

T. Rainey. Sheet 1, 3 Sheets.
Seat & Couch.
Patented Jul. 23, 1861.

32,892.

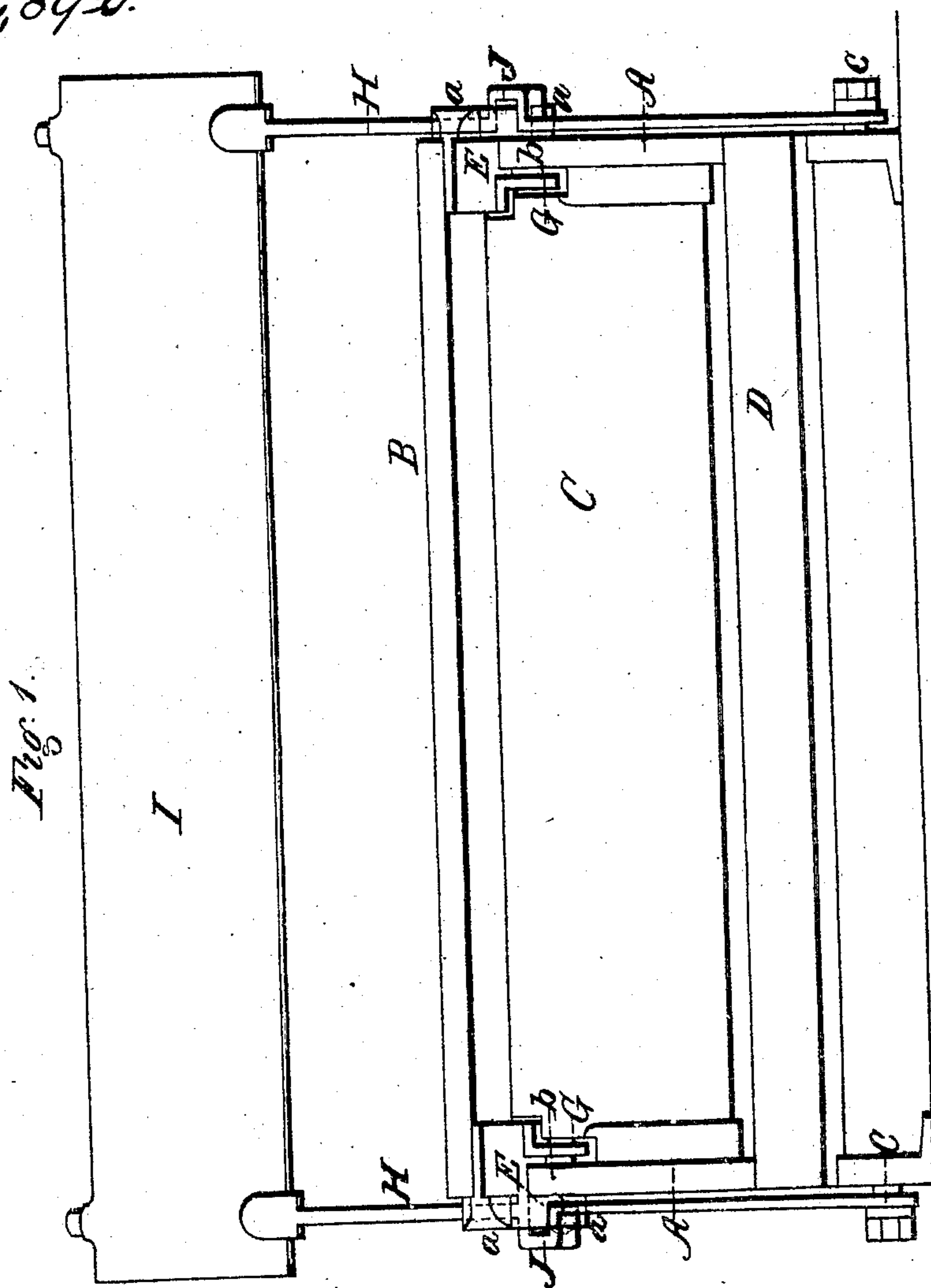


Fig. 1.

Witnesses.

W. Cooney
Wm. Thompson

Inventor.

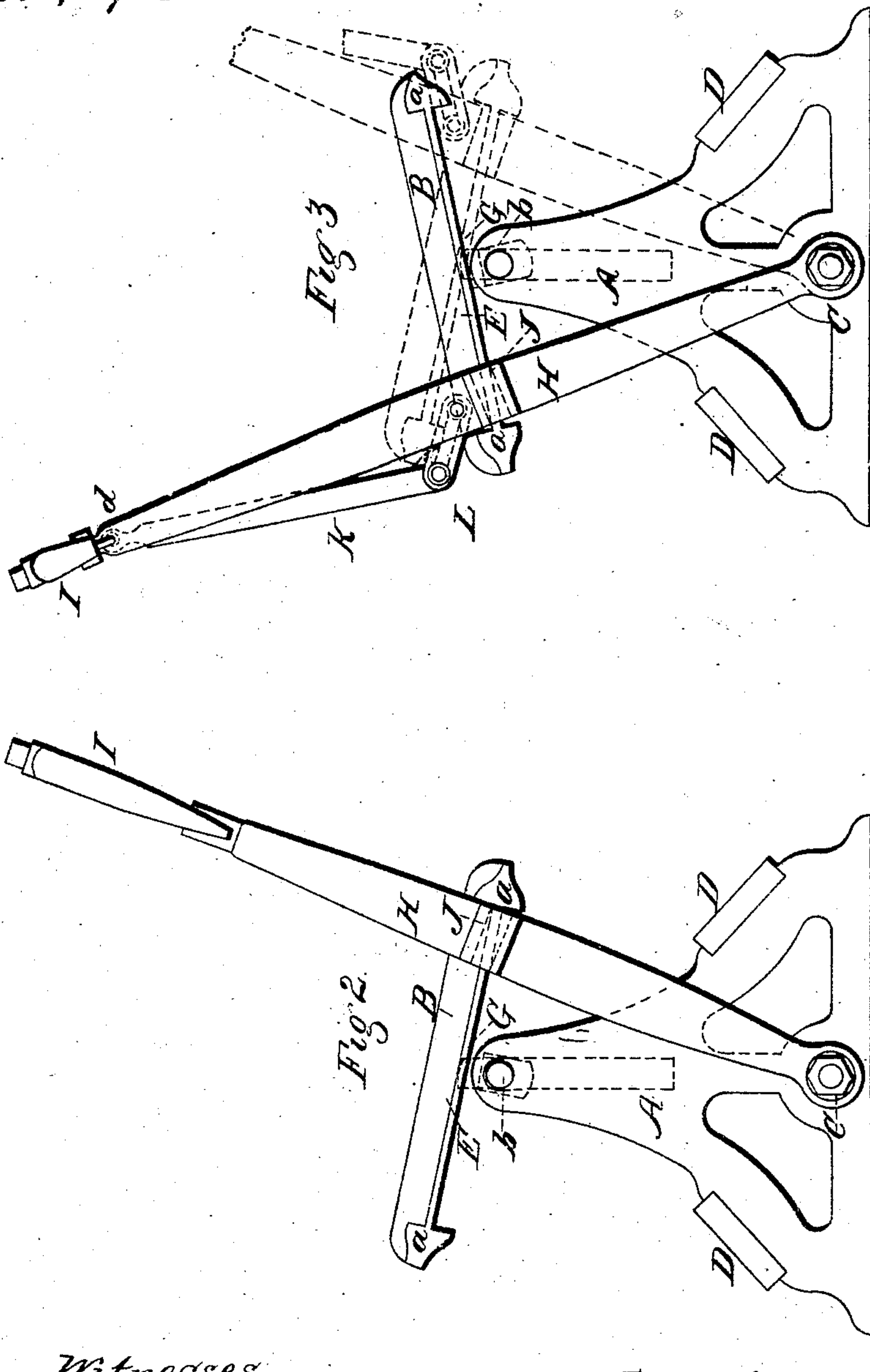
Thomas Rainey

T. Rainey. Sheet 2, 3 Sheets

Seat & Couch.

Patented Jul. 23, 1861.

32,892.



Witnesses,

*W. C. Cooley
C. W. Livingston*

Inventor.

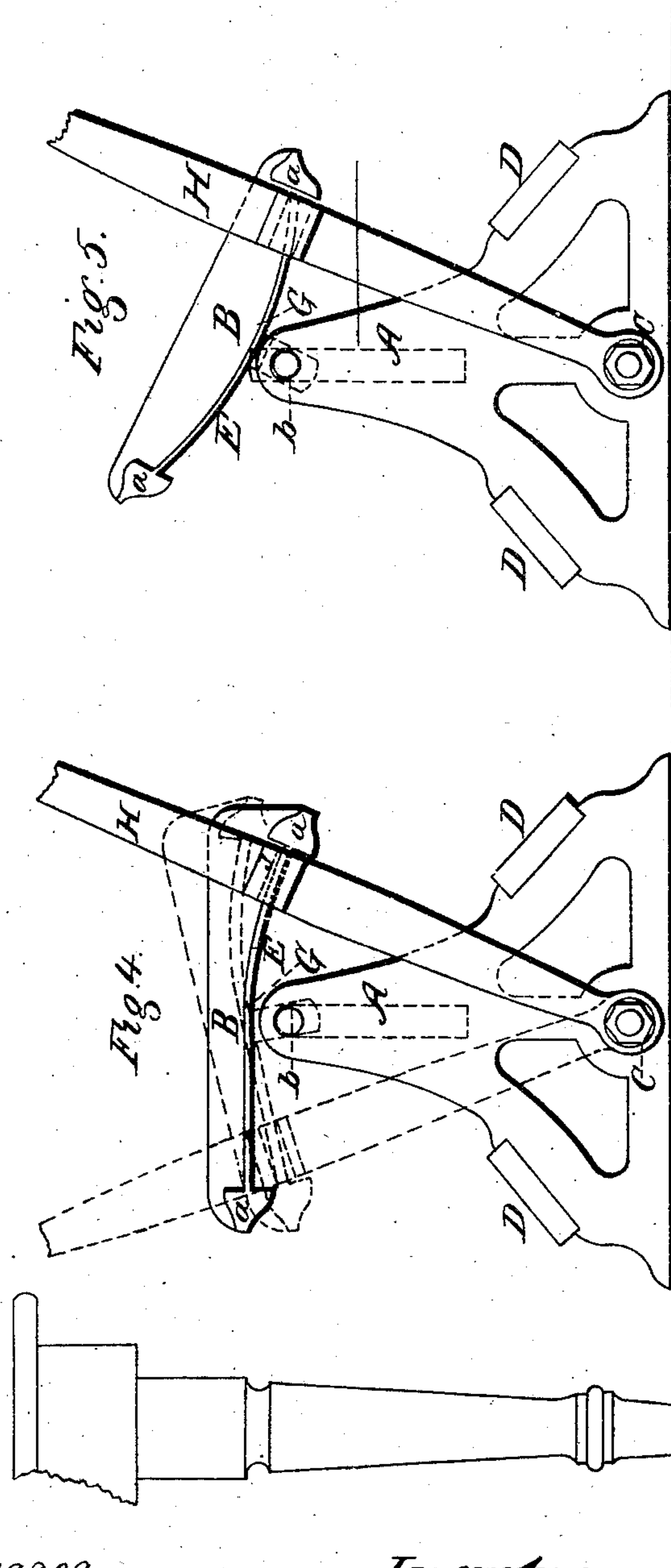
Thomas Rainey

T. Rainey. Sheet 3, 3 Sheets.

Seat & Couch.

Patented Jul. 23, 1861.

32,892.



Witnesses.

*J. W. Coombs
Cm. Livingston*

Inventor:

Thomas Rainey

UNITED STATES PATENT OFFICE.

THOMAS RAINEY, OF NEW YORK, N. Y.

CAR-SEAT.

Specification of Letters Patent No. 32,892, dated July 23, 1861.

To all whom it may concern:

Be it known that I, THOMAS RAINEY, of the city, county, and State of New York, have invented a new and useful Improvement in Reversible Seats Designed for Railroad-Cars, Vessels of Navigation, &c.; 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 which—

Figure 1 is a front view of my invention. Figs. 2, 3, 4 and 5 are end views of the same.

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

This invention consists in connecting the seat back to the seat, in such a manner that the seat will be shifted or inclined with the reversing of the back; the whole forming an exceedingly simple and efficient device.

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

A, A, represent the end pieces which support the seat B. These end pieces may be of cast metal connected by traverse bars C, D, D, which bars may be of wood.

The seat which may be of wood of a suitable width, and having a metal plate E, secured to each end of it, said plates being provided at each end with a protuberance or stop *a*. To the lower surface of each plate E, at its center there is attached at right angles a projection G, and to the lower part of each projection there is a horizontal journal *b*, said journals having their bearings in the upper parts of the end pieces A, A. The seat B, is about balanced on its journals *b*, *b*.

H, H are two radius bars, the lower ends of which are secured by bolts or pivots *c*, *c*, to the centers of the lower parts of the end pieces A, A, in the vertical line with the journals *b*, *b*, of the seat B. The upper ends of the bars H, H, are connected by a cross-rail I, which serves as a back for the seat B, and each bar H, has a loop or recess J, in which the edges of the plates E, fit.

The loops or recesses J, are at such a point

in the bars H, H, that when the bars H, are adjusted back at either side of the seat B, the latter will, in a generality of cases be about at right angles thereto—see Figs. 2 and 3. The position of the seat B, is inclined and affords an easy and agreeable position, well calculated to rest the occupant as the position is partially recumbent.

In cases where it would be desirable to have the seat rather more inclined, relatively with the back, than shown in Figs. 2 and 3, I make the plates E, E, slightly curved, as shown in Fig. 5, the concave surface being uppermost. By this means the seat B, will form a more acute angle with the back than when the plates E, are straight.

In cases where it would not be desirable to have the seat B, at all inclined, as, for instance, when used as a table or dining seat, I propose to have the plates E, E, straight at one end, and curved downward at the opposite end, as shown in Fig. 4. The straight ends of the plates E, are placed adjoining the dining table—shown in red outline. By this arrangement it will be seen that when the radius bars H, H, are adjusted back from the table the loops or recesses J, will be on the curved ends of the plates E, E, and the seat B, will be in a horizontal position with an inclined back. When the back is reversed so that the loops or recesses J, will be adjusted toward the table, the seat B, will be inclined, as shown in red, and corresponding to the positions shown in Figs. 2 and 3.

It may be preferable to have a supplemental back K, attached to the seat in order to obtain the full advantage of the whole width of the seat. This supplemental back is suspended by a joint *d*, to the bottom of the rail I, and the lower end of this back has a link L, attached to it at each end, said links being fitted on pins *e*, projecting from the radius bars H, H. By this arrangement the supplemental back is allowed to set back in line with the back edge of the seat B, as shown in Fig. 2.

It will be seen that the plates F, fitting in the grooves or recesses J, of the radius

bars H, H, form the connection between said bars and the seat, and insure the adjustment of the latter with the movement of the former.

5 Having thus described my invention what I claim as new and desire to secure by Letters Patent, is—

The connecting, substantially as described,

of the radius bars H, H, of the seat-back, to the rocking-seat B, so as to admit of the 10 automatic adjustment of the seat with the reversing movement of the back, as set forth.

THOMAS RAINEY.

Witnesses:

JAMES LAIRD,

M. M. LIVINGSTON.