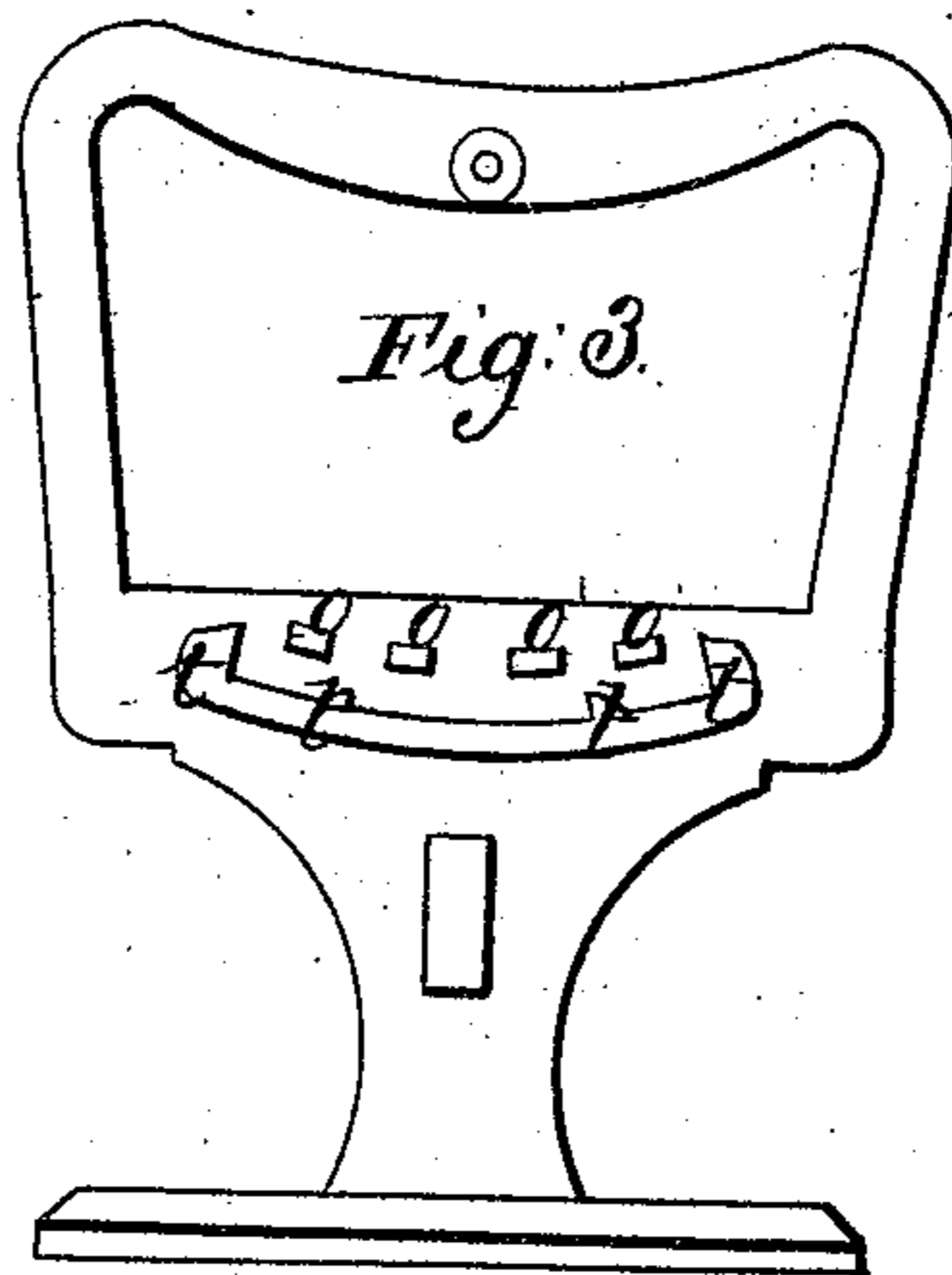
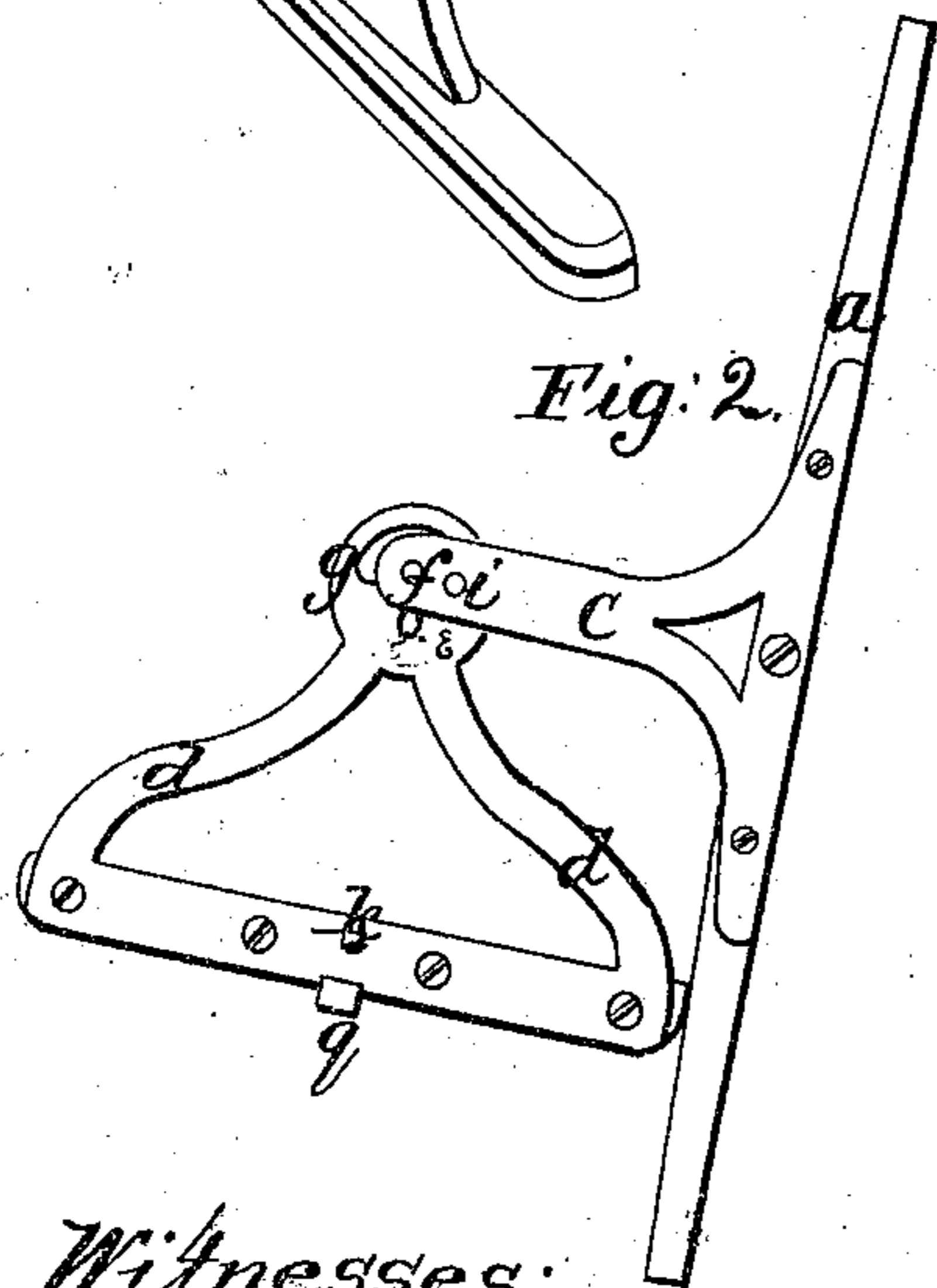
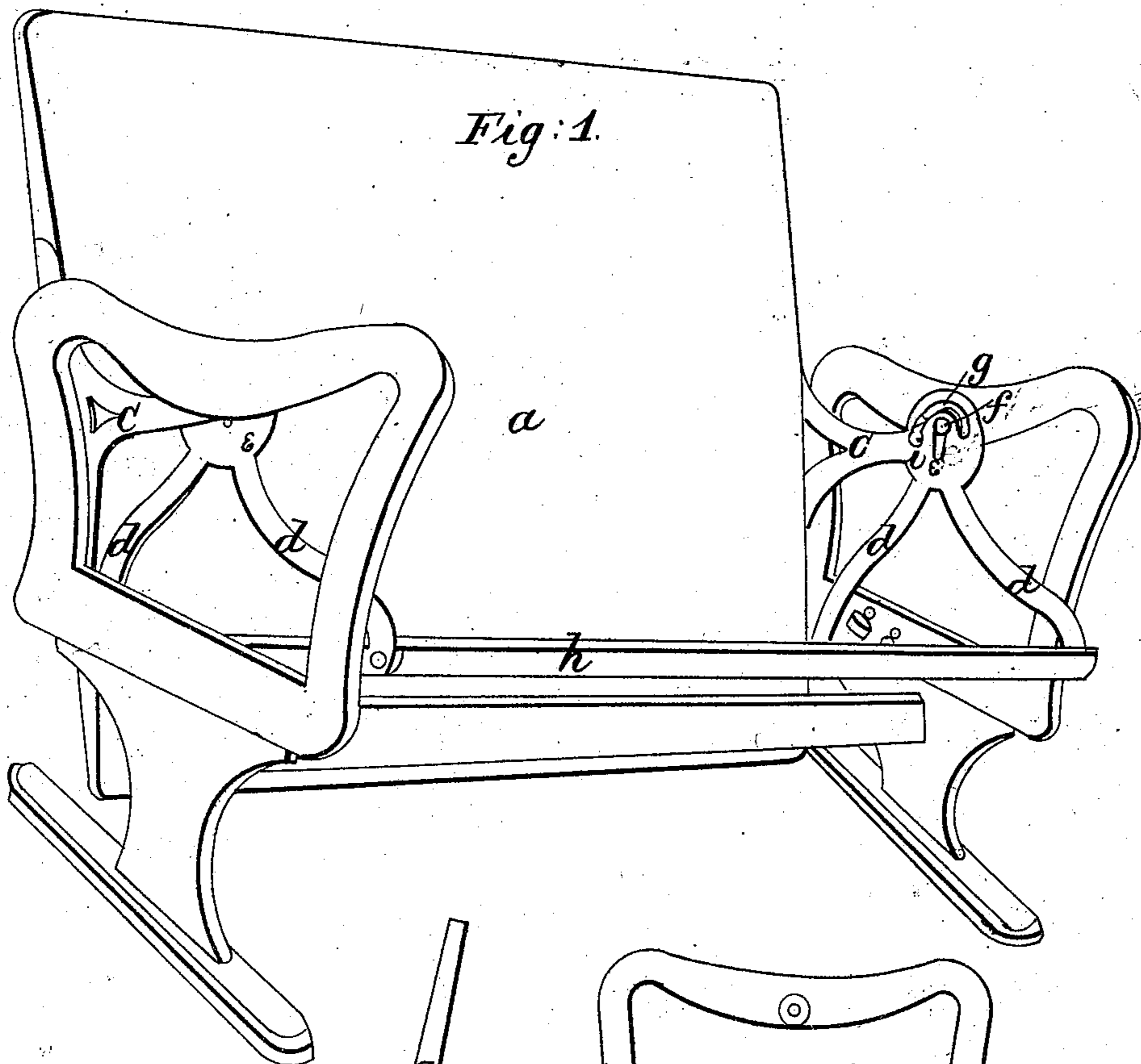


No. 36;343.

PATENTED SEPT. 2, 1862.

J. B. EASLAND.
SETTEE FOR RAILROAD PASSENGER CARS.



Witnesses;
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UNITED STATES PATENT OFFICE.

JOHN B. EASLAND, OF BRIDGEPORT, CONNECTICUT.

SETTEE FOR RAILROAD PASSENGER-CARS.

Specification of Letters Patent No. 36,343, dated September 2, 1862.

To all whom it may concern:

Be it known that I, JOHN B. EASLAND, of the city of Bridgeport, county of Fairfield, and State of Connecticut, have invented a
5 new and useful Improvement in Settees for Railroad-Car and other Purposes, and do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings and
10 to the letters of reference marked thereon.

The nature of my invention consists in giving any desired inclination to the seat of the settee by the mere raising and lowering of the back.

15 In the accompanying drawing Figure 1 is a perspective view of my improved settee. Fig. 2 is an end view of the arms by which the seat and back of the settee are supported. Fig. 3 is an end view of the inside
20 of the frame of the settee.

The same letters in all the figures refer to the same parts.

a is the back of the settee which is supported by the arms *c, c*, turning on the pins
25 *f, f*, as in ordinary car seats. The seat *h* instead of being stationary as in ordinary car seats is suspended by the arms *d, d* from the pins *f, f*. The upper part of the arms *d, d*, is a circular plate through which the
30 slots *e* and *g*, are made, the former being a vertical slot to allow the seat to be moved up and down on the pin *f*, and the latter a circular slot in which the pin *i* attached to the arm *c* may move, in such a manner that
35 the seat *h* may be raised or lowered by the raising or lowering of the back *a*.

Upon the inside of the end of the frame of the settee as shown in Fig. 3 are two series of projections, *o, o, o, o*, and *t, t, t, t*,
40 for the purpose of holding the seat in any desired position. These projections are directly opposite the end of the seat *h* and are located on a curved line which is described by moving the seat back and forth. Upon
45 the end of the seat *h* and on the underside thereof is a projection *q* and directly over

this is a spring bolt *k*. By means of the projection *q* and the bolt *k* the seat is held in any desired position, inasmuch as the projection *q*, rests against projection *t*, to
50 prevent the seat from moving one way, while the spring bolt *k* rests against the inclined projection *o* to prevent it from moving in the other direction.

Each end of the seat is provided with the
55 same arrangements as are above referred to.

The manner in which the seat is operated is as follows. Suppose the seat to be level, then to give it a little inclination raise the back *a* high enough to allow the spring bolt
60 *k* and projections *q* to swing clear of the projections *o, o, o, o*, and *t, t, t, t*, then lower the back and press down on it sufficient to force the spring bolt *k* over the first inclined projection *o* next to the center and
65 toward the front of the settee. If a still greater inclination to the seat is desired, raise the back again with one hand and swing the seat forward still further with the other, then lower the back and press
70 down as before until the spring bolt *k* is pressed over the next inclined projection *o*. It will be readily observed that any desired inclination can thus be given to the seat, and as the bottom of the back in all cases
75 when down rests against the seat the relative position of the back with the seat is preserved. This back *a*, can be turned over the same as in ordinary car settees.

What I claim as my invention in settees
80 for railroad cars and other purposes is—

Suspending the seat thereof from the same pivots upon which the back swings, and so connecting the arms of the seat and back with each other, that any desired in-
85 clination may be given to the former by the mere raising and lowering of the latter substantially as described.

JOHN B. EASLAND.

Witnesses:

HORACE NICHOLS,
ENOCH P. HINKS.