

J. E. RUGG.
REVERESIBLE SEAT.

No. 186,273.

Patented Jan. 16, 1877.

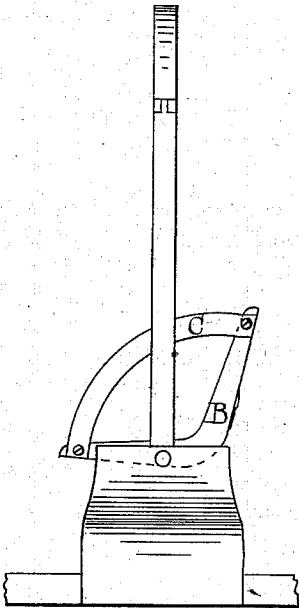


Fig. 1.

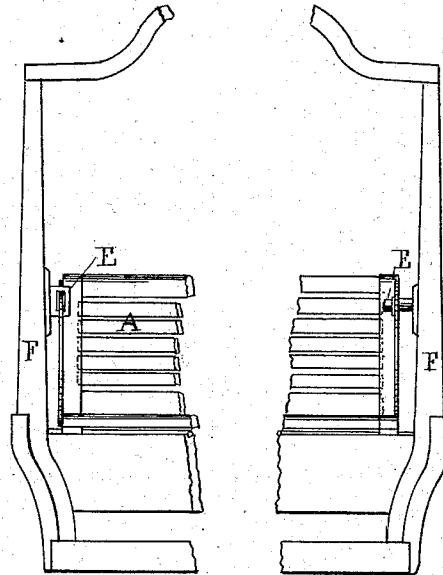


Fig. 2.

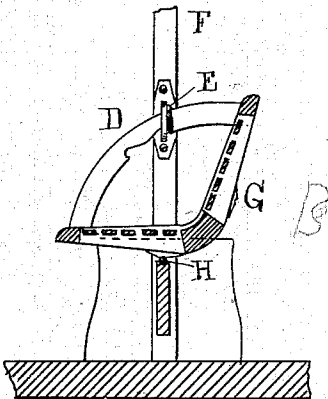


Fig. 3.

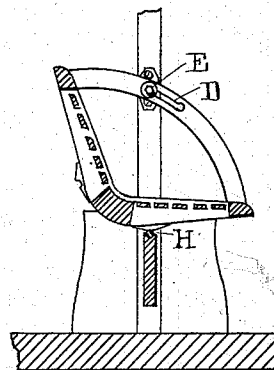


Fig. 4.

WITNESSES

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JULIUS E. RUGG, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN REVERSIBLE SEATS.

Specification forming part of Letters Patent No. **186,273**, dated January 16, 1877; application filed August 28, 1876.

To all whom it may concern:

Be it known that I, JULIUS E. RUGG, of Boston, in the county of Suffolk and State of Massachusetts, have invented an Improvement in Reversible Seats, of which the following is a specification:

This invention consists in the following described manner of hanging a seat, provided with an interchangeable back and bottom in such a way that a quarter turn will reverse the seat without moving the same out of the arc of a circle, of which the longer part of the arm is the radius. It is particularly applicable for use in cars and carriages.

Reference is made to the accompanying drawing, forming a part of the specification in explaining the same, in which—

Figure 1 is an end, and Fig. 2 a side, elevation of the seat, and Figs. 3 and 4 are cross-sections thereof.

The interchangeable back and bottom are constructed, preferably, of wooden slats A, sprung into slotted or recessed end pieces B. The arm C describes an arc of a circle from the top of each end piece to its front edge, and are slotted or recessed at D, as shown,

for the purpose of furnishing guides for the supporting bolts or clasps E, which fasten the arm to the standard F, and upon which they slide in the act of reversing the seat.

The slot or recess is somewhat enlarged at either end, which, in connection with the recessed projections G and rod H, securely lock the seat when upright.

The end piece B, with slot recesses and locking projection G, and the slotted arm, may be cheaply and easily made of malleable iron in one casting, if desired.

I claim and desire to secure by Letters Patent—

In a reversible car-seat, having the notched locking-pieces G and the anti-friction support H, the arm-piece C, attached at one end to the top of the back, and at the other to the front of the seat, and provided with slots or notches D, adapted to engage with the loop or bolt E, in the manner and for the purpose set forth.

JULIUS E. RUGG.

Witnesses:

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