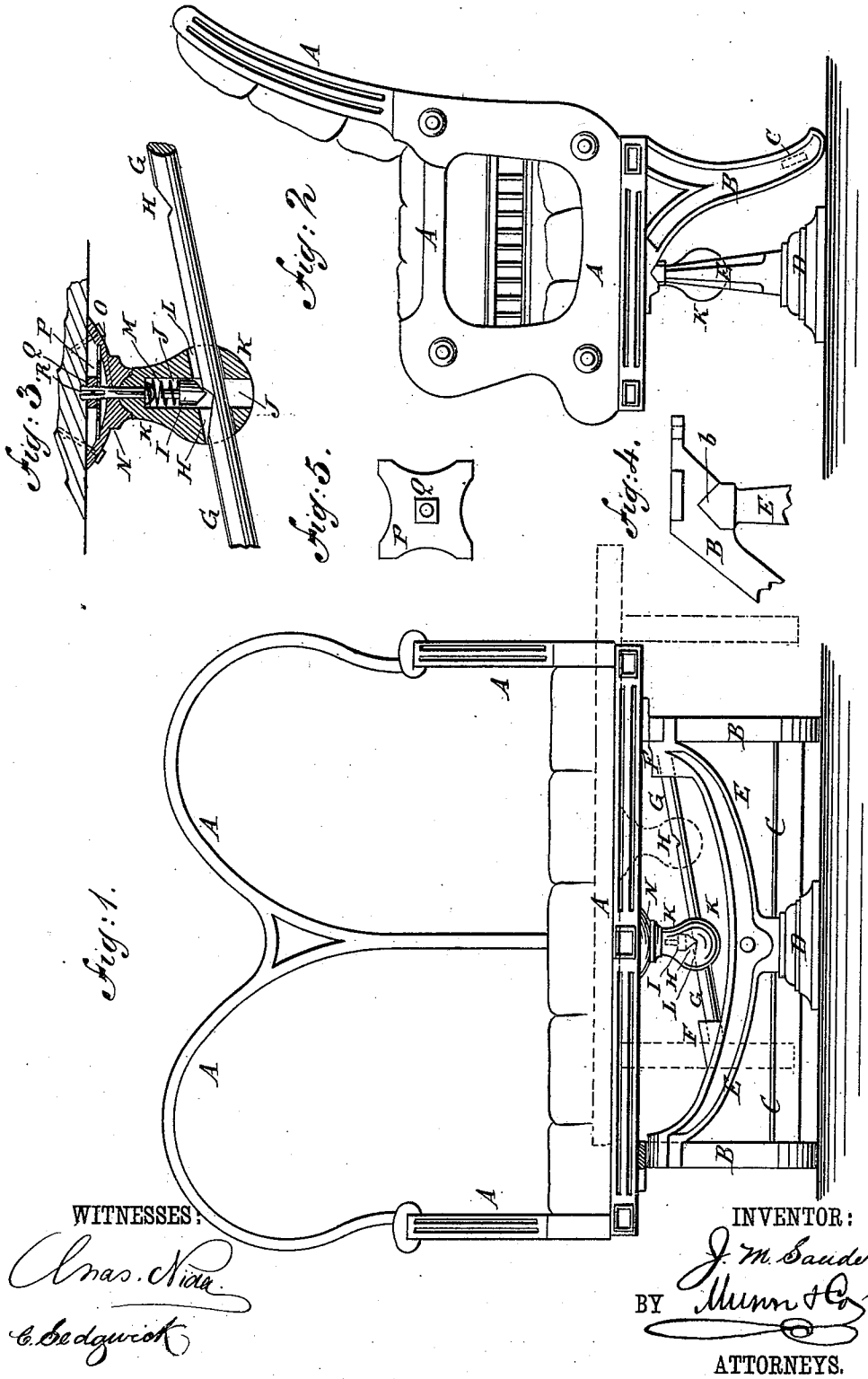
(No Model.) 2 Sheets—Sheet 1.

J. M. SAUDER.

REVERSIBLE CAR SEAT.

No. 352,268. Patented Nov. 9, 1886.



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(No Model.) .

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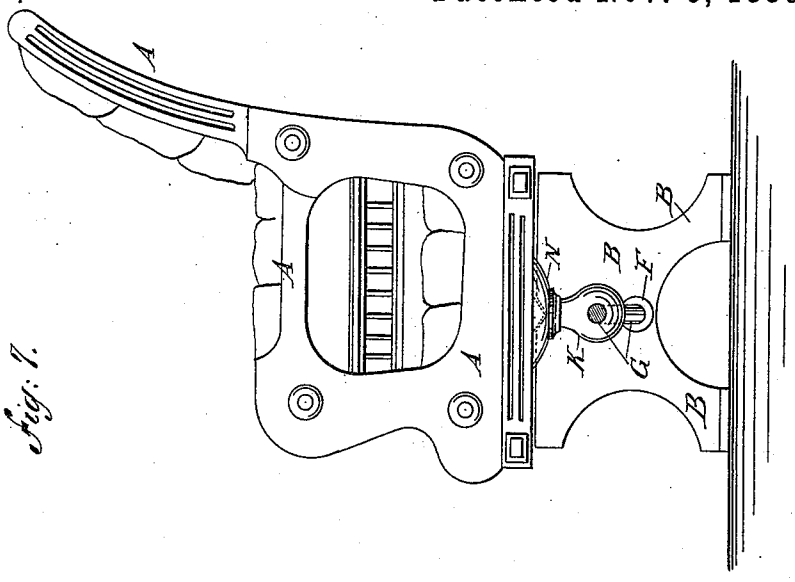

Fig. 1.

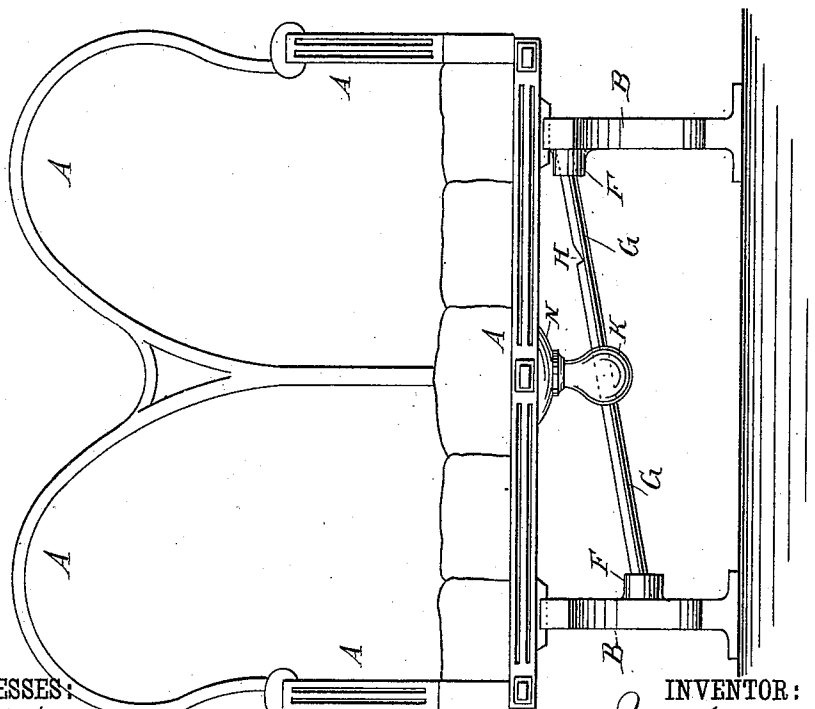

Fig. 6.

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UNITED STATES PATENT OFFICE.

JOHN M. SAUDER, OF HARRISBURG, PENNSYLVANIA.

REVERSIBLE CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 352,268, dated November 9, 1886.

Application filed February 12, 1886. Serial No. 191,759. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. SAUDER, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and useful Improvement in Reversible Car-Seats, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of a car-seat to which my improvement has been applied, part being broken away. Fig. 2 is an end elevation of the same. Fig. 3 is a sectional front elevation of the reversing mechanism. Fig. 4 is an elevation of the upper part of a pedestal-arm and the upper part of a seat-leg enlarged. Fig. 5 is a plan view of the pivot-spring. Fig. 6 is a front elevation of a car-seat, showing a modification. Fig. 7 is an elevation of the same.

The object of this invention is to provide reversible car-seats constructed in such a manner that they will be more comfortable in use, more economical in space and material, and less expensive in manufacture than car-seats constructed in the ordinary manner.

The invention consists in the combination, with a car-seat, of a reversing mechanism constructed as will be hereinafter fully described.

A represents a car-seat, which is made with its back rigidly connected with its seat-frame and arms, so that it can be upholstered in such a manner as will be most comfortable for its occupants.

To the rear parts of the ends of the seat A are attached the forked upper ends of legs B, which are connected near their lower ends by a cross-bar, C, to serve as a foot-rest.

Beneath the middle part of the seat A is placed a pedestal, D, which is made with arms E. The arms E are curved upward to bring their upper ends into such positions that the end parts of the seat will rest upon the said upper ends when the said seat is in position for use. The upper sides of the upper ends of the arms E are made V-shaped, to fit into V-shaped recesses *b* in the lower side of the ends of the seat-frame, or of the forward arms of the legs B, attached to the said seat-frame, to assist in supporting the seat and prevent it from turning when in use. In the upper sides of the arms D, and at unequal distances from the pedestal D, are formed sockets F, to receive the ends of the inclined rod G, which is arranged with its lower end toward the side of the car. In the upper side of the rod G, directly beneath the center of the car-seat when in position for use, and near the upper end of the said rod, are formed V-shaped notches or recesses H, to receive the V-shaped lower end of the pin I, which is inserted in the countersunk vertical perforation J in the block K. The block K has a perforation, L, formed through it to receive and slide upon the inclined rod G, which perforation is made at such an inclination that the block K will be kept vertical, and the seat A, connected with it, will be kept horizontal as the said block is moved up and down upon the rod G.

The upper side of the inclined rod G, between the recesses H, is flattened for the flat edge of the pin I to rest and slide upon to prevent the block K and seat A from tilting forward or back while being moved up or down upon the said rod G. The pin I is held down upon the rod G by a spiral spring, M, placed in the inner end of the countersunk part of the perforation J, and interposed between the inner end of the said pin I and the shoulder at the inner end of the countersink.

The upper end of the block K is convexed, to fit into the concaved lower side of the base-block N, which is bolted or spiked to the middle part of the bottom of the seat A. The blocks K N are connected by a pivot-bolt, O, which is passed through the upper part of the perforation J, and its head rests against the shoulder formed at the inner end of the countersunk part of the said perforation. The pivot-bolt O also passes through a central perforation in the base-block N, and through a spring-washer, P, placed in a concavity formed in the upper side of the said base-block N, and has a nut, Q, screwed upon its upper end. The side edges of the washer P are recessed to cause the said washer to rest upon its angles only, so that its elasticity will be better utilized to hold the pivot-bolt O to its place, and thus keep the blocks K N close together. The nut Q is perforated transversely to receive a pin, R, which

passes through a slot in the upper end of the pivot-bolt O, and thus prevents the said nut from working loose.

With this construction the forward part of the space beneath the seat will be left free, so that it can be conveniently utilized for the storage of hand-bags and other small baggage.

In reversing the seat it is moved inward or toward the aisle of the car, the block K and pin I sliding up the inclined rod G until the said pin I engages with the upper recess, H, of the said rod G. The seat is then turned upon the block K and pivot-bolt O through half a revolution, bringing it into a reversed position, and is then pushed outward into place, the block K and pin O sliding down the inclined rod G until the said pin O engages with the lower recess, H, and the seat is ready to be occupied.

In case it be desired to apply my improvement to a car-seat provided with four legs or with end supporting-frames, the arms E can be omitted and the inclined rod G supported at each end by an independent pedestal, as shown in Figs. 6 and 7.

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

1. The combination, with a car-seat, A, of the inclined rod G, having recesses H in the upper side, and its support, the block K, having inclined perforation to receive the said rod G, and provided with a countersunk vertical perforation, the pin I, placed in the said vertical perforation, having its lower end wedge-shaped and held down by a spiral spring, the pivoting-bolt O, provided with a nut and spring-washer, and the perforated base-block N, concaved upon the lower side to receive the rounded upper end of the sliding block K, and upon its upper side to receive the spring-washer and the nut of the pivot-bolt, substantially as herein shown and described, whereby the said seat can be moved inward and upward, swung through half a revolution, and moved outward and downward to its place, as set forth.

2. In a reversible car-seat, the combination, with a car-seat, A, having V-shaped recesses in the under side of its ends, and the inclined rod G, carrying the sliding block K, provided with a spring-pressed pin, I, and pivoted to a base-block attached to the car-seat, of the pedestal D, provided with arms E, having sockets F, and having the upper side of their ends V-shaped to engage with the V-shaped recesses of the said seat, substantially as herein shown and described, whereby the said reversible car-seat will be firmly supported without front legs, as set forth.

3. The combination, with a car-seat and an inclined rod supported beneath the said seat, of a diagonally-apertured block, to which the said seat is pivoted, and means for locking the rod in the aperture of the said block, substantially as set forth.

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Witnesses:
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