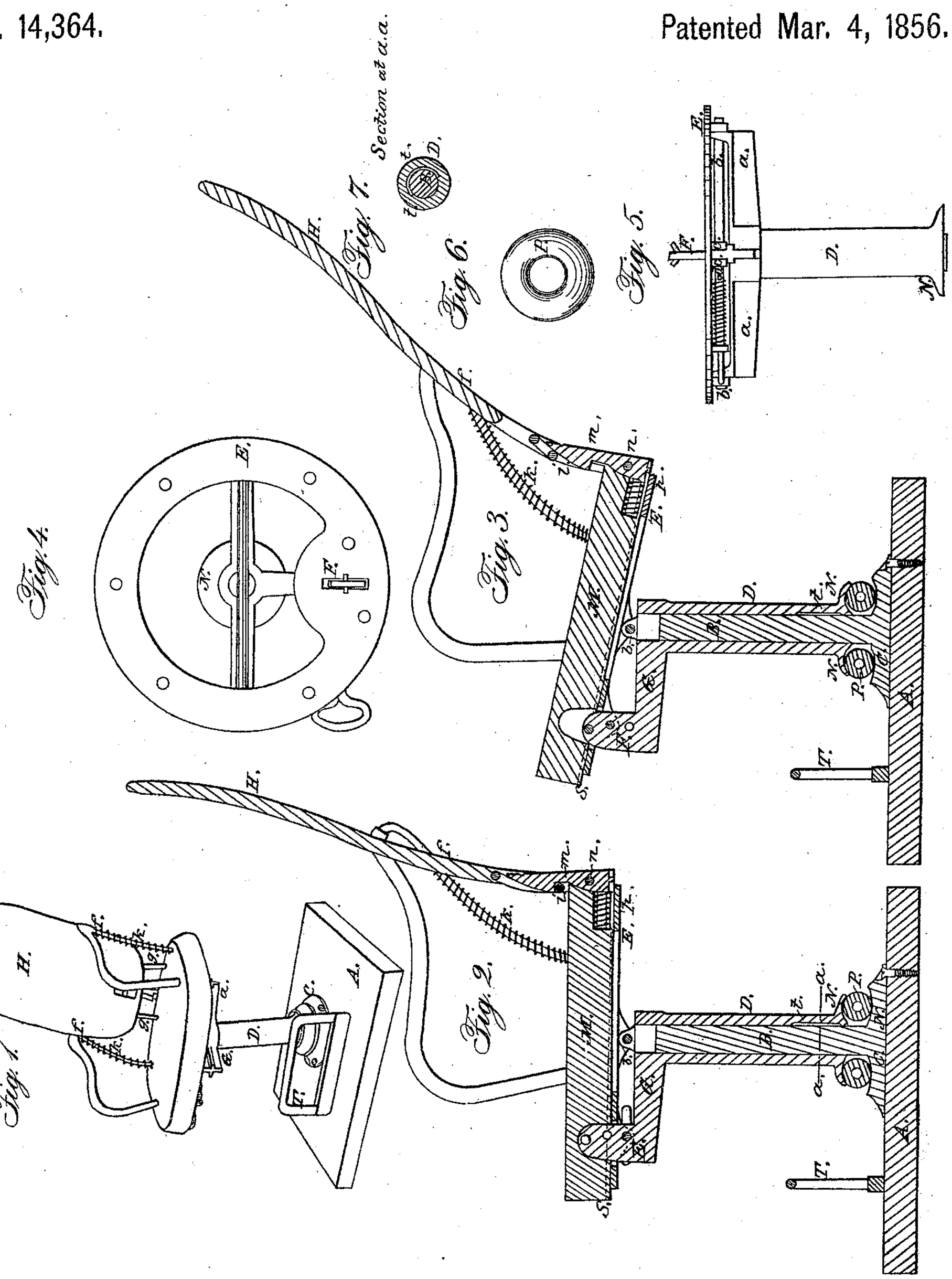
G. T. McLAUTHLIN.

Car Seat.

No. 14,364. Patented Mar. 4, 1856.



UNITED STATES PATENT OFFICE.

GEO. T. McLAUTHLIN, OF BOSTON, MASSACHUSETTS.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 14,364, dated March 4, 1856.

To all whom it may concern:

Be it known that I, GEO. T. McLAUTHLIN, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and Improved Chair for Railroad-Cars, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a view of the chair, Fig. 2, a vertical section through the center of the same; Fig. 3, a similar section, the seat and back being arranged for reclining; Figs. 4, 5, and 6, details which will be referred to hereafter.

To enable others skilled in the art to understand my invention I will proceed to describe the manner in which I have carried it out.

B is an upright spindle or shaft which rises from the plate C, secured to the floor A of the car. Upon this spindle turns freely the sleeve or hollow bearing D having horizontal arms *a*, *a*, to which is pivoted at *b* the annular plate E which supports and carries the car seat M, the seat being secured to the plate in any suitable manner. G is another arm which projects horizontally from the sleeve D and carries a lug F which enters between the ears *c* projecting downward from the annular plate E.

d is a spring bolt which passes through the lug F and ears *c* and serves to secure the seat in one of two positions. In Fig. 2 the seat is represented in a horizontal position, as is required for an ordinary car seat; in Fig. 3 it is inclined, the chair being thrown back to accommodate the person in a reclining posture. For a similar purpose the back of the chair is thrown into an erect or inclined position, as represented in Figs. 2 and 3, in the following manner. *f* are eyes or rings secured to the chair back H and embracing and sliding freely upon the inclined rods K, the latter carrying spiral springs which bear against the under surface of the rings *f* and maintain the chair back in the position represented in Figs. 1 and 3 when not otherwise secured. *g* are rods which rise from the seat M, and serve to guide the bottom of the chair back in its motion up and down. The upper part of the chair back being guided by the inclined rods K is thrown backward, as seen in Fig. 3, at the same time that it is raised to support the head. When the chair back is required to be thrown into the upright position represented in Fig. 2 it is pressed down by hand until the rod *i* passes beneath the hook of the catch *m*. This catch is pivoted at *n*, and is maintained in the position seen in Fig. 2 by the spring *p*. *s* is a knob or other suitable handle upon the end of a wire seen in dotted lines in Figs. 2 and 3, and attached to the bottom of the catch *m*, by which means the catch may be disengaged from the chair back, and the latter is raised and thrown back by the springs upon the rods K into the position seen in Fig. 3. The back is thus made self elevating, it being only necessary to relieve the catch *m*, and it is raised by the springs as before described.

That the chair may be turned into opposite positions, as becomes necessary with rail road car seats, the sleeve D, as before explained, revolves freely upon its spindle B and in order that the front of the chair may not be allowed to turn toward the center of the car that the passenger's feet may not inconvenience those passing through, a pin *l* upon the shaft plays in a cavity *t* within the sleeve, by which means the latter is permitted to revolve 180°, but no farther. At its lower extremity the sleeve D carries a plate N between which and the base piece C is a hollow annular spring P which serves the double purpose of a spring beneath the chair, and of governing and regulating the motion of the chair upon its axis and preventing frivolous sidewise motion and vibration. Thus when the weight of the person is upon the seat the friction between the spring P and the plates C and N prevents the chair from turning. By throwing the weight of the body partially upon the feet the spring is relieved from pressure and the chair may be turned as required.

T is the foot rest.

What I claim as my invention and desire to secure by Letters Patent is—

1. Connecting the back of a rail road car seat with the body of the chair by means of springs and catches or their equivalents, whereby the back is made self elevating

when relieved from the catch which hold it in the manner substantially as herein set forth.

2. I claim in combination with the chair seat, and its support, the annular ring P, for the double purpose of a spring for the seat, and to prevent the seat from unnecessarily moving or rocking on its support when occupied, substantially as herein described.

GEO. T. McLAUTHLIN.

Witnesses:
SAM COOPER,
JOHN S. CLOW.