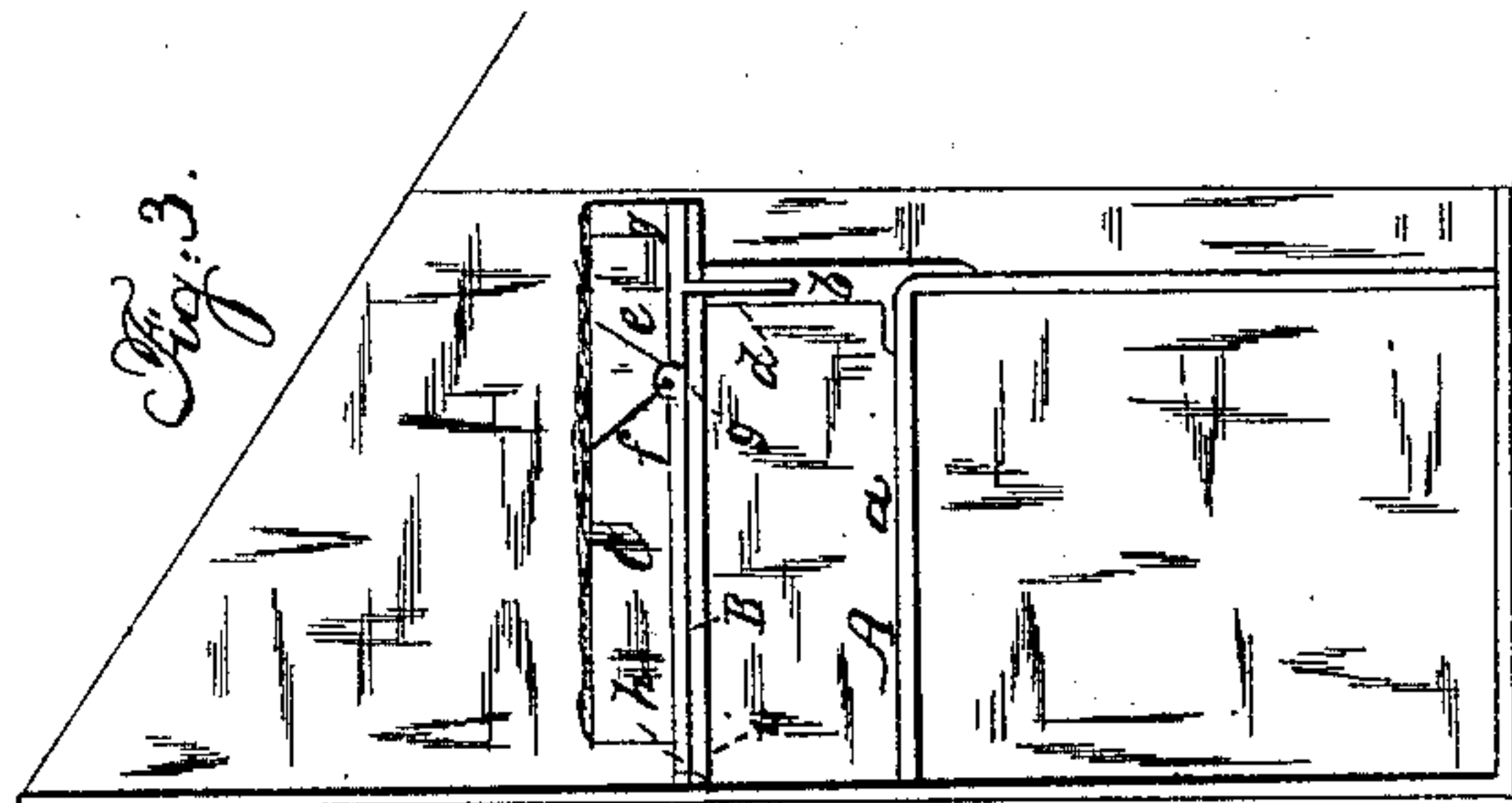
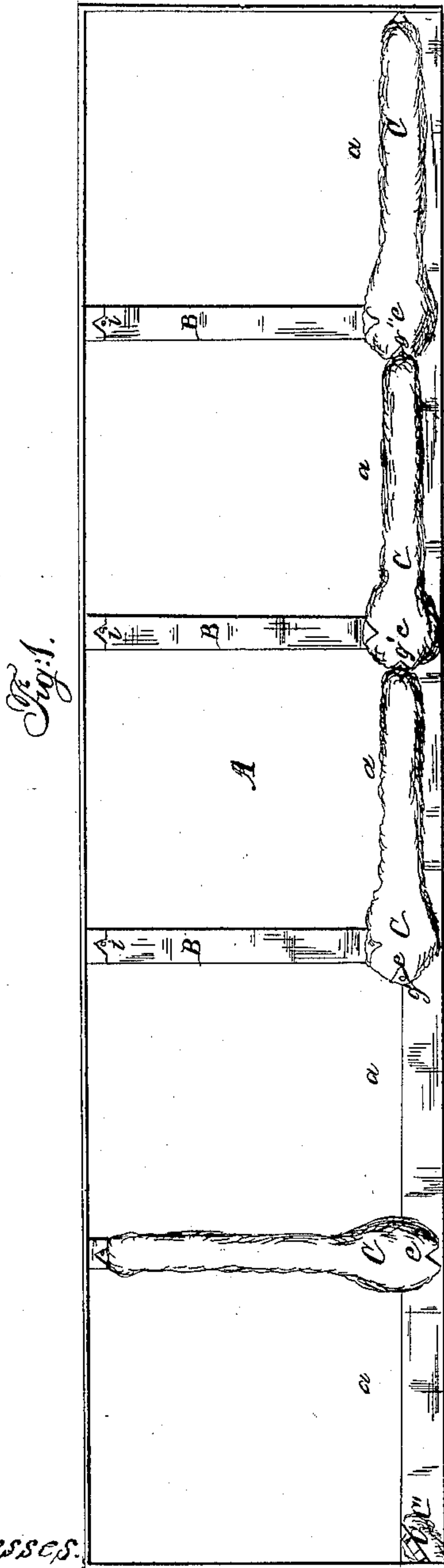


B E. SAMPSON.

Carriage-Seat.

No. 44,826.

Patented Oct. 25, 1864.



Witnesses.

*W. R. Hale Jr.*  
*J. F. Linnichan*

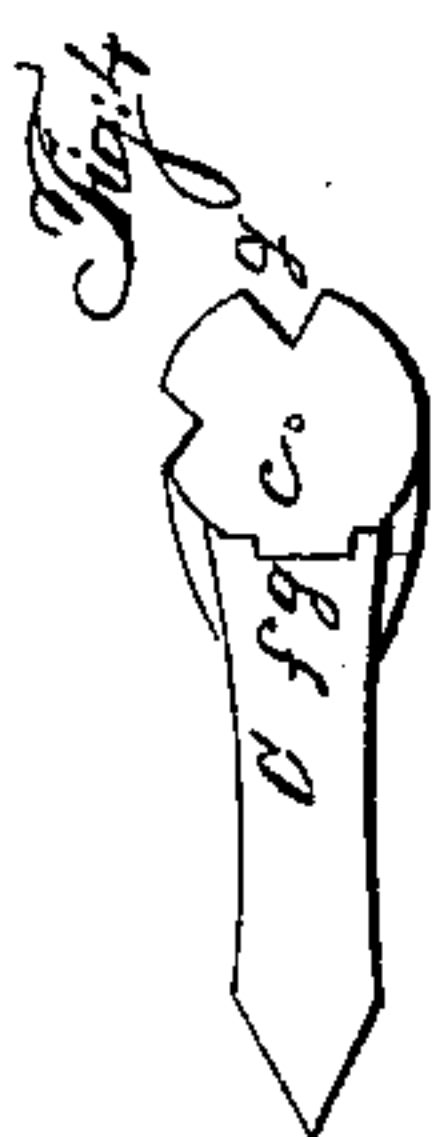
*Inventor.*  
*B. E. Sampson*  
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*R. H. Eddy.*

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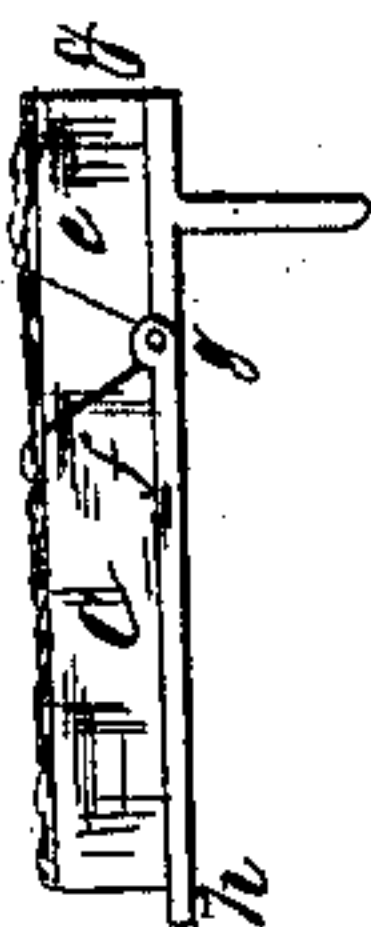
Carriage-Seat.

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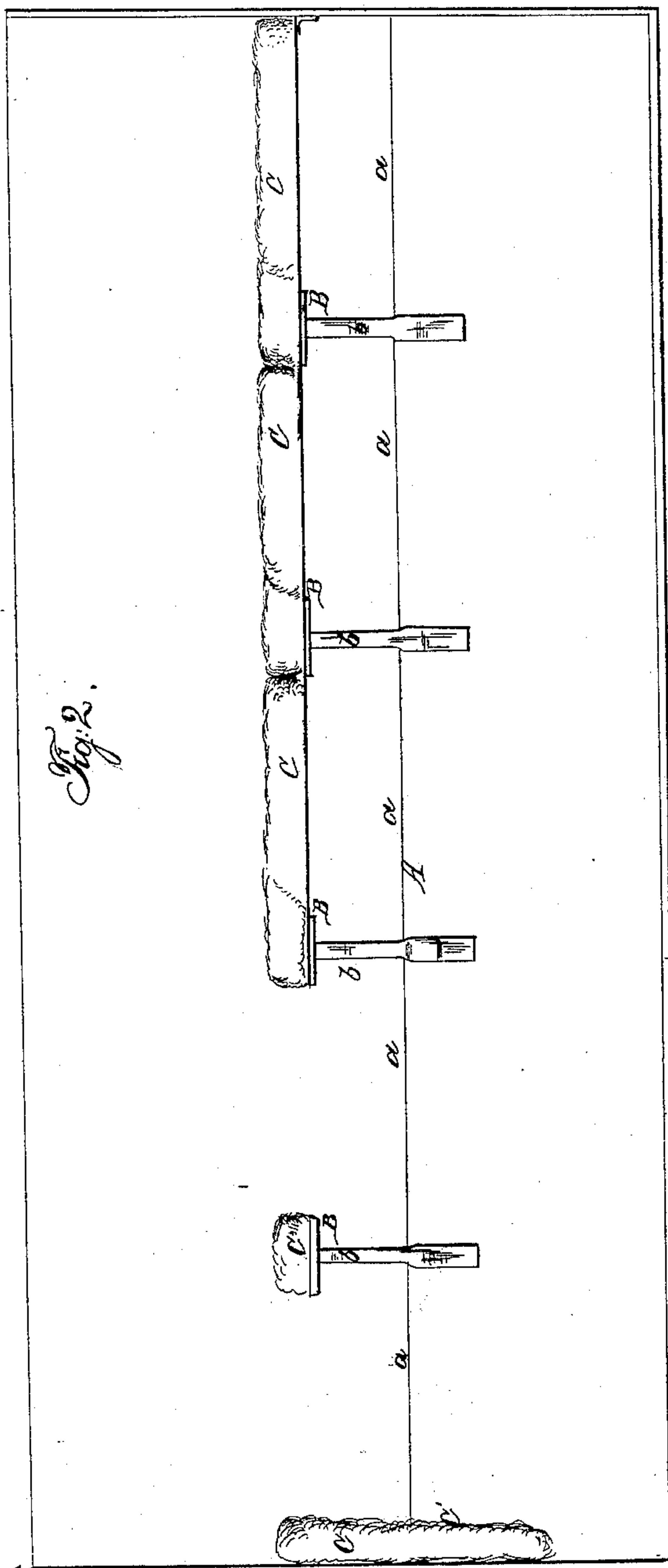
Patented Oct. 25, 1864.



*Fig. 5.*



*Fig. 2.*



*Witnesses.*

*F. R. Hale Jr.*  
*J. T. Linnihan*

*Inventor.*

*B. E. Sampson*  
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*R. H. Lundy*



# UNITED STATES PATENT OFFICE.

BLANEY E. SAMPSON, OF BOSTON, MASSACHUSETTS.

## IMPROVEMENT IN CARRIAGES.

Specification forming part of Letters Patent No. 44,826, dated October 25, 1864.

*To all whom it may concern :*

Be it known that I, BLANEY E. SAMPSON, of Boston, in the county of Suffolk and State of Massachusetts, have made a new and useful invention, having reference to carriages, and particularly to street-railway cars and omnibuses; and I do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 denotes a top view; Fig. 2, a front elevation, and Fig. 3, a transverse section, not only of the side seat or bench of a railway-carriage, but of my invention, as applied to such seat or the arms or arm-rests thereof.

The object of my invention is to furnish an auxiliary seat adapted for the use of an aisle passenger, who under ordinary circumstances would be obliged either to stand up in the aisle of the carriage or seat himself on the lap of the occupant of the main seat.

The nature of the said invention consists in the application of a movable bar or rest to the carriage-seat in such manner that such bar or rest may be turned across and supported independently of the legs of a sitter on the seat, and so as to constitute a seat for a person while in front of the said occupant of the main seat; and my invention further consists in the combination of such an auxiliary seat with the main seat and the arm-rests thereof; and my invention further consists in the arrangement and application of such an auxiliary seat with the arm-rest, so as to be capable of being turned from over and on the said rest into an angular position therewith, as hereinafter specified; and my invention further consists in the construction of each of the movable bars with one or more recesses, or the equivalents thereof, for receiving or holding the end of or a projection from the end of the next adjacent movable bar, the same being to aid in preserving the position of either bar.

In the drawings, A denotes the side bench or seat of an omnibus or a railway-carriage, while B B B are a series of arm-rests applied thereto for the purpose not only of dividing the seat into separate portions for persons to sit upon, but for affording means for supporting the arms of such persons while sitting upon the bench.

The principal part of my invention is as applicable to a single seat for the accommoda-

tion of one person as it is to one of greater dimensions or length used for several sitters.

Each of the seats *a a a* of the bench A has its movable bar or auxiliary seat C, which is to be hinged or jointed either to one of the arm-rests B or to the top of a post, *b*, extended up from the main seat *a*, the connection of the bar or seat C with the arm-rest or with the post being either what is termed a "universal joint" or a simple "swivel-joint," such as will enable the bar or seat to be turned so as to either cover the arm-rest and be of itself an arm-rest, or to extend across the seat and over and across the legs of a person while sitting thereon.

In Fig. 3 of the drawings, the joint-pin of the bar or auxiliary seat B is shown at *d*.

Fig. 4 is an under-side view, and Fig. 5 is a longitudinal section, of one of the movable bars or seats, which in this last figure, as well as in Fig. 3, is shown as made in two parts, *e f*, hinged together at *g*, in order that the longer part *f* may be swung vertically on its hinge, and for the purpose of having its free end inserted within or moved out of one or more notches formed in the part *e* of the next adjacent bar. Each bar C may also have a stud, *h*, to enter a corresponding hole, *i*, in either its own arm-rest B or in the next one.

Instead of being applied to the main seat, so as to be capable of being turned back over one of the arm-rests or so as to form of itself an arm-rest, the movable bar C may be so applied to its supporting-post as to be capable of being moved from its horizontal position down into a vertical position—that is, so as to hang from and in front of the post, as shown at C' in Fig. 2.

From the above it will be seen that when each of the bars C which may be cushioned, is made to extend across the seat and over and across the lap of the person who may be sitting on such seat, each bar will serve as a seat or support for a person who may be in the aisle or passage in front of the seat, and thus, instead of such aisle-occupant being compelled to hang on a pendulous strap with his hand or hands in order to support himself, he can have at his command a seat auxiliary to the main seat or that on which another person may be sitting in the rear of the said aisle-occupant.

I claim—

1. The application or combination of one or

more auxiliary seats, movable bars or rests, C, with a carriage seat, substantially in manner and so as to operate as and for the purpose specified.

2. The combination of such an auxiliary bar or seat C with the main seat and either or both the arm-rests thereof.

3. The arrangement and application of such an auxiliary seat, C, with the arm-rest of the main seat, so as to be capable of being moved relatively thereto and into either position

with respect to it, substantially as hereinbefore described.

4. The construction of one or more of such auxiliary seats or movable bars, C, with one or more recesses or equivalents, for receiving a part of another bar or a projection from such bar, in manner and for the purpose set forth.

BLANEY E. SAMPSON.

Witnesses:

R. H. EDDY,

F. P. HALE, JR.