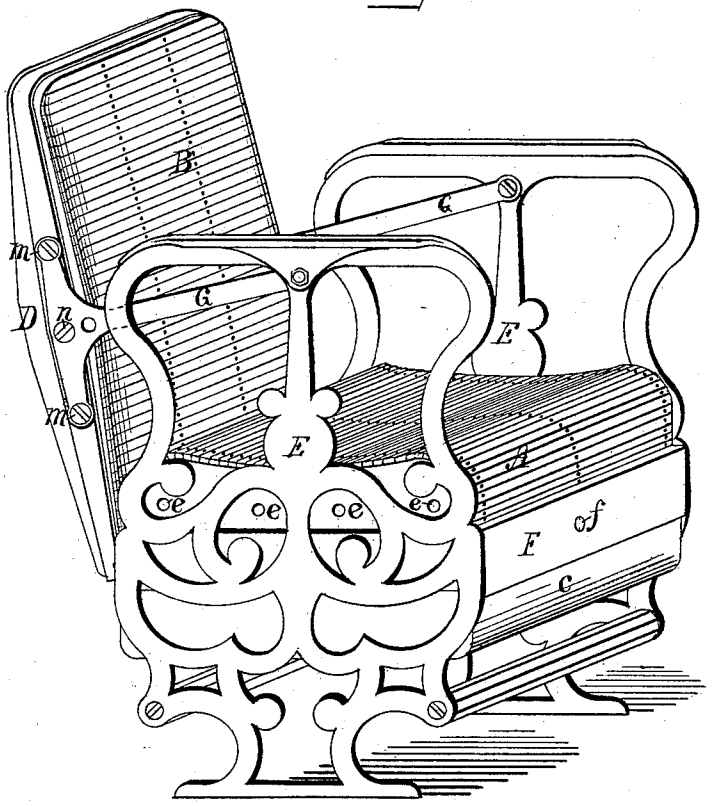
(No Model.) 2 Sheets—Sheet 1.

A. J. E. READIO.

CAR SEAT.

No. 285,678. Patented Sept. 25, 1883.

Fig. 1.



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(No Model.) 2 Sheets—Sheet 2.

A. J. E. READIO.

CAR SEAT.

No. 285,678. Patented Sept. 25, 1883.

Fig. 2.

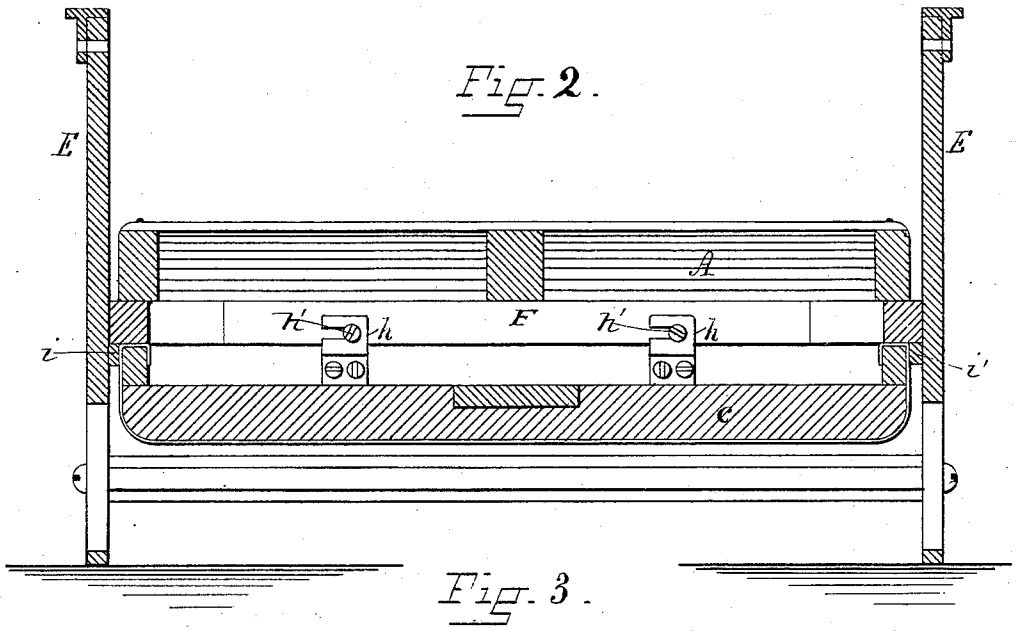


Fig. 3.

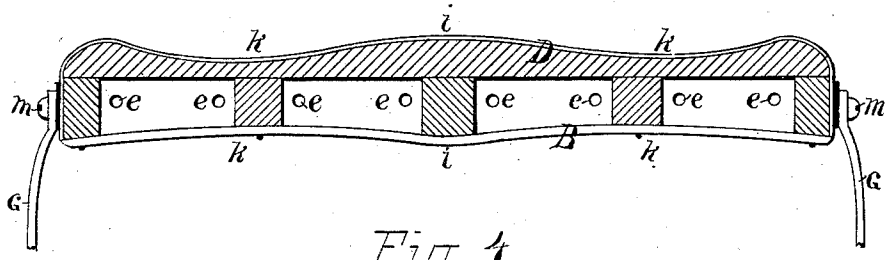
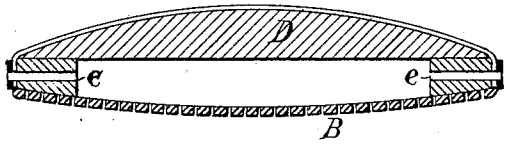


Fig. 4.



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UNITED STATES PATENT OFFICE.

ARTHUR J. E. READIO, OF PAWTUCKET, RHODE ISLAND.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 285,678, dated September 25, 1883.

Application filed February 21, 1883. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR J. E. READIO, of Pawtucket, in the county of Providence and State of Rhode Island, have invented a new and useful Improvement in Car-Seats; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification.

This invention has reference to an improvement in seats for railroad-cars; and it consists in the peculiar and novel construction of a railroad-car seat, by which the same can be readily reversed and changed from a winter to a summer seat, as will be more fully set forth hereinafter.

The comfort of passengers in railroad-cars depends materially on the nature of the settee in which the traveler has to spend so much time. In cold weather a softly-upholstered seat and back are a convenience and luxury which warm weather changes to a torture.

To readily change the nature of the seat and back of a settee or car-seat, and convert the soft-cushioned seat into a cooler, if harder, seat, at pleasure, is the object of this invention.

Figure 1 is a perspective view of my improved reversible seat. Fig. 2 is a sectional view of the same. Fig. 3 is a longitudinal sectional view of the back, and Fig. 4 a transverse sectional view of the same.

In the drawings, A represents the summer seat of the settee, and B the summer back of the same. They may be made in any of the well-known styles, such as cane, strips of wood, perforated wood, rigidly-upholstered leather, or any other suitable material by which a cool summer seat and back are secured.

C is the upholstered soft winter seat, and D the softly-cushioned winter back, both covered with some warm material.

E E are the ends of the car-seat or settee, and F F the string-pieces connecting the same.

G G are the arms by which the back is hinged to the ends E E, so as to be swung from one side to the other.

The seats A and C are made separately. The string-pieces F form the sides of a box or frame. This frame may be attached to one of the seats, as A, by screws or the like; or both seats may be held to the string-pieces by hooks, as hereinafter described. Attached to one of the seats (see Fig. 2) are two hooks, *h*, having their openings in the direction of the length of the seat. Inside the frame F there are projecting pins or studs *h'*, with which these hooks engage when the seat is to be secured to the frame. When the seat is in position, the frame F rests on the ledges *i'* on the uprights E E. When the frame F and the seats are lifted out from the uprights E E, the seat C may be slid along the frame and the hooks *h* disengaged from the studs or catches *h'*; but when the seats are in place between said uprights the seat cannot be unhooked, being held from endwise movement.

As the whole settee is self-contained and can be readily changed from a winter to a summer seat, it is peculiarly well adapted to railway-cars making long journeys, as the seats may be quickly changed to suit the convenience of the passengers.

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

In a reversible car-seat, the combination of the upright standards, the seat C, provided with hooks *h*, and the seat A, one of said seats having a cushioned, the other a hard, surface, and the frame F, having projections *h'*, as shown, said hooks being adapted to engage the projections on the frame, as shown and described.

ARTHUR J. E. READIO.

Witnesses:
J. A. MILLER, Jr.,
M. F. BLIGH.