

No. 645,609.

Patented Mar. 20, 1900.

W. L. SCHELLENBACH.  
REVERSIBLE SEAT.

(Application filed July 22, 1899.)

(No Model.)

FIG. 3.

FIG. 2.

FIG. 1.

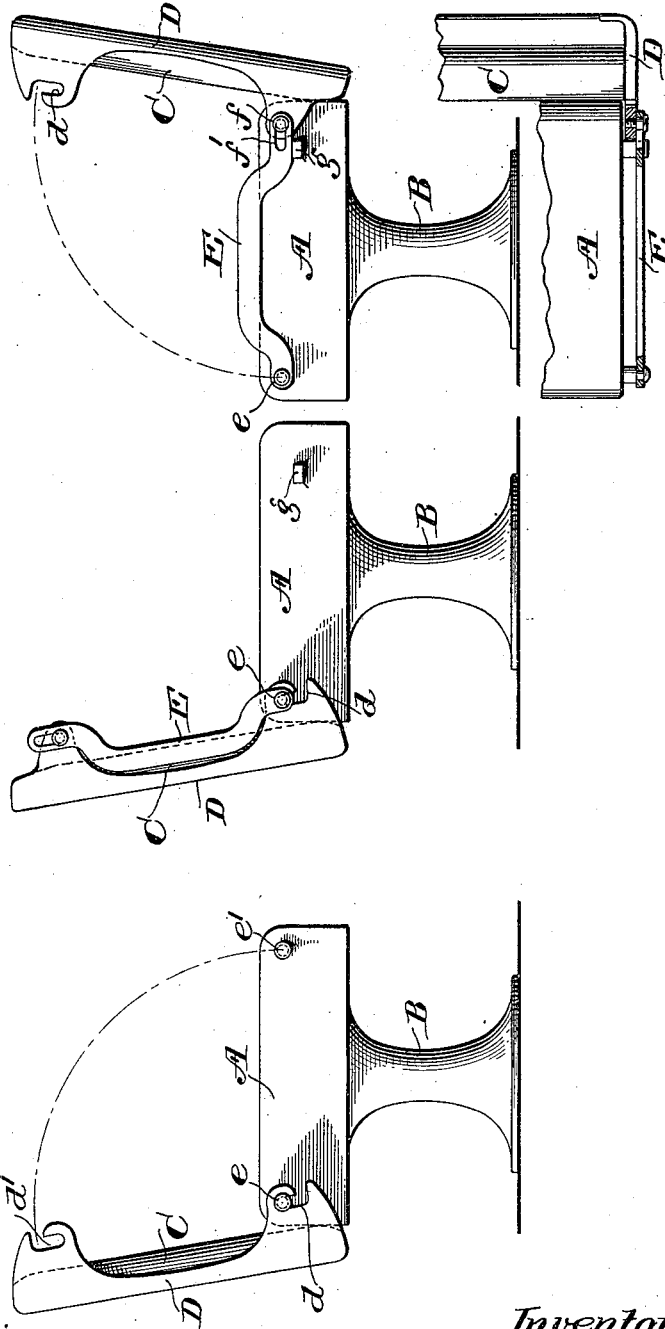


FIG. 4.

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# UNITED STATES PATENT OFFICE.

WILLIAM L. SCHELLENBACH, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR  
TO THE HALE & KILBURN MANUFACTURING COMPANY, OF SAME PLACE.

## REVERSIBLE SEAT.

SPECIFICATION forming part of Letters Patent No. 645,609, dated March 20, 1900.

Application filed July 22, 1899. Serial No. 724,773. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM L. SCHELLENBACH, of the city and county of Philadelphia, State of Pennsylvania, have invented an Improvement in Reversible Seats, of which the following is a specification.

My invention relates to reversible seats; and it consists of the improvements which are fully set forth in the following specification and are shown in the accompanying drawings.

It is one object of my invention to provide a cheap and efficient construction for effecting the reversal of the seat-back of a car-seat or other seat structure.

It is another object of my invention to dispense entirely with the usual shifting side arms such as are employed with shifting and reversible seat-backs, thus reducing the number of parts and leaving the ends of the seat free and unobstructed.

These objects I accomplish by the employment of independent and separately-acting pivotal connections between each side of the seat-back and one side of the seat-cushion frame, which are so arranged that when the seat-back is in one position one set of pivotal connections act to support the seat-back while the other set are out of action. In reversing the seat-back it is swung upon these pivotal connections as a fulcrum until the parts of the pivotal connections at the other side of the seat-back are brought into operative connection with the parts of the pivotal connections at the other side of the seat-cushion frame, when the seat-back is lifted into reversed position on this second set of pivotal connections, the first set then being out of action.

In the drawings, Figure 1 is a side elevation of a car-seat embodying my invention. Fig. 2 is a similar view illustrating a different form. Fig. 3 is a view similar to Fig. 2, showing the seat-back reversed; and Fig. 4 is a plan view of a portion of the seat in the position shown in Fig. 3 with parts in section.

A is the seat-cushion frame.

B is the base-frame, and C is the reversible seat-back. The seat-back and seat-cushion frame are provided with independent and separately-acting pivotal connections be-

tween each side of the seat-back and the adjacent side of the seat-cushion frame, constituting fulcrum and fulcrum-seats between one side of the cushion-frame and one side of the seat-back and independent fulcrum and fulcrum-seats between the other side of the cushion-frame and the other side of the seat-back. These fulcrum and fulcrum-seats or pivotal connections are shown as notches and pins between the seat-cushion frame and seat-back and are so arranged that in reversing the seat-back it swings upon one set of fulcrum and fulcrum-seats at one side of the seat-cushion frame until the fulcrum and fulcrum-seats at the other side are brought into action, when it is lifted upon them as a pivotal connection.

In the drawings the seat-back C is shown provided at its ends with frames D, having notches *d d'*, located at the top and bottom. The portions of the frames D which carry the notches *d d'* preferably project forward, as shown.

*e e'* are pins located one at each end on each side of the seat-cushion frame. Only one end of the seat is shown; but it is to be understood that the construction at the other end is similar. The pins *e e'* are adapted to engage the notches *d d'* of the seat-back frame. When the seat-back is in the position shown in Fig. 1, the lower notches *d* at the ends of the seat-back engage the pins *e* at one side of the ends of the seat-back-cushion frame. In this position the lower edge of the seat-back rests against the rear edge of the seat-cushion or its frame, and the back is firmly supported by the rear pins *e*. To reverse the seat-back, it is swung upon the pins *e* as a fulcrum, as is indicated by dotted lines in Fig. 1, until the notches *d'* engage the pins *e'* at the opposite side of the seat-cushion frame and is then lifted upon the pins *e'* as a fulcrum until it occupies a position directly the opposite of that shown in Fig. 1.

The notches *d d'* preferably have a transverse opening and longitudinal continuation, (like a bayonet-joint,) which serves to support the seat-back upon the pins and to prevent accidental disengagement, while enabling the seat-back to be readily detached by simply lifting the seat-back vertically and then transversely. With this construction in

reversing the seat-back in the manner described the seat-back, when moved so that the opposite notches, as  $d'$ , are brought into engagement with the pins  $e'$ , is moved longitudinally to a slight extent before it is lifted to bring the pins  $e$  at the transverse openings of the bayonet-notches  $d$ , so as to disengage them and simultaneously to bring the pins  $e$  into the longitudinal portions of the notches  $d'$ .

In the construction shown in Figs. 2, 3, and 4 instead of employing the notches and pins at each side I employ the notches  $d$  and pins  $e$  at one side only and connect the pins  $e$  with the other side of the seat-back by links E, pivoted to the pins  $e$  and connected with the opposite side of the seat-back by a pin-and-slot connection  $f f'$ , and employ suitably-disposed lugs  $g$  on the ends of the seat-cushion frame. With this construction when the seat-back is in one position, as shown in Fig. 2, it is supported by the notches  $d$  and pins  $e$ , as in the construction shown in Fig. 1; but when the seat-back is reversed it is swung upon the pins  $e$  as pivots until the links E assume a longitudinal position, resting upon the lugs  $g$ , as shown in Fig. 3, when the seat-back is lifted upon the pins  $f$  as a pivot. The slots  $f'$  permit the necessary longitudinal movement to permit the engagement and disengagement of the notches  $d$  with the pins  $e$ . The links E in this construction form a permanent connection between the seat-back and seat-cushion frame. In this construction the links E, lugs  $g$ , and pin-and-slot connection  $f f'$  form the pivotal connection between the seat-back and seat-cushion frame at one side of the seat, while the pivotal connection at the other side is formed by the notches  $d$  and pins  $e$ , as in the construction shown in Fig. 1.

The details of construction that have been shown may be varied without departing from my invention.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a seat structure, the combination of a seat-cushion frame, a reversible seat-back, fulcrum and fulcrum-seats between one side of the cushion-frame and one side of the seat-back, and independent fulcrum and fulcrum-seats between the other side of the seat-cushion frame and the other side of the seat-back, the distance between the fulcrum of one mem-

ber being substantially equal to the distance between the fulcrum-seats of the other member, whereby in reversing the seat-back, it is supported upon one set of fulcrum and fulcrum-seats until the other set of fulcrum and fulcrum-seats are brought into engagement and the seat-back is thereby transferred directly from one set of fulcrum and fulcrum-seats to the other.

2. In a seat structure, the combination of a seat-cushion frame, a reversible seat-back, a disconnectible pivotal connection between one side of the seat-cushion frame and one side of the seat-back, a hinge connection between that side of the seat-cushion frame and the opposite side of the seat-back, and a support for the end of said hinge connection at the other side of the seat-cushion frame adapted to support said hinge connection when the seat-back is reversed.

3. In a seat structure the combination of the seat-cushion frame, the seat-back, the pins  $e$  at the ends of the seat-cushion frame on one side, the notches  $d$  at one side of the seat-back adapted to engage the pins  $e$ , the links E between the pins  $e$  and the opposite side of the seat-back, and the lugs  $g$  on the seat-cushion adapted to support the links E.

4. In a seat structure the combination of the seat-cushion frame, the seat-back, the pins  $e$  at the ends of the seat-cushion frame on one side, the bayonet-notches  $d$  at one side of the seat-back and adapted to engage the pins  $e$ , the links E between the pins  $e$  and the opposite side of the seat-back and connected with the seat-back by a pin-and-slot connection, and the lugs  $g$  on the seat-cushion adapted to support the links E.

5. In a seat structure, the combination of the seat-cushion frame, the reversible seat-back, a disconnectible pivotal connection between one side of the seat-back and one side of the seat-cushion frame, links between the seat-cushion frame and the opposite side of the seat-back, and supports for said links adjacent to the other side of the seat-cushion frame.

In testimony of which invention I have hereunto set my hand.

WM. L. SCHELLENBACH.

Witnesses:

HENRY S. HALE,  
THOMAS R. COOK.