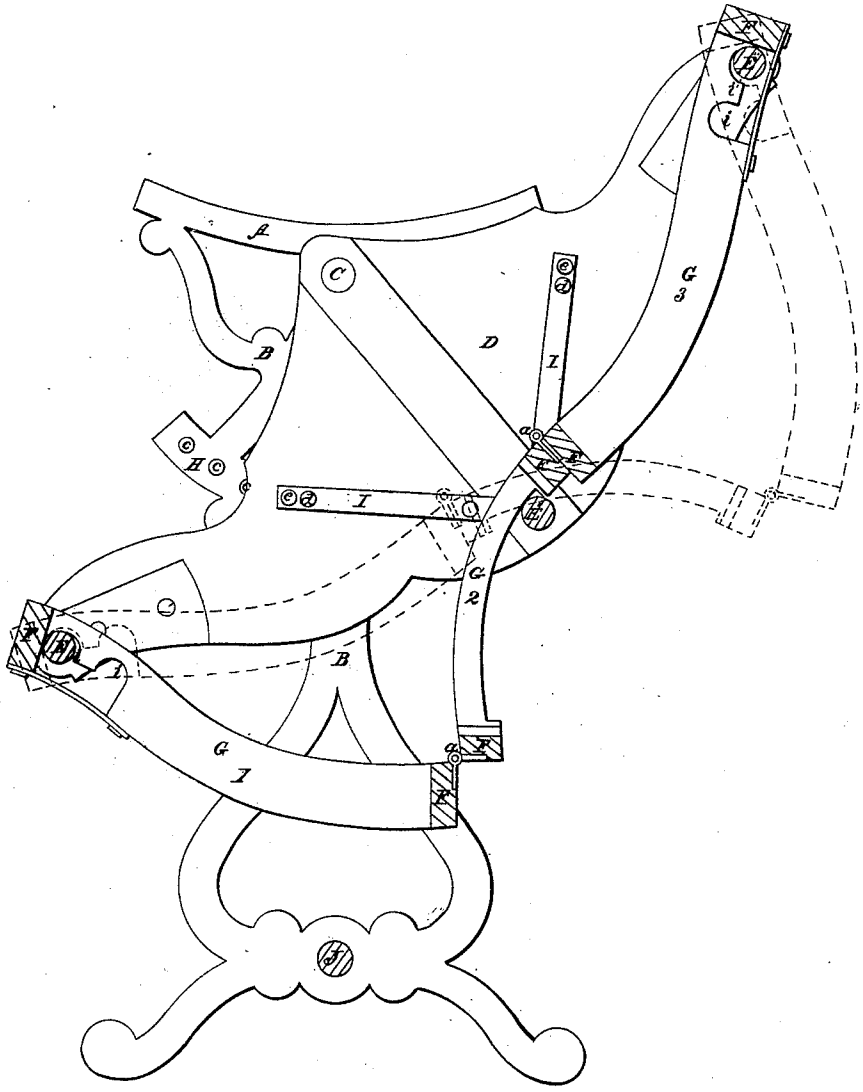
C. P. BAILEY.

REVERSIBLE CAR SEAT.

No. 9,851. Patented July 12, 1853.



THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES P. BAILEY, OF ZANESVILLE, OHIO, ASSIGNOR TO UNION PATENT SOFA & R. R. CAR SEAT MANUFACTURING COMPY., OF NEW YORK, N. Y.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 9,851, dated July 12, 1853.

To all whom it may concern:

Be it known that I, CHARLES P. BAILEY, of Zanesville, in the county of Muskingum and State of Ohio, have invented certain new and useful Improvements in Reversible Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, making a part of this specification.

The nature of my invention consists in so constructing and hanging a reversible car seat whose seat when reversed forms a portion of the back and vice versa, as that it shall occupy the same space after or hang between the same (or nearly so) perpendicular lines that it did before it was reversed and thus occupy no more room or space in the car than an ordinary seat, and so that also both the seat and the back may have an adjustment together or independent of each other, whether the seat be in one, two, or more divisions.

To enable others skilled in the art to make and use my invention I will proceed to describe the same with reference to the drawing; which represents a vertical section through the seat, showing one of the ends only, the other end being substantially similar to it.

The arms A, are permanently fixed on the metallic standards B, and said arms together with the other portions of the seat may be cushioned in any suitable manner. To each of the standards is hinged by a pin C, or otherwise, a swinging crescent shaped piece D, from which extend three metallic rods E, E′, E″, passing over to and suitably connected with a similarly shaped piece with D, on the opposite end of the seat.

F, are the longitudinal pieces of the sectional frames of the seat, into which, when of wood, the side pieces G, are properly framed, and when of iron may be cast whole or welded.

The seat and back are made in three sections 1, 2, 3, the two outside sections being similar in form and suitably curved to form an easy seat, and which sections serve alternately for the top of the back or the seat, accordingly as the seat may be or is reversed. The middle section 2, is always the lower portion of the back, except when the longer half of the seat lies horizontally, in which case the short part, or that which is represented in the drawing as the seat, becomes the rest or support of the more erect portions of the body, and when in this position the whole seat is supported by the pivots C, and may swing like a cradle. The sections are all hinged together by the hinges *a*, *a*, the two extreme sections 1, 3, having two or more notches or catches *i*, *i*, in or on them, which catch over the rods E, E″, and by which either the seat or back or both may be placed at different inclinations, as the comfort or convenience of the occupant may require. These notches and the rods over which they catch are represented as being round. They may, however, be square, which would prevent any possibility of slipping, or other equivalent fastenings may be used. The center section 2, moves and is supported on the rod E′, as it reverses with the other portions.

On the standard B, is cast an arc of a circle H, whose center is the pivot or pin C, which arc is suitably provided with holes *c*, *c*, into which the pins *e*, on the springs I, may enter, and by which the inclination of the seat and back may be changed and held. There are two sets of these springs with the catch pins in them, one set going out of and the other into action whenever the seat is reversed.

I have here represented the two seats, or rather the seat for two persons, as being connected together, so that both must be reversed together. This need not, however, be the case, for if the rods E, &c., are only made to extend from the extreme ends to the center or division of the seat, which would be the equivalent of two short seats, instead of one long one, then the two parts may swing independent of each other and may be used *tête à tête*, or a person might sit in one half or part of the seat, while the other half or part may be converted into a swinging bed or cradle for the sick or for children.

The rods E, &c., are not exclusively for the adjustment of the seats, but are also necessary as a part of the frame to give it the required strength and rigidity. The rod J, is for bracing the standards, and *d* small knobs for pulling out or detaching the pin *e*.

To reverse the seat from the position in which it is at present represented in the drawing, draw out the pin *e*, and allow the pieces D, to swing around on the pivot C, until the other pin corresponding to *e*, on the

opposite spring I, takes into one of the holes on its side of the arc H. Raise up the sections 1, 2, until the rule joint or hinge *a* connecting them (now represented as open) is closed, and the hinge now represented as closed between 2, 3, is opened, and the seat will be reversed, and still hang between, or very nearly so, the same parallel line that it now does. The red lines represent the position that the sections 1, 2, 3, would be in when reversed, without changing the swinging piece D. And viewing the red lines as the actual position of the sections it would only be necessary to swing the pieces D, around until the other pin *e*, would catch into one of the holes provided for it and the seat will be reversed.

Having thus fully described the nature of my invention, what I claim therein as new and desire to secure by Letters Patent, is—

So hanging a reversible car seat, whose seat when reversed forms a portion of the back and vice versa, as that it shall occupy the same space after it is reversed that it did before or hang between, or nearly so, the same parallel lines that it did before reversing and so that also the seat and back may have an adjustment together or independent of each other, substantially as described, and this I claim whether the seat is divided into two or more parts, or used without division, as herein set forth.

CHAS. P. BAILEY.

Witnesses:
A. B. STOUGHTON,
L. C. DONN.