

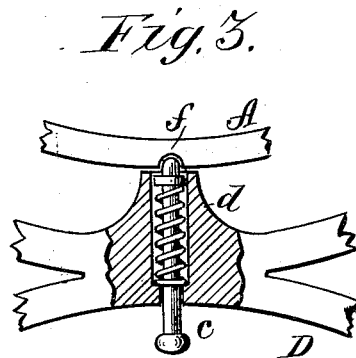
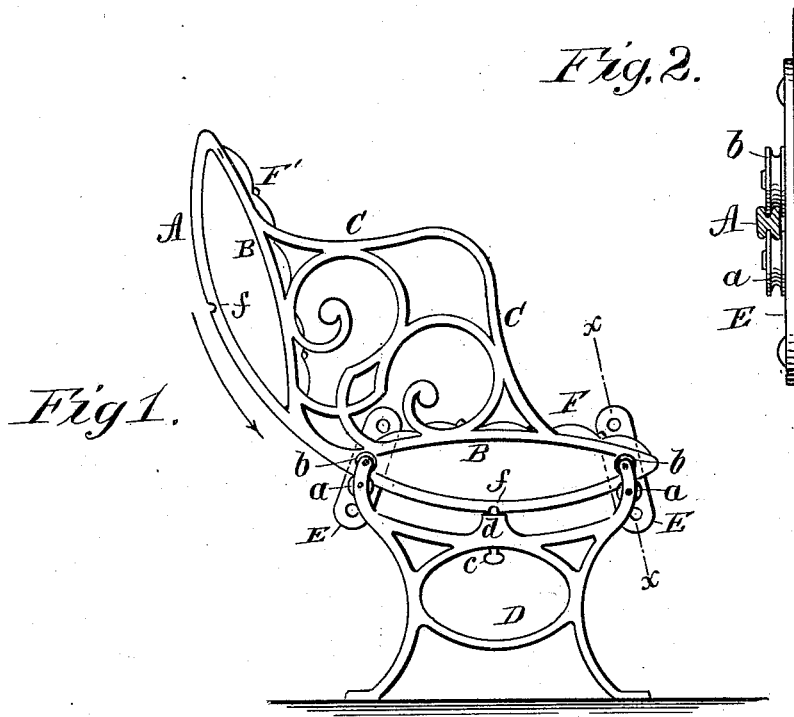
(No Model.)

C. H. WOODMANSEE.

CAR SEAT.

No. 343,414.

Patented June 8, 1886.



WITNESSES:

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CHARLES H. WOODMANSEE, OF NORTON, KANSAS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 343,414, dated June 8, 1886.

Application filed February 27, 1886. Serial No. 193,482. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HURBERT WOODMANSEE, of Norton, in the county of Norton and State of Kansas, have invented a new and useful Improvement in Car-Seats, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a side elevation of my improved car-seat. Fig. 2 is an enlarged detail sectional view taken on line *xx* in Fig. 1. Fig. 3 is a detail view of the spring-acted stop for holding the car-seat in either of the positions in which it may be placed.

Similar letters of reference indicate corresponding parts in the different figures of the drawings.

The object of my invention is to provide a car-seat which may be readily reversed without interfering with other seats in the car.

My invention relates to that particular form of car-seat in which the back and seat are permanently connected and arranged to roll upon anti-friction rollers, so that these parts may be made to exchange functions when reversed, so that that which is the back in one position becomes the seat in the other position, and vice versa.

The invention consists in the improved construction and combination of parts, which I will now proceed to describe.

The end frames of my improved car-seat are formed of curved rails A, formed integrally with the curved bars B and arm-rests C in a single casting. The rail A is formed on a circular curve, and is grooved longitudinally on opposite sides, and received between grooved rollers *a b*, supported by the end pieces, D, of the seat-frame, or by one end piece, D, and by the grooved rollers *a b*, secured to plates E, supported by the wall of the car. The curvature of the bars B is similar to that of the rails A, but in the opposite direction, said curved bar B forming, with the end portions of the rails A, ellipsoidal loops of about the same shape as the cross-sections of the cushions F F', which are supported by the loops. The

cushions act interchangeably as seat and back of the car-seat, and the arm-rests C connect the bars B, and are strengthened and supported by scroll-work formed between the bars B and the arms. The ends of the frames are symmetrical in form, so that they present the same appearance in both positions. A spring-acted bolt, *c*, passes through a socket, *d*, in the upper cross-bar of the frame D, and projects into one or the other of the notches *f*, formed in the rail A, securely holding the seat in either of the positions in which it may be placed.

When it is desired to reverse the seat, the bolt *c* is withdrawn from the notch *f* in the rail A, when the back of the seat may be pushed down in a circular path, as indicated by the arrow, bringing the cushion F' into the position before occupied by the cushion F, so that it serves as the back of the seat.

In the construction shown and described it will be seen that the two cushions F and F', which form, respectively, the back or seat, are sustained at their ends by the loop-shaped frames composed of bars A and B at some distance from each other, which leaves a small open space between said cushions that prevents the lodgment and accumulation of dirt or trash. This middle portion of the frame A, which would otherwise be weak, is strongly braced by the arm-pieces C C.

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

The adjustable and interchangeable car seat and back, composed of the curved bar A, the reversely-curved bars B B at the ends, forming ellipsoidal loops, and the arm sections C C, connecting and bracing the end loops, A B, and the cushions F F', having their ends fitted to the end loops with an open space between said cushions, substantially as shown and described.

CHAS. H. WOODMANSEE.

Witnesses:

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