

(No Model.)

A. P. JOHNSON.

CAR SEAT.

No. 306,158.

Patented Oct. 7, 1884.

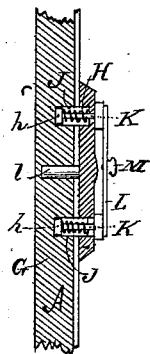
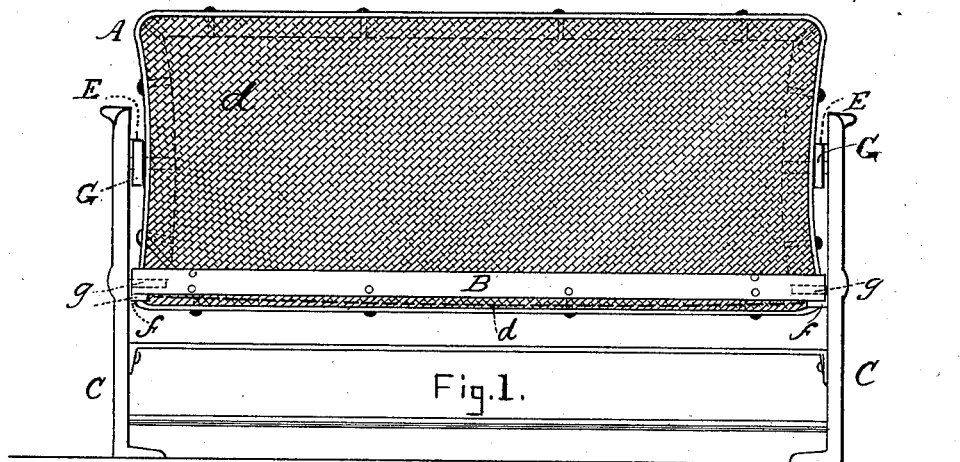


Fig. 2.

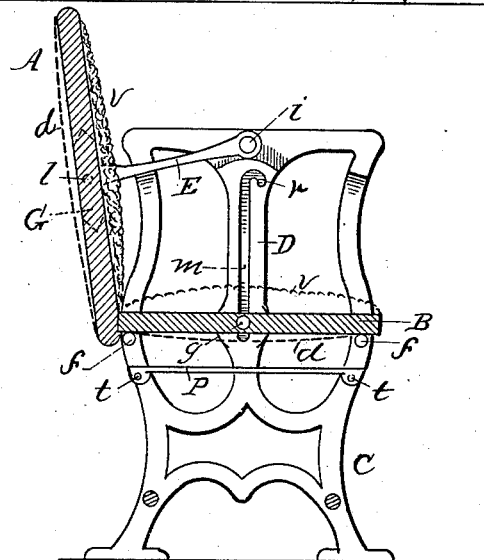


Fig. 3.

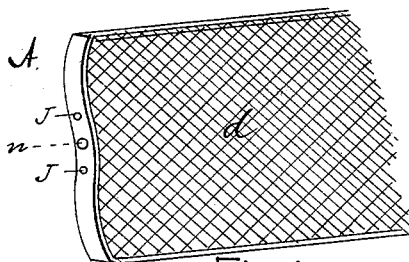


Fig. 4.

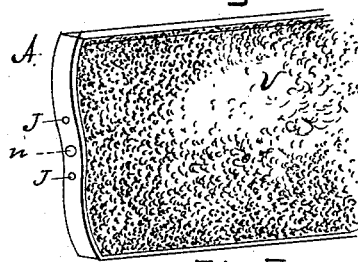


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

ALVIN P. JOHNSON, OF BOSTON, MASSACHUSETTS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 306,158, dated October 7, 1884.

Application filed October 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, ALVIN P. JOHNSON, of Boston, in the county of Suffolk, State of Massachusetts, have invented a certain new and useful Improvement in Car-Seats, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a front elevation of my improved car-seat; Fig. 2, a sectional view showing the method of securing the back; Fig. 3, an end elevation showing the seat and back in transverse section, and Figs. 4 and 5 sectional views showing the opposite sides of the back.

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

My invention relates more especially to the upholstery of the seat or to means for changing the same; and it consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, by which a more desirable article of this character is produced than is now in ordinary use.

In the drawings, A represents the back and B the bottom of the seat or seat proper, these parts being respectively upholstered on one side with cane or rattan, *d*, and on the opposite side with plush or cloth, *v*. The ends C are each provided with a vertically-arranged central standard, D, having an elongated slot or groove, *m*, on its inner face, these slots being turned over or curved downwardly at their upper ends to form the rests *r*, as shown in Fig. 3. The seat B is provided at either end with a horizontally-projecting stud, *g*, which is adapted to enter and work in the grooves *m* of the standards D, and projecting inwardly from each of the ends C are two studs or lugs, *f*, on which the seat B rests when in position for use. The back A is provided with arms E, which are pivoted at one end to the ends C, in the usual manner, as shown at *i*. The outer ends of these arms are each provided with a T-plate, G, and inwardly-projecting stud *l*, on which the back A is journaled, these studs being fitted to work in sockets *n*. A

socket, H, is formed on the inner face of the plate G, near either end, corresponding sockets, J, being formed in the ends of the back A. A bolt, K, passes horizontally through the plate G at each of its ends, and is fitted to work in the sockets J H. These bolts are respectively provided with shoulders *h* and springs N, the springs acting expansively against the shoulders and outer ends of the sockets H, to force the bolts into the sockets J and prevent the back A from revolving on the studs or journals *l*. The outer ends of the bolts K are connected by a bar, L, provided with the knob M for withdrawing both bolts simultaneously from the sockets J. A guard, P, is disposed beneath the bottom B and supported on the lugs *t*. This guard consists of a wide board arranged horizontally and extending the entire length of the seat between the ends C, its object being to protect the upholstery of the bottom from being injured by the feet of the passengers in the adjoining seat at the rear.

The principal object of my invention is to enable the seat to be readily changed or converted from a summer to a winter seat, and vice versa, as occasion requires, an upholstery or covering of plush and similar warm materials not being desirable for summer use, while, on the contrary, a covering of rattan, cane, rawhide, &c., is not desirable in the winter.

In the use of my improvement, when it is desired to turn the bottom B, it is raised until its studs or journals *g* fall into the rests *r* in the upper ends of the slots *m*, when it may be easily revolved until the plush or cane side is brought uppermost, as required, after which it is raised out of the rests and lowered onto the supporting-studs *f*. The bolts K are then withdrawn from the sockets J by means of the connecting-bar L and knob M, and the back A revolved or turned to correspond with the bottom B, or so as to bring its plush or cane covered side to the front, as required. The slot *m* is extended slightly below the studs *f*, so that when the bottom is in position for use it will not rest on the studs *g* and thereby have a tendency to rock or vibrate.

Having thus explained my invention, what I claim is—

1. In a car-seat, the ends C, provided with the slots *m*, having the rests *r*, for supporting the bottom B while the bottom is revolved, in combination with the studs *f* and bottom B, 5 provided with the studs *g*, substantially as specified.

2. The improved car-seat herein described, the same consisting of the bottom B, provided with the studs *g*, and upholstered on its opposite sides with different materials, the back A, 10 provided with the sockets *J n*, and upholstered

to correspond with the bottom B, the arms E, provided with the studs *l* and spring-bolts K, the ends C, provided with the slots *m*, rests *r*, and studs *f*, and the guard P, constructed, combined, and arranged to operate substantially 15 as specified.

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Witnesses:

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