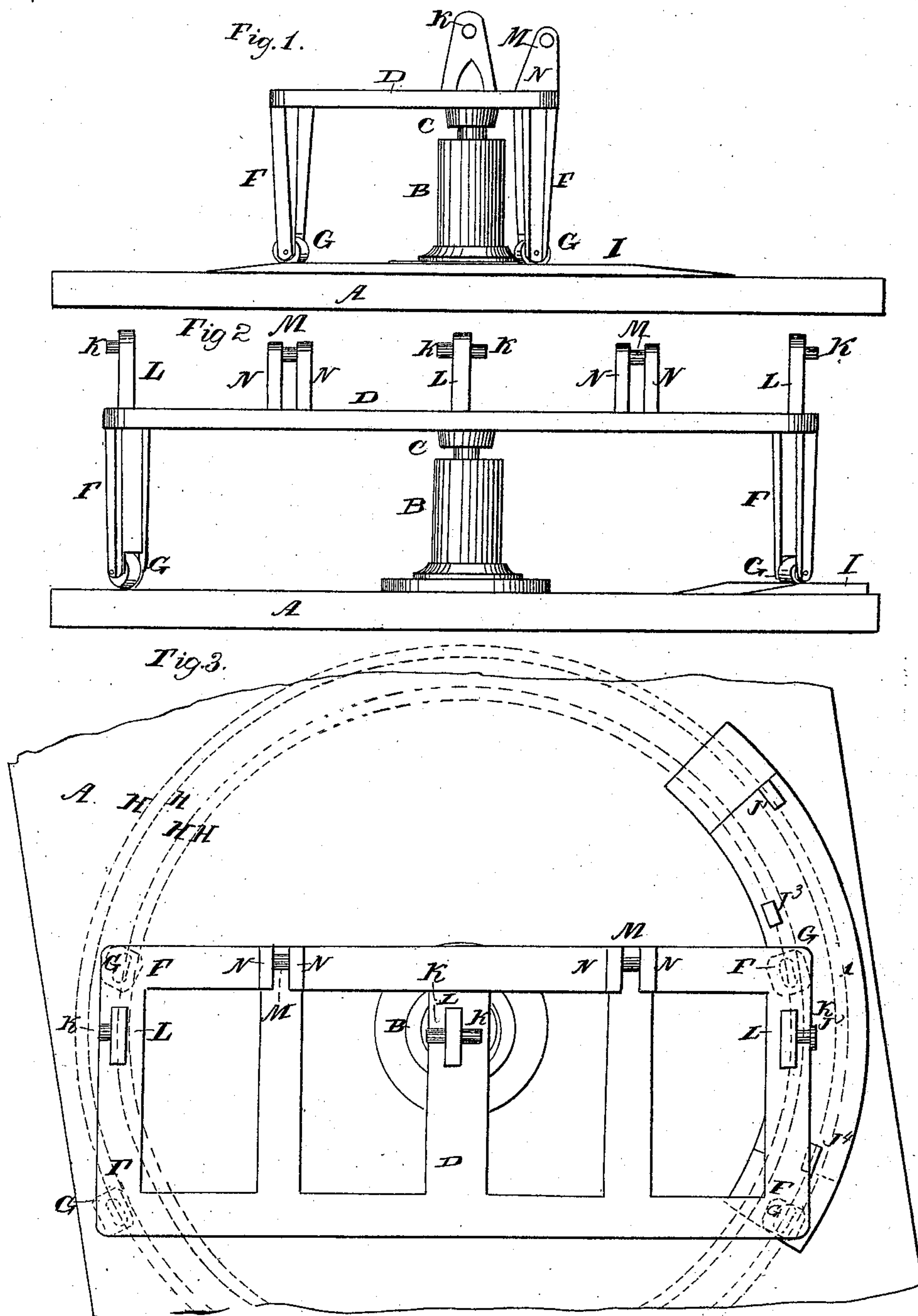


J. T. HAMMITT.  
Car Seat and Couch.

No. 12,023.

Patented Dec. 5, 1854.



# UNITED STATES PATENT OFFICE.

JOHN T. HAMMITT, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVEMENT IN RAILROAD-CAR SEATS.

Specification forming part of Letters Patent No. 12,023, dated December 5, 1854.

*To all whom it may concern:*

Be it known that I, JOHN T. HAMMITT, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Seats for Railroad-Cars; and I do hereby declare that the same are described and represented in the following specification and drawings.

To enable others skilled in the art to make and use my improvements, I will proceed to describe their construction and use, referring to the drawings, in which the same letters indicate like parts in each of the figures.

Figure 1 is an end elevation of the seat-frame. Fig. 2 is a front, and Fig. 3 a top, view.

The nature of my invention consists in placing the pivot upon which the seat revolves so far one side of or from the center, or placing the legs or wheels, or the wheels in the legs, in such a position that as the seat is turned they (the legs or wheels) shall not run into or across any sockets except those in which it is intended they shall stop; also, in a socket-plate constructed, arranged, and adapted to the above-mentioned improvement.

In the above-mentioned drawings, A is the floor of the car, to which the stand B is fastened, which stand is perforated for the pivot C, fastened to the under side of the seat D, in the position represented—that is, about two-sevenths of the width of the seat from the front edge and as much nearer one end of the seat than the other as the thickness of the rollers in the legs of the seat. This seat D is provided with four legs F F F F, fastened to it at the corners, each of which legs is provided with a roller, as represented at G G G G, which rollers turn on pins passing through the lower ends of the legs, as represented.

The pivot C, on which the seat turns, is placed so far one side of the center, as heretofore described, that no two of the rollers in the legs run in the same path or track as the seat is turned; but each of the rollers has a track of its own, as represented by the circles H H H H, so as not to run into or across any socket in the plate I, fastened to the floor of the car, except its own or the one intended for it to stop in and hold the seat in the position required.

If the car is to move in one direction, the rollers in the legs at one end of the seat should be placed in the holes or sockets J' J<sup>2</sup> in the plate I, and if in the opposite direction in the sockets J<sup>3</sup> J<sup>4</sup>, and the seat should always be turned in such a direction as to bring the front toward the side of the car as it is turned from one position to the opposite. The ends of the plate I are inclined so as to facilitate the rise and descent of the rollers G as the seat is turned, or the plate I may be let into the floor, so as to come even with the surface of it, if preferred.

The pivots K K in the stands L L and the pins M M in the stands N N are designed and intended for the purpose of applying my improved reclining-chair, patented December 7, 1852, No. 9,449, as recorded in the Patent Office, the seat of the chair vibrating on the pivots K K, while the pin M vibrates the lever that operates the leg-rest, all of which is fully set forth in the patent referred to.

The advantages of my improvements are, so arranging the pivot and stand in which it turns that the seat may be readily and easily turned without raising the back and without its interfering with or disturbing the other seats.

What I claim as my invention, and desire to secure by Letters Patent in the above-described seat, is—

1. Placing the legs or wheels, or the wheels in the legs, in such a position in relation to the pivot on which the seat revolves that as the seat is turned they (the legs or wheels) shall not run into or across any sockets except those in which it is intended they shall stop, substantially as described.

2. Placing the pivot near the front edge of the seat, so that it may be made longer and turned without coming in contact with the side of the car, substantially as described, thereby permitting the seats to be made longer and arranged to turn in a car of a given width without reducing the width of the avenue or space between the ends of the seats.

JNO. T. HAMMITT.

Witnesses.

J. DENNIS, Jr.,  
SAML. GRUBB.