

Car Seat.

Patented June 22, 1858.



UNITED STATES PATENT OFFICE.

JNO. MILLAR, OF PATERSON, NEW JERSEY.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 20,654, dated June 22, 1858.

To all whom it may concern:

Be it known that I, JOHN MILLAR, of Paterson, in the county of Passaic and State of New Jersey, have invented a new and useful
5 Improvement in Railroad-Car Seats; and I 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
10 which—

Figure 1, is a front or face view of my improvement, one of the parts being represented as upholstered and the other represented in skeleton form. Fig. 2, is an end
15 view of ditto, the two seats on the base being turned in reverse position.

Similar letters of reference indicate corresponding parts in the two figures.

This invention consists in having two
20 horizontal rotating seats attached to a base or stand in combination with adjustable backs arranged as hereinafter fully shown and described.

To enable those skilled in the art to fully
25 understand and construct my invention I will proceed to describe it.

A, represents a base or stand which is secured to the flooring of the car as usual. This base or stand is of the usual height to
30 support the seat and it may be constructed of wood or metal. The bases or stands are secured at equal distances apart at each side of the car as usual.

On the base or stand A, two seats B, B, are secured or placed, each seat having a pin
35 *a*, projecting down from its center, said pins passing through holes in the base or stand. Each seat is allowed to turn freely and independently of the other. The seats, that is to
40 say, the frame or skeleton portion may be constructed of either wood or metal, but metal will probably be used for both the base and the seats.

The frames of the seats are constructed
45 each of a horizontal piece *b*, to which the pins *a*, are attached, and a vertical portion *c*, is formed at each end to serve as sides or arms. The backs *d*, are formed of semi-circular pieces the lower part of which at each
50 side is pivoted to the horizontal piece *b*, as shown at *e*, *e*, the backs being allowed to work freely on the pivots. To the upper part of each semi-circular piece *d*, a semi-circular bar C, is pivoted at each side as
55 shown at *f*, *f*, and the bars C, are provided

at each end with a catch or shoulder *g*, which, when the seat backs are in an elevated position, catch over pins *h*, which are attached horizontally to each portion *c*, the
60 pins *h*, passing through curved segment slots *i*, in the ends of the semi-circular backs *d*, see Fig. 2.

To the center of each bar C, a vertical rod D, is attached by a joint *i'*, the upper ends
65 of the rods passing through guides *j*, attached to the upper part of a supplementary frame E, which is attached to the semi-circular backs *d*, for the purpose of giving the necessary height to the same.

F, F, are two springs the lower ends of
70 which are attached to the bars C, one at each side of the rods D, the upper ends of the springs being attached to a central bar *k*, of the frames E. The springs F, may be of
75 india rubber or metal and arranged in any proper way so as to keep the catches or shoulders *g*, over the pins *h*, when the backs are in an upright position.

The seats and also the backs are upholstered in the usual way as shown at A', B'.
80 The occupant may incline the back of the seat at any time by depressing the rod D, and thereby throwing up the catches or shoulders *g*, free from the pins *h*, the pins *h*, serving as stops when the backs are inclined,
85 in consequence of passing through the slots *i*, and either of the occupants of the seats on each base or stand may sit facing in either direction without at all interfering one with
90 the other, as the seats are allowed to turn independently of each other. This independent movement of the seats on each base is important, for in rail-road traveling friends
95 generally prefer to sit facing each other, and if three friends are together the one on the seat adjoining that where the two are seated, may face the latter without interfering with
100 his fellow seated on the same base, and who might prefer sitting in an opposite position.

I am aware that car seats have been ar-
105 ranged to turn horizontally, but I am not aware that the two seats of each base or stand have been made separately or detached and so connected to the base or stand that they may be turned independently of each
110 other. Neither am I aware that the fastening or catch arranged as herein shown, has been used in connection with a pivoted back. I do not claim broadly therefore the horizontal rotating movement of a car seat for the

purpose of adjusting the same to face in either direction; but,

I claim as new and desire to secure by Letters Patent—

5 The two horizontal rotating seats B, B, attached to the base or stand A, as shown, in combination with the pivoted backs *d*, attached to the seats B, and arranged with the

bars C, having the rods D, and springs F, attached, and the pins *h*, connected with the 10 upright parts *e*, of the seat, the whole being arranged substantially as described.

JOHN MILLAR.

Witnesses:

DAVID NUR,

JACOB RUTUN.