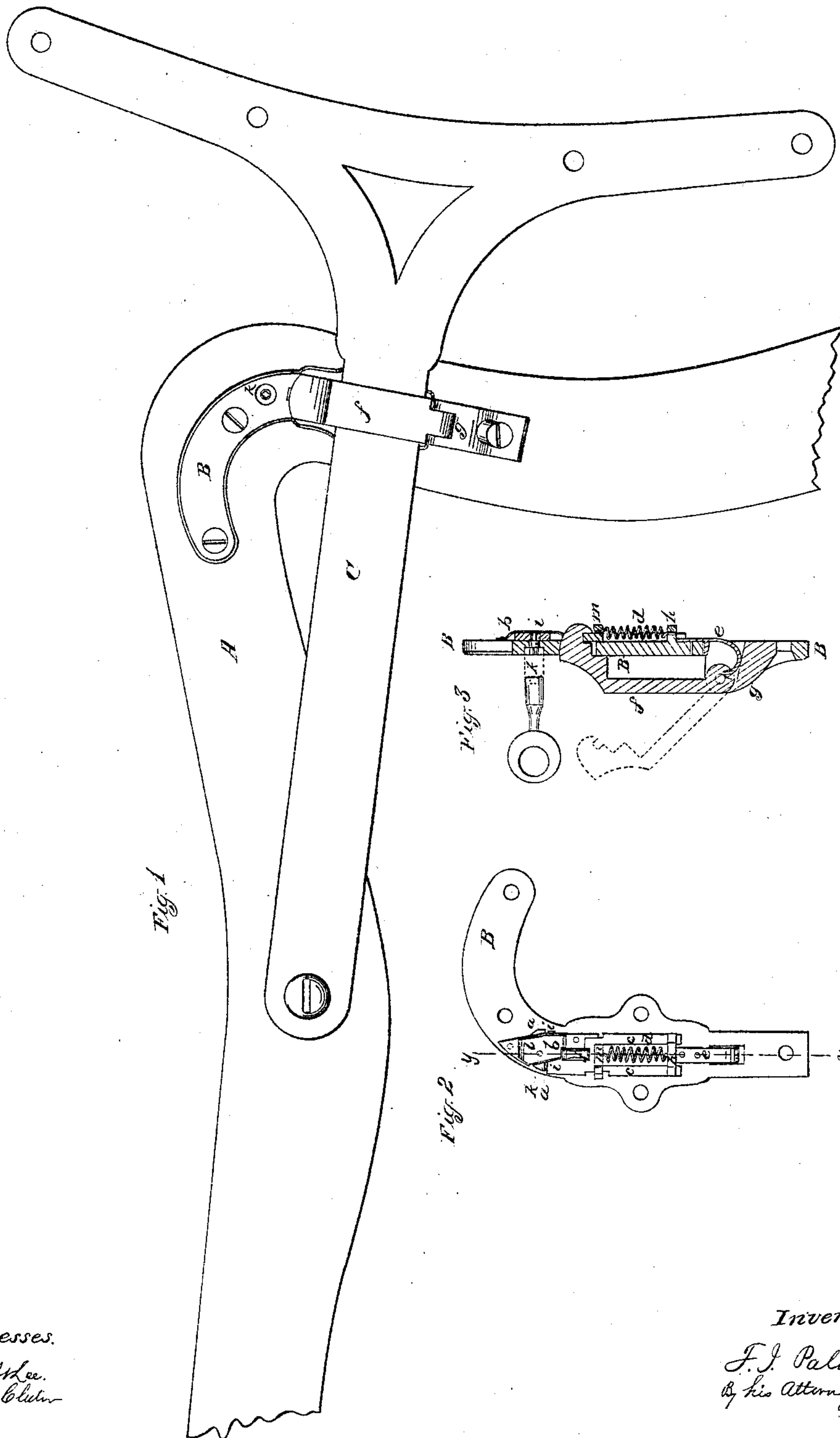


*F. J. Palmer,
Car-Seat Lock.*

N^o 27,469.

Patented Mar. 13, 1860.



Witnesses.

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UNITED STATES PATENT OFFICE.

F. I. PALMER, OF KNOXVILLE, TENNESSEE.

CAR-SEAT.

Specification of Letters Patent No. 27,469, dated March 13, 1860.

To all whom it may concern:

Be it known that I, F. I. PALMER, of Knoxville, in the county of Knox and State of Tennessee, have invented a new and useful Improvement in the Seats of Railway-Cars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

The connection between the arms and the backs of the seats which are now in almost universal use in railway-cars, is such that the hinge-straps (C,) of said backs, rest freely upon the shoulders (g) of shoulder-plates (B,) that are secured to the inner sides of the seat arms, (A,) and consequently, the said seat-backs can be shifted from one side of the seat-bottoms to the other at the pleasure of the occupants. It therefore not unfrequently happens that a single passenger manages to appropriate to himself four times the seat-space that he is entitled to.

To remedy the aforesaid evil is the object of my said improvement in car-seats.

This improvement consists in combining spring-clasps (f) with the shoulder-plates (B,) of the seat-arms (A) in such a manner that when the aforesaid hinge-straps, (C, which connect the seat-backs to the central portions of the seat-arms) are resting upon the shoulders (g) of the said shoulder-plates, (B,) the said spring-clasps (f) can be closed and locked over the said hinge-straps until such time as the conductor may see cause to reverse the positions of the backs of the car seats. And when the said spring-clasps are unlocked, they will fly back to the position represented by the dotted lines in Figure 3, of the accompanying drawings.

Fig. 1, of the accompanying drawings is a view of portions of one end of my improved car-seat; Fig. 2, is an inside view of the shoulder-plate B, detached, and Fig. 3, is a section in the line y, y, of Fig. 2.

Similar letters indicate the same parts in each of the drawings.

The spring-clasp f, whose lower end is hinged to the shoulder (g,) of the plate B, has a latch-hook at its upper end which shuts in to an aperture in said plate, where it is self caught by the bar at the upper end of the slot in the spring-actuated sliding frame c. The said sliding frame c, works in suitable ways on the inner of the shoulder-plate B, while its actuating spring d, rests upon the shoulder h, that projects inwardly from the plate B, through a slot in said frame, and the upper end of said spring presses against the projection m, of said frame.

The arm i, of the sliding plate c, works in a space beneath the hood b, which is secured to the inner side of the plate B; and in the upper end of said space, a tumbler a, is pivoted by means of the pivot k. The angular key-head of the said pivot k, passes into a recess in the front side of the plate B, which is shown in Fig. 3.

By applying a suitable key to the said pivot k, the tumbler a, can be made to press downward the arm i, of the sliding frame c, a sufficient distance to detach the upper end of said frame from the hook at the upper end of the clasp f; which will enable the spring e, to throw outward the said clasp to the position shown by the dotted lines in Fig. 3, and entirely relieve the hinge-strap C, from the action of said clasp. The aforesaid spring e, works in an aperture in the plate B, and is combined with the said plate and with the clasp f, in the manner represented in Fig. 3.

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

Combining a self-locking clasp apparatus with either or both of the shoulder-plates B, of a car-seat, substantially in the manner and for the purpose herein represented and described.

F. I. PALMER.

Witnesses:

M. S. ROTTLE,
SAML. MCCARTHY.