

(No Model.)

4 Sheets—Sheet 1.

W. B. LUCE.
REVERSIBLE CAR SEAT.

No. 377,205.

Patented Jan. 31, 1888.

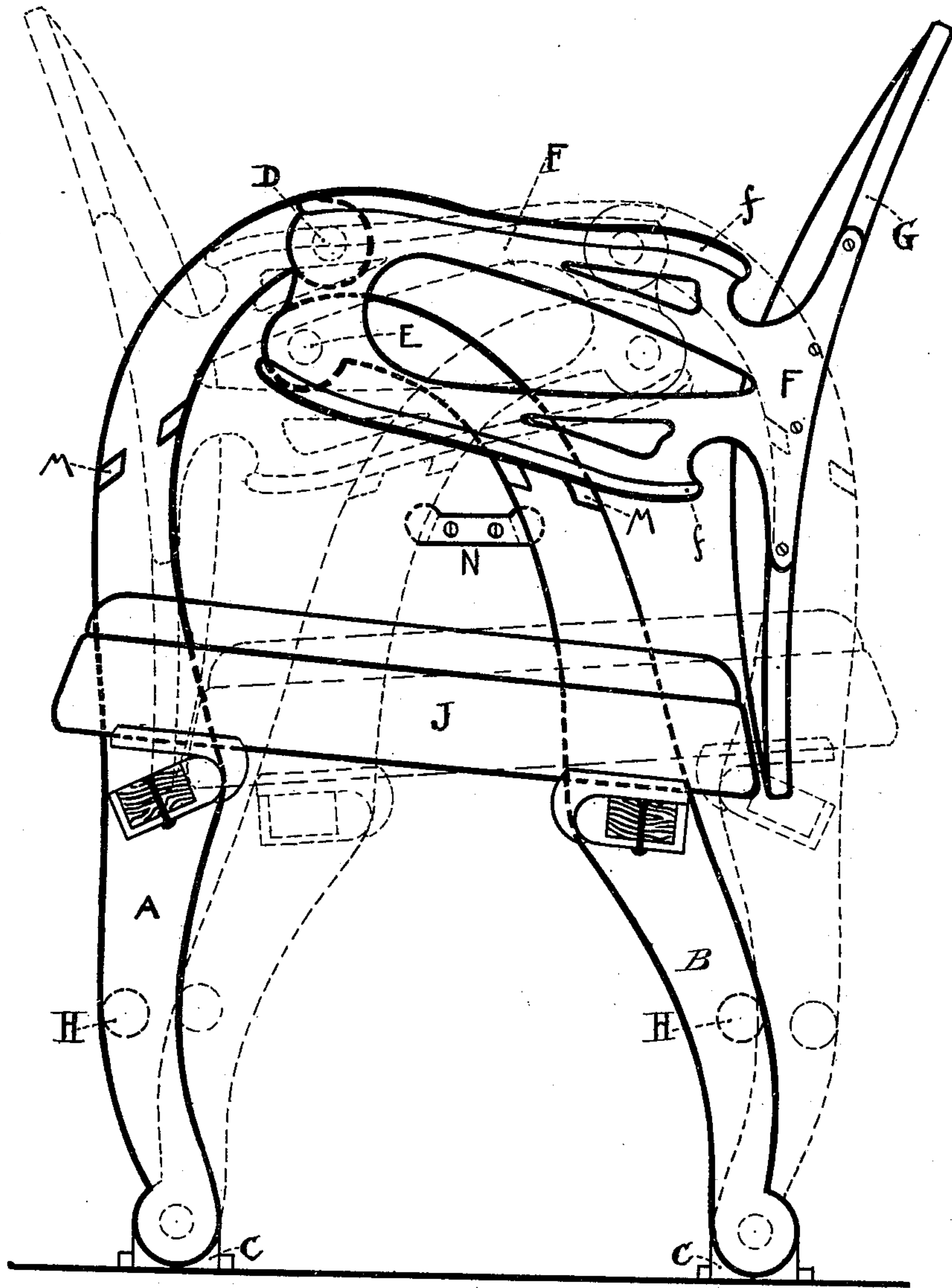


Fig. 1

Witnesses ~
H. J. Paige
E. J. Alexander

Inventor ~
William B. Luce,
by A. H. Pease,
attorney.

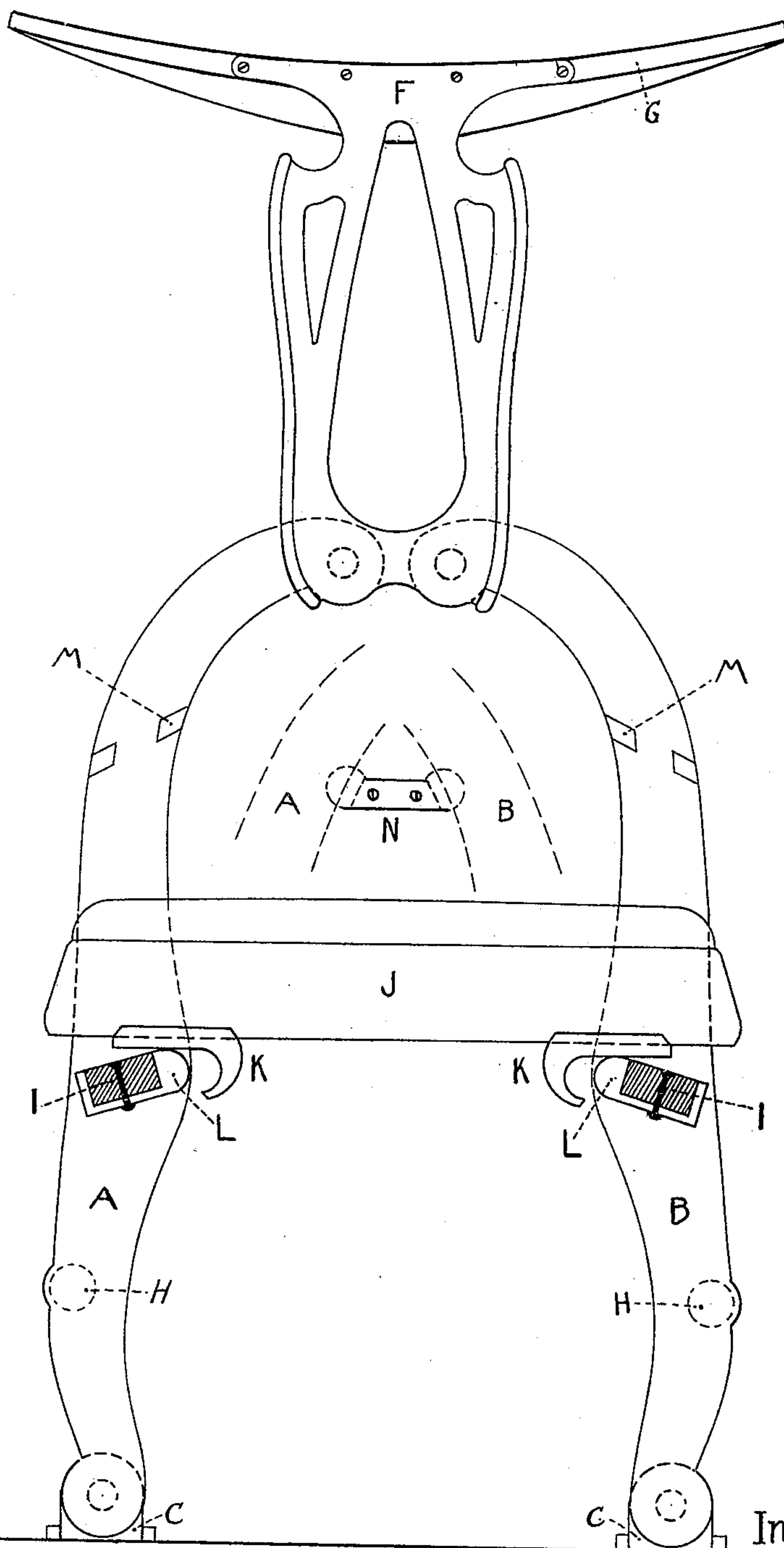
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Witnesses ~

H. P. Paige
E. G. Alexander

Fig. 2

Inventor ~

William B. Luce
by A. H. Pencey
attorney

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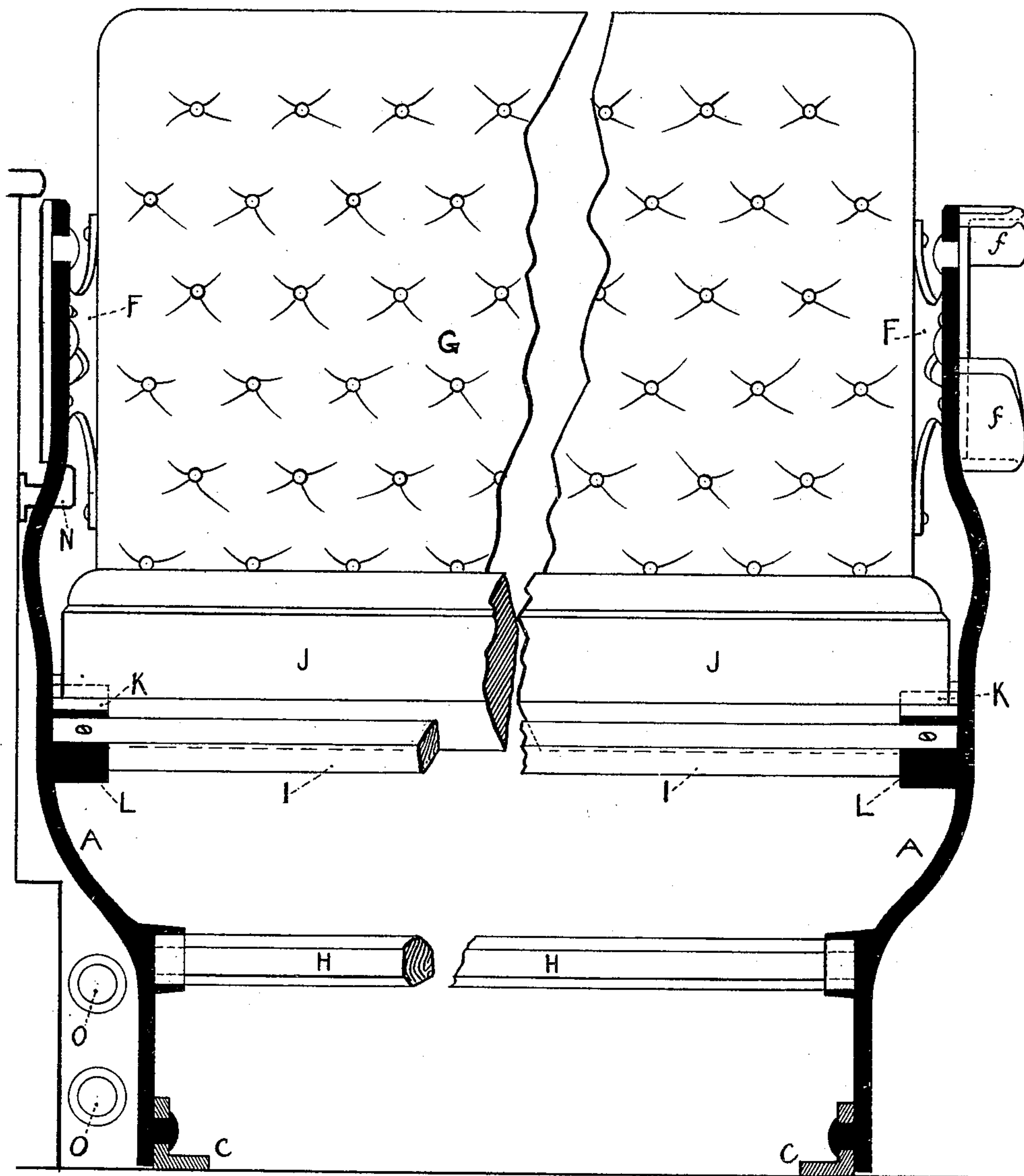


Fig. 3

Witnesses—

H. P. Paige
E. G. Alexander

Inventor—

William B. Luce
by *A. H. French*
Attorney

(No Model.)

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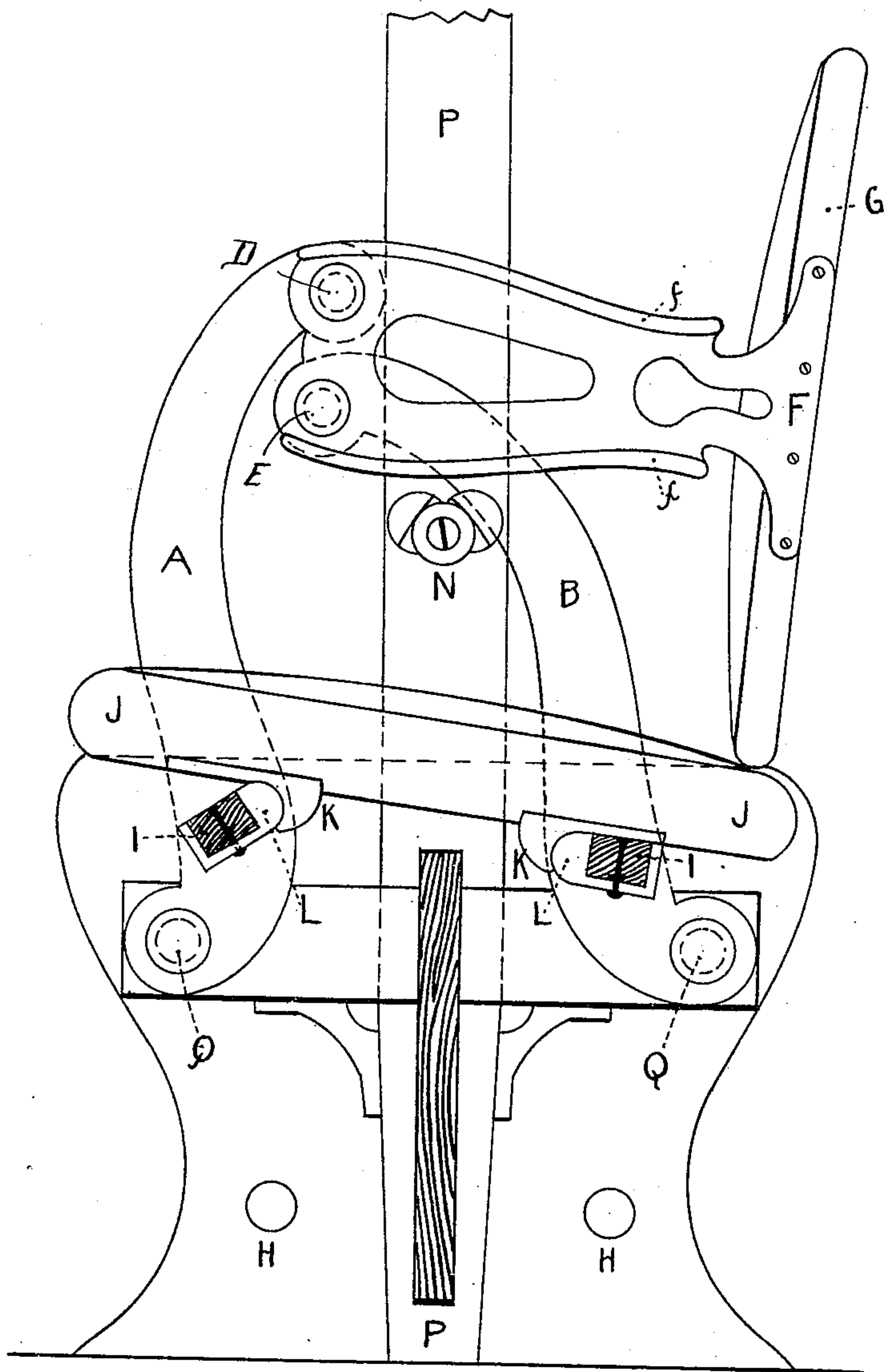


Fig. 4

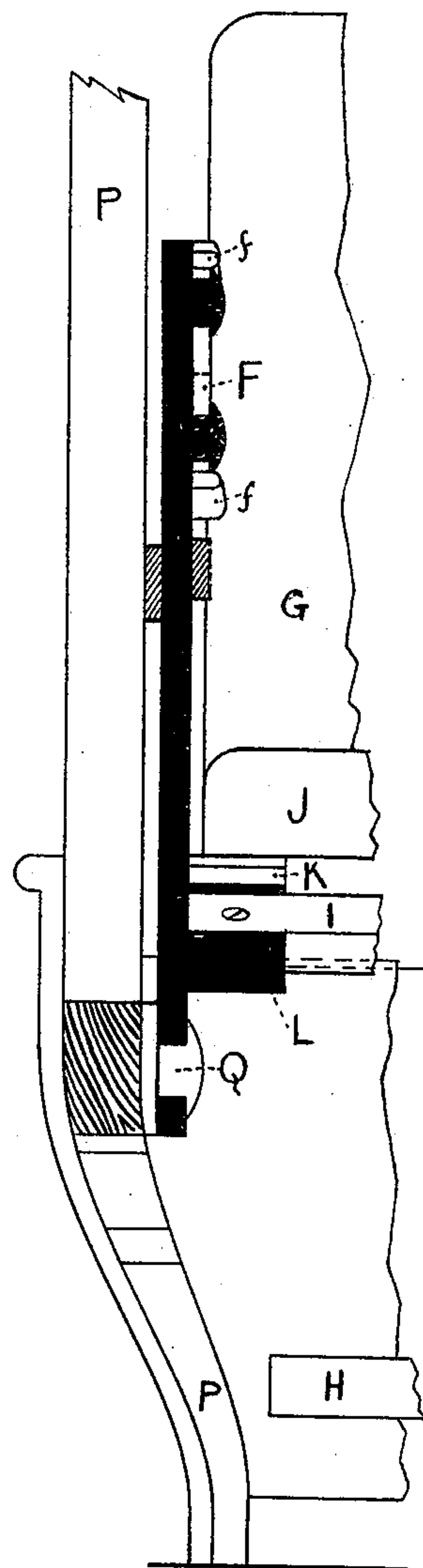


Fig. 5

Witnesses ~

H. P. Paige,
E. G. Alexander.

Inventor ~

William B. Luce
by A. H. Pence
attorney

UNITED STATES PATENT OFFICE.

WILLIAM B. LUCE, OF BROOKLINE, MASSACHUSETTS.

REVERSIBLE CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 377,205, dated January 31, 1938.

Application filed March 25, 1887. Serial No. 232,441. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. LUCE, of Brookline, in the county of Norfolk and State of Massachusetts, have invented certain new and useful Improvements in Reversible Car-Seats, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of this invention is to provide a reversible car-seat so constructed that the reversing of the back will slightly tilt the seat so far as to lessen the tendency to slip forward thereon, and also to lock the seat-cushion in place when the back is in position on either side thereof, but to render it removable when the back is partially turned over. My improvement also provides abundant and accessible space for baggage beneath each passenger's seat.

My invention consists in the devices and combinations of devices set forth in the description and drawings and particularly referred to in the appended claims.

In the drawings, Figure 1 is an end elevation showing in heavy full lines one position of the various parts of the seat complete, and in dotted lines the position of said parts when reversed. Fig. 2 is an end view of the seat while being reversed, the back being raised, the seat removable, and the ultimate position of the pivoted supports, when the seat is turned either way, indicated by dotted lines. Fig. 3 is a front view, partly broken away and in section, showing the outline of the pivoted supports in solid black lines. Figs. 4 and 5 represent, in elevation and section, the arrangement of parts adapted in applying my invention to open street-cars.

A and B are two main supports, placed in pairs at each end of the seat, pivoted to the floor by feet C, and at their upper ends connected at adjacent points, by pivots D E, to the end of the arm F. This arm has the usual swinging movement of car-seat arms, is made double—that is, with a broad arm-piece, *f*, on each of its edges, and the back G is secured to the free end of the arm in the ordinary manner; but by reason of the pivoting of each support to the floor and of both to the arm F at separate points the reversal of the back by

swinging it on the pivots D E causes the supports to change position, as best shown in Fig. 1.

The upright supports A A are firmly connected lengthwise of the seat by the foot-rail H and the seat-bar I, each made fast in a socket cast in such upright, and the two supports B B are similarly connected. The seat-frame J is provided at each end with hooks or clamps K, which rest upon and engage with the seat-bars I, or the walls of their sockets L, and these sockets and bars are shown as placed obliquely, so that they will tilt the seat more effectually in opposite directions when the back is reversed, the parts changing position, as in Fig. 1, and the seat-frame resting alternately on the side and edge of said bars or socket-walls. The seat will be tilted to a less degree if the bars and sockets are cylindrical.

The clamps K hold the seat firmly when the back is in position on either side of it; but, as seen in Fig. 2, they release their hold on the bars or sockets when the back is raised in the act of reversing it, and, if desired, the seat can then be removed. The sockets are represented open at the top, so that the bars may enter them laterally and be secured by rivets or screws, as in Figs. 2 and 5.

The edge of the back may rest down upon the rear of the seat-frame, as in Fig. 4; or be supported at a slight distance therefrom by a lug or stop, M, on the uprights A B, as in Fig. 1. A substantial double stay, N, fixed to the wall or end post, P, receives behind it the edge of the support A or B, and resists any tendency to swing outwardly therefrom, while affording an additional stop to check the folding movement. The curve of the supports A B away from the wall affords space at their lower end for the steam-pipes, as at O, Fig. 3. By placing the feet C of the supports about under the front and rear edges of the seat I provide abundant space for baggage and room for sweeping, accessible from the end of the seat. The foot-rails are also brought into a more convenient position for use.

Figs. 4 and 5 show the seat fitted for horse-cars of the open or summer pattern, the only change to be noted being that the supports are shortened and have their lower pivots, Q,

at points near the height of the seat. In other words, the foot C is increased in height, while the uprights A and B are diminished.

I claim as my invention—

5 1. In a reversible seat, the supports A B, separately pivoted at adjacent points to the swinging arm F, and at fixed points below the seat, in combination with the back G, fixed to said arm, and the seat-frame J, supported upon
10 the parts A and B, and tilted by reversing the arm and back, substantially as set forth.

2. The described reversible seat, provided with two pairs of supports, A B, each pivoted at its foot, and having a projection or cross-bar
15 on which the seat-frame rests, in combination with the double arm F f, pivoted to said supports separately at D E, and with the back G, fixed to and moving with said arm, substantially as set forth.

3. The described reversible seat, having 20 two pairs of supports pivoted at their lower ends to a foot or base, and at their upper ends to a swinging arm at adjacent points D E, in combination with the seat-frame J, provided with hooked clamps K, arranged to engage 25 with the cross-bars I or their sockets L, and to be disengaged therefrom, substantially as set forth.

In testimony whereof I have signed my name to this specification, in the presence of two sub- 30 scribing witnesses, on this 19th day of March, A. D. 1887.

WILLIAM B. LUCE.

Witnesses:

A. H. SPENCER,
ELIHU G. LOOMIS.