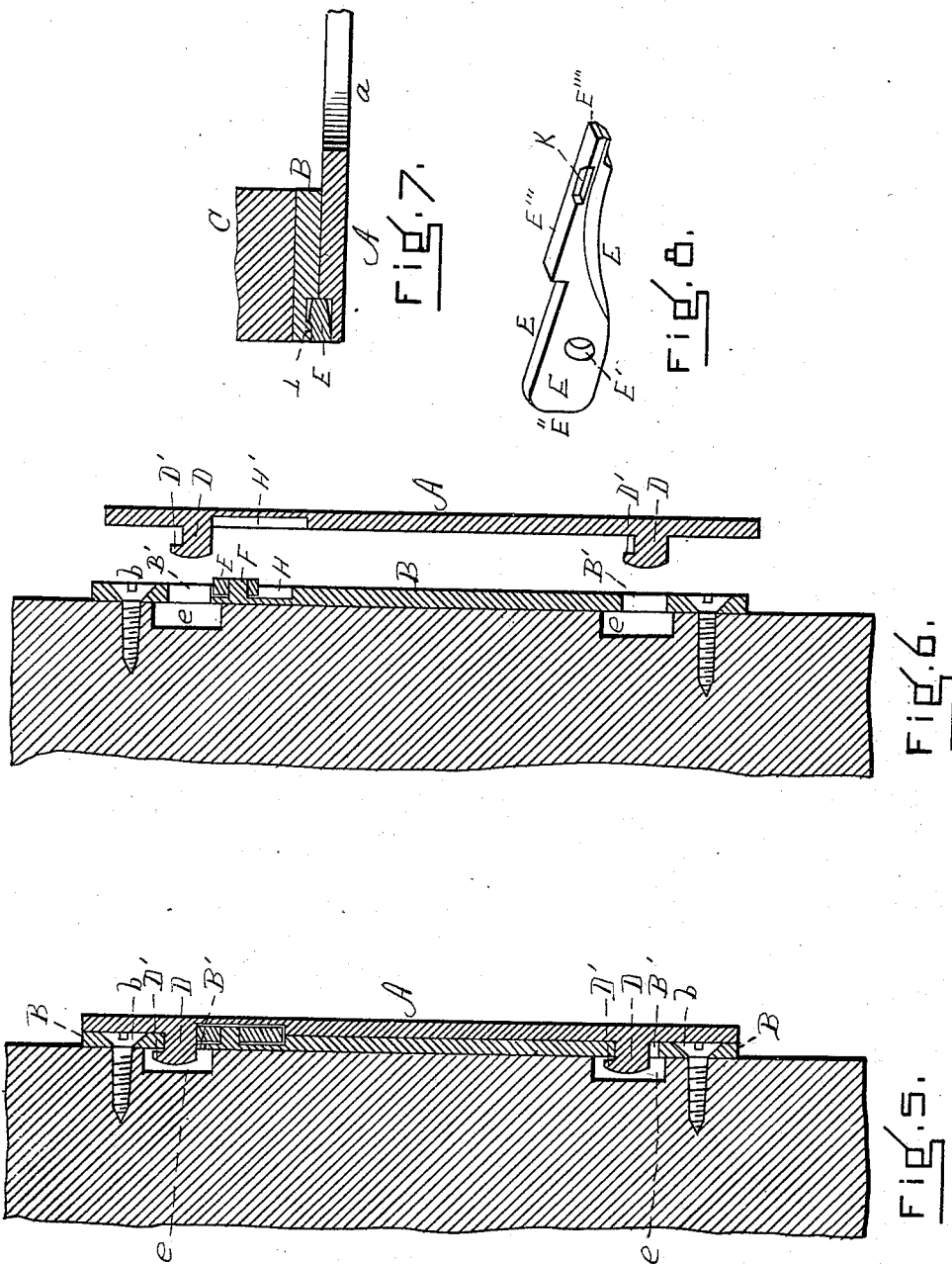
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UNITED STATES PATENT OFFICE.

FREDERICK W. BLAIR, OF REVERE, ASSIGNOR OF ONE-HALF TO ALEXANDER D. HULBERT, OF SALEM, MASSACHUSETTS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 553,386, dated January 21, 1896.

Application filed July 16, 1895. Serial No. 556,115. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK W. BLAIR, a citizen of the United States, residing at Revere, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Car Seats, of which the following is a specification.

This improvement relates to a new and improved construction whereby the main portion or body of the seat-back is separated or removed from that portion which extends from the back to the seat-arm, by means of which the back is swung over and reversed.

The nature of the invention is fully described below, and illustrated in the accompanying drawings, in which—

Figure 1 is an end elevation of a portion of a seat-back embodying my invention. Fig. 2 is a rear elevation of the same. Fig. 3 is a view of the inner side of the plate which is integral with the supporting-arm or the arm which swings from the seat-arm detached. Fig. 4 is an end elevation of a portion of a seat-back with the supporting-arm detached. Fig. 5 is a section taken on line *x*, Fig. 1. Fig. 6 is a section taken on line *x*, Fig. 1, with the plate integral with the swinging arm separated from the seat-back. Fig. 7 is a section taken on line *y*, Fig. 1. Fig. 8 is a perspective view of the latch removed.

Similar letters of reference indicate corresponding parts.

A represents a metallic plate, which is integral with the swinging arm *a*, extending down to the seat-arm and swinging therefrom.

B is one of the bars or plates which are secured at *b* to the opposite ends of the frame which supports the upholstered cushion C which constitutes the seat-back.

The plate A is provided on its inner surface with catches D, which are bent upward at right angles at D', as shown in Figs. 5 and 6, and which extend through openings B' in the plate B and into recesses *e*, Figs. 5 and 6, in the seat-frame.

E is a latch provided with a hole E', whereby it swings on the pivot F extending outward from the plate B. This pivot is located in a recess H in the plate B, said recess being coincident with a recess H' in the plate A. These coincident recesses are of suitable shape

to provide space for the latch E and for the swinging of the same. When this latch is in its normal position, as shown in Figs. 1, 2, and 5, its outer end E'' bears against the under side of one of the hooks D, and by pressing on the under side of said hook forces the plate A up with relation to the plate B, (or the plate B and seat-back E down with relation to the plate A,) so that the parts D' of the hooks overlap the inner surface of the plate B and lock the two plates A and B firmly together, thus locking the seat-back to the swinging arms *a*. In order that this latch may not accidentally swing or become jarred from the position shown in Figs. 1, 2, and 5, in which position its edges E''' is flush with the rear edges of the plates A B, it is recessed at K to accommodate and lock the latch behind a small projection L extending from the recessed portion H.

When it is desired to separate the seat-back from the swinging arms *a* and plates A, the lower end E'''' of the latch is grasped by the thumb or finger or by any suitable implement and drawn out into the position indicated in Fig. 4. As this is done the latch is forced sidewise by the projection L, there being sufficient spring to the latch and space in the recess to allow it. The swinging out of the latch allows the plate B to be raised with relation to the plate A, so that the hooks D are rendered exactly coincident with the openings B'. The plates A and B are then easily separated and the back removed from the rest of the seat. To reassemble the parts the operation is reversed.

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

1. In a car-seat, the back and frame thereof, the plate B secured to an end of said frame and provided with the openings B', the swinging latch E pivotally secured to said plate in a recess below one of the openings and sufficiently near thereto to cause the upper end of said latch to overlap a portion of said opening when the latch is swung down into its normal position, the plate A integral or rigid with the swinging arm *a* which extends down to the seat-arm, and the upturned hooks D D' extending inward from the inner surface

of the plate A and adapted to enter the openings B' and to have their portions D' forced up behind the rear surfaces of said plates B, substantially as set forth.

- 5 2. In a car-seat, the back and frame thereof, the plate B secured to an end of said frame and provided with the recess H, the locking projection L extending horizontally from said recess near the outer edge thereof, the latch

E provided with the recess K shaped to fit to over said projection, and the plate A provided with hooks whereby it is engaged by openings in the plate B, substantially as described.

FREDERICK W. BLAIR.

Witnesses:

HENRY W. WILLIAMS,

E. A. WOODBURY.