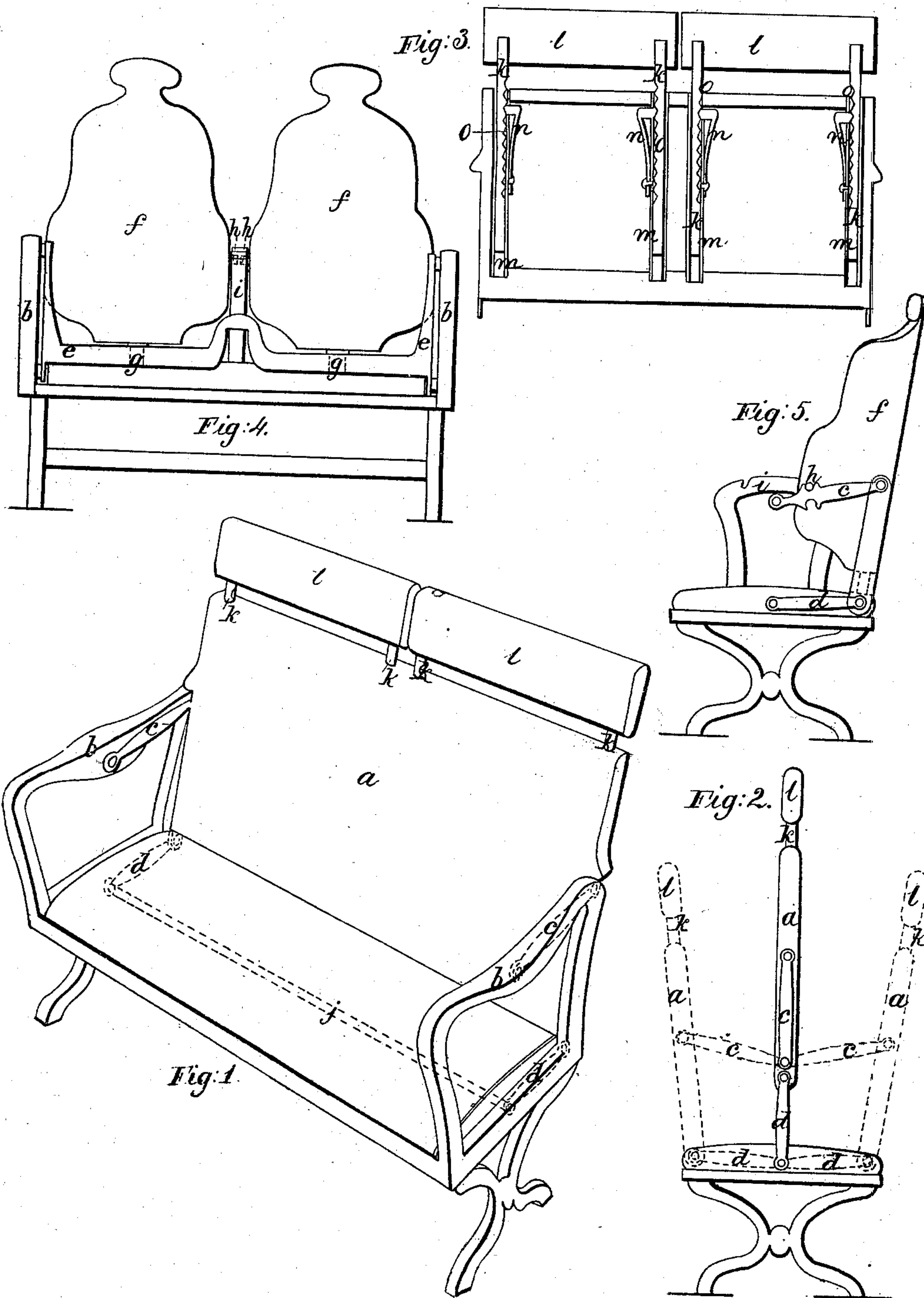


R. STILWELL & E. L. BRUNDAGE.
RAILROAD CAR SEAT.

No. 8,059.

Patented Apr. 22, 1851.



UNITED STATES PATENT OFFICE.

R. STILWELL, OF NEW YORK, AND E. L. BRUNDAGE, OF TROY, N. Y.

CAR-SEAT.

Specification of Letters Patent No. 8,059, dated April 22, 1851.

To all whom it may concern:

Be it known that we, RICKASON STILWELL, of the city and county of New York, and State of New York, and EDWIN L. BRUNDAGE, of Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in the Construction of Railroad Car-Seats; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the seat, Fig. 2 an end view of the same, the arm of the seat being removed, Fig. 3 a vertical longitudinal section through the back, Fig. 4 a back view of a seat with a concave back, and Fig. 5 an end view of the same in like manner as Fig. 2.

The same letters have reference to like parts in all the figures.

The nature of our invention consists first, in the manner of changing the back from, and to either side of the seat without reversing the lateral edges from top to bottom, and the reverse, as in the usual manner which only admits of a back of a limited width, but in our arrangement the back may be of any desired height. Secondly, we arrange a concave back to be reversed to either side of the seat in like manner as the straight back and turn the back so as that the concave shall be upon the inside of the seat, when reversed to either side. Thirdly we divide the back into two parts, so as that the top part shall slide up and down, and vary the width to suit the pleasure of the sitter.

The description is as follows: The back *a*, is hung to the arms of the seat *b*, *b*, by arms *c*, *d*, and when reversed to either side of the seat, it is raised in the manner represented in Fig. 2, and then is let down to its proper position to either side, as represented in dotted lines in Fig. 2. In the arrangement of the concave back, we employ a frame *e*, sup-

ported and reversible in the manner of the back (*a*,) as above described, in which the concave backs *f*, *f*, are supported, and turn on center pins shown in dotted lines at *g*, *g*; the back is held stationary and braced by the pins *h*, *h*, which, when the back is let down fall into notches in the arms *c*, *c*, and between the backs in notches in the bearing *i*, as represented; and when the back is raised in the act of reversing, the pins rise out of their bearings and leave the back free to be reversed with and while the frame *e*, is being reversed.

To insure both ends of the back moving together, and retain a parallel position with the length of the seat, the arms *d*, *d*, are made fast to, and turn with a rod passing under the seat, as represented in dotted lines at *j*, which rod constitutes the center on which the arms *d*, *d*, turn.

For varying the height of the back, we attach rods *k*, *k*, to the upper part of the back or head piece *l*, *l*, which slide in tubes *m*, *m*, and are held in place by springs *n*, *n*, catching into notches *o*, *o*, which allows of the upper part (*l* *l*) to slide up or down as required to suit the height or pleasure of the occupant.

Having thus described the nature of our invention, what we claim as new and desire to secure by Letters Patent is—

1. The mode herein described of reversing the back of car seats from one side of the seat to the other, without turning them over, by means of arms constructed and arranged as set forth by which any desired height of back is obtained as described.

2. We claim the manner herein described of reversing the concave back on a movable frame in combination with the side locking projections as described.

RICKASON STILWELL.
E. L. BRUNDAGE.

Witnesses:

E. B. FELLOWS,
B. LEWIS, Jr.