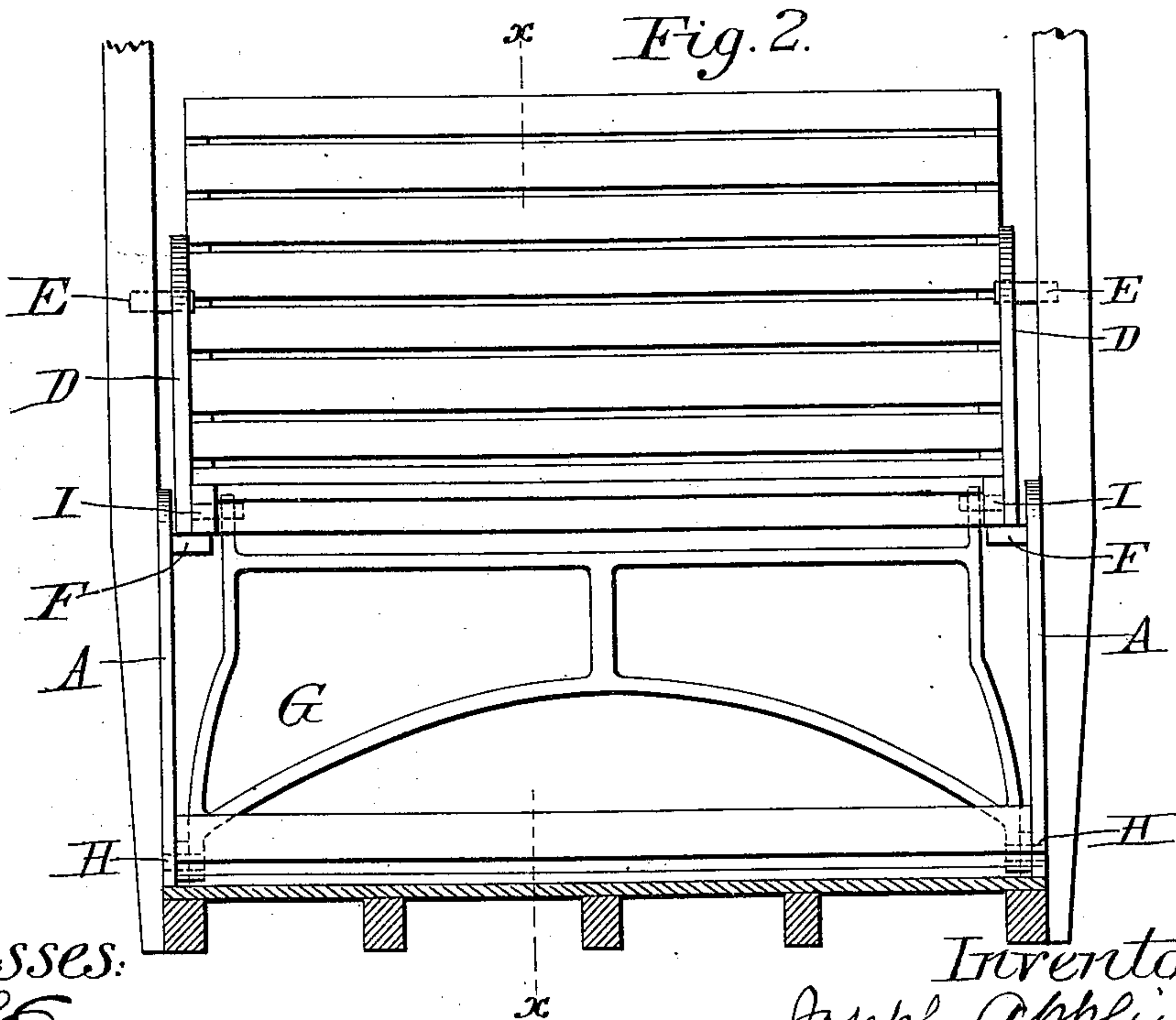
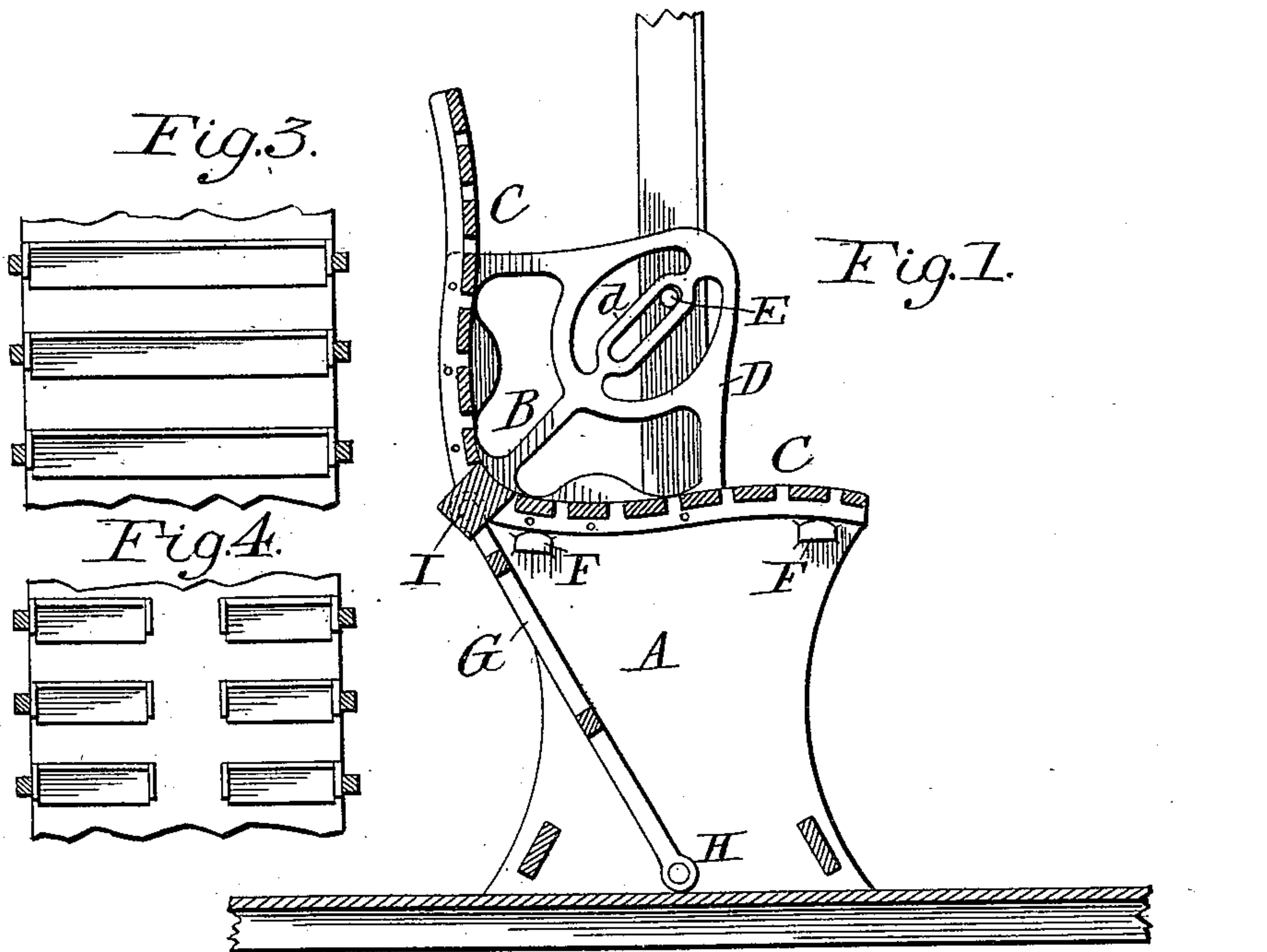


(No Model.)

J. APPLIN.  
CAR SEAT.

No. 561,153.

Patented June 2, 1896.



Witnesses:

*Thos. L. Evans*  
*R. M. Kelly*

Inventor.

*Joseph Applin*  
*By his Atty*  
*J. M. Smith*

# UNITED STATES PATENT OFFICE.

JOSEPH APPLIN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE  
HALE & KILBURN MANUFACTURING COMPANY, OF SAME PLACE.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 561,153, dated June 2, 1896.

Application filed January 24, 1895. Serial No. 536,055. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH APPLIN, of the city and county of Philadelphia, State of Pennsylvania, have invented an Improvement in Car-Seats, of which the following is a specification.

My invention has reference to car-seats; and it consists of certain improvements which are fully set forth in the following specification and shown in the accompanying drawings, which form a part thereof.

My improvements comprehend certain features in reversible car-seats whereby the construction is made exceedingly simple and durable.

In carrying out my invention I provide a reversible seat-frame having the back and seat portion similar, so as to be interchangeable, and this frame I pivot upon supporting pivoted bars, which may, if desired, constitute a frame, and the seat-frame I connect with the main frame of the car or car-seat by means of a suitable movable guide device, whereby in the act of reversing the seat it is guided upward upon the pivoted arms or frame and caused to be reversed by the action of the movable guide device. In this manner the main weight of the seat-frame in the act of reversing is supported upon the pivoted bars or frame, thus reducing the friction of reversing the seat to a minimum. The construction, furthermore, is exceedingly simple and not liable to get out of order.

My invention will be better understood by reference to the accompanying drawings, in which—

Figure 1 is a sectional elevation, on line *xx* of Fig. 2, of a car-seat embodying my invention. Fig. 2 is a front elevation of my improved car-seat. Fig. 3 is a plan view showing a portion of a street-car where the seats extend entirely across the car; and Fig. 4 is a plan view showing an adaptation of my improved seat to a car when the seats extend only part way across, so as to leave an aisle.

A is the main frame of the car-seat.

B is the seat-frame proper and is provided with two portions C C of similar construction, one of which constitutes the seat and the other the back, and vice versa. The seat-frame B is pivoted at I to the pivoted frame G, ful-

crumed at H in the main frame A. The fulcrum H is low down, so as to move the top of the frame at the pivots I with as small an arc or curvature as possible. The seat-frame B is provided at the ends with the arms D, which are provided with slots *d*, extending diagonally, as shown in Fig. 1. A guide-pin E, secured to the main frame, projects through or into the slots *d*, so as to guide the arms D in the act of reversing the car-seat.

F F are lugs or supports from the main frame, designed to support the seat-frame when in its extreme positions. It is evident that the frame G may be solid or open, as shown, and may, if desired, be formed of the two end bars without intermediate connections, though the latter is preferred.

To reverse the car-seat, it is only necessary to lift upward on the forward part of the seat portion, which action will cause the frame G to swing to the right and at the same time raise the seat-frame B. The guide-pin E acts as a fulcrum simultaneously with its guiding function and permits the seat-frame to be turned about it, so as to bring the other portion C down upon the supports F F, while the parts C, formerly acting as the seat proper, rise to constitute the back. In this manner the seat is readily reversed and but small friction is produced between the several moving parts, thus permitting the seat to be reversed with the smallest amount of labor.

My improvement has particular advantage in light car-seats, such as are employed in street-railway cars, and especially those which extend entirely across the car, as indicated in Fig. 3. I, however, do not limit myself to any particular use of my improved seat, as it may be employed in steam-cars as well as street-cars. It is also evident that, if desired, the parts C C may be upholstered, though commonly they will be employed with slat-work, as shown.

I do not confine myself to the minor details, as they may be modified without departing from the principles of my invention.

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

1. A reversible car-seat composed of a unitary seat and back arranged at an angle with



reference one to the other and provided at its  
ends with arms having a pin-and-slot connec-  
tion with a stationary part, and a rocking  
frame pivoted at one end to the unitary seat  
5 and back at the junction of the two parts and  
at the other end to the floor or stationary  
frame, whereby the said rocking frame and  
pin-and-slot connection will permit the said  
unitary seat and back to be shifted and when  
10 shifted will cause it to be reversed to change  
the relative position of the parts constituting  
the seat and back portions.

2. A reversible car-seat composed of a unit-  
ary seat and back arranged at an angle with  
15 reference one to the other and provided at its  
ends with arms having a pin-and-slot connec-  
tion with a stationary part, and a rocking

frame pivoted at one end to the unitary seat  
and back at the junction of the two parts and  
at the other end to the floor or stationary 20  
frame, whereby the said rocking frame and  
pin-and-slot connection will permit the said  
unitary seat and back to be shifted and when  
shifted will cause it to be reversed to change  
the relative position of the parts constituting 25  
the seat and back portions, and supports F,  
F, on the stationary frame for supporting the  
seat portion at the front and back.

In testimony of which invention I have here-  
unto set my hand.

JOSEPH APPLIN.

Witnesses:

R. M. HUNTER,

ERNEST HOWARD HUNTER.