

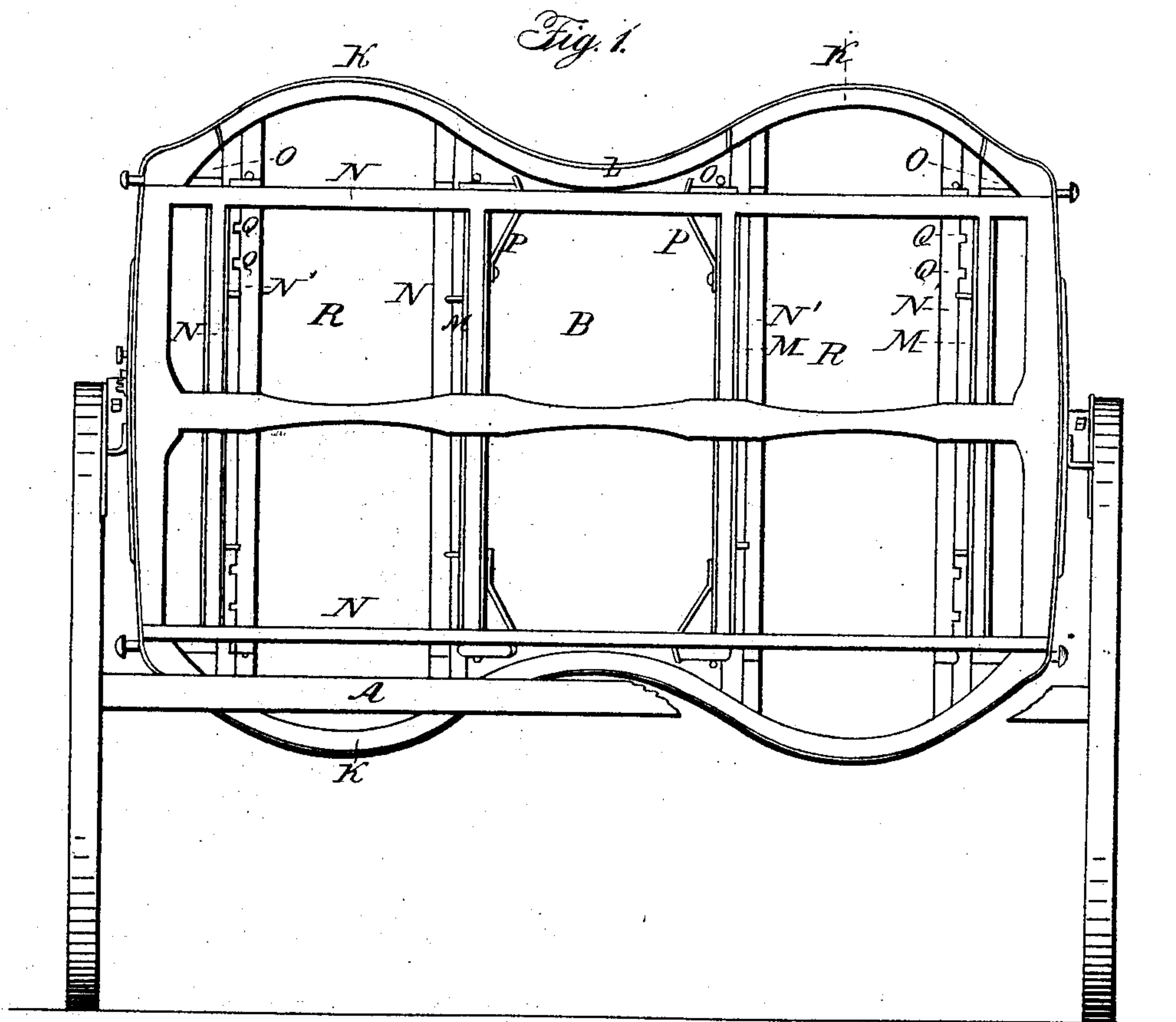
RHOADES & CARROLL.

2 Sheets—Sheet 1.

Car Seat and Couch.

No. 69,938.

Patented Oct. 15, 1867.



Witnesses:

J. H. Burridge
Frank Alden

Inventor:

S. H. Rhoades
Wm Carroll

RHOADES & CARROLL.

2 Sheets—Sheet 2.

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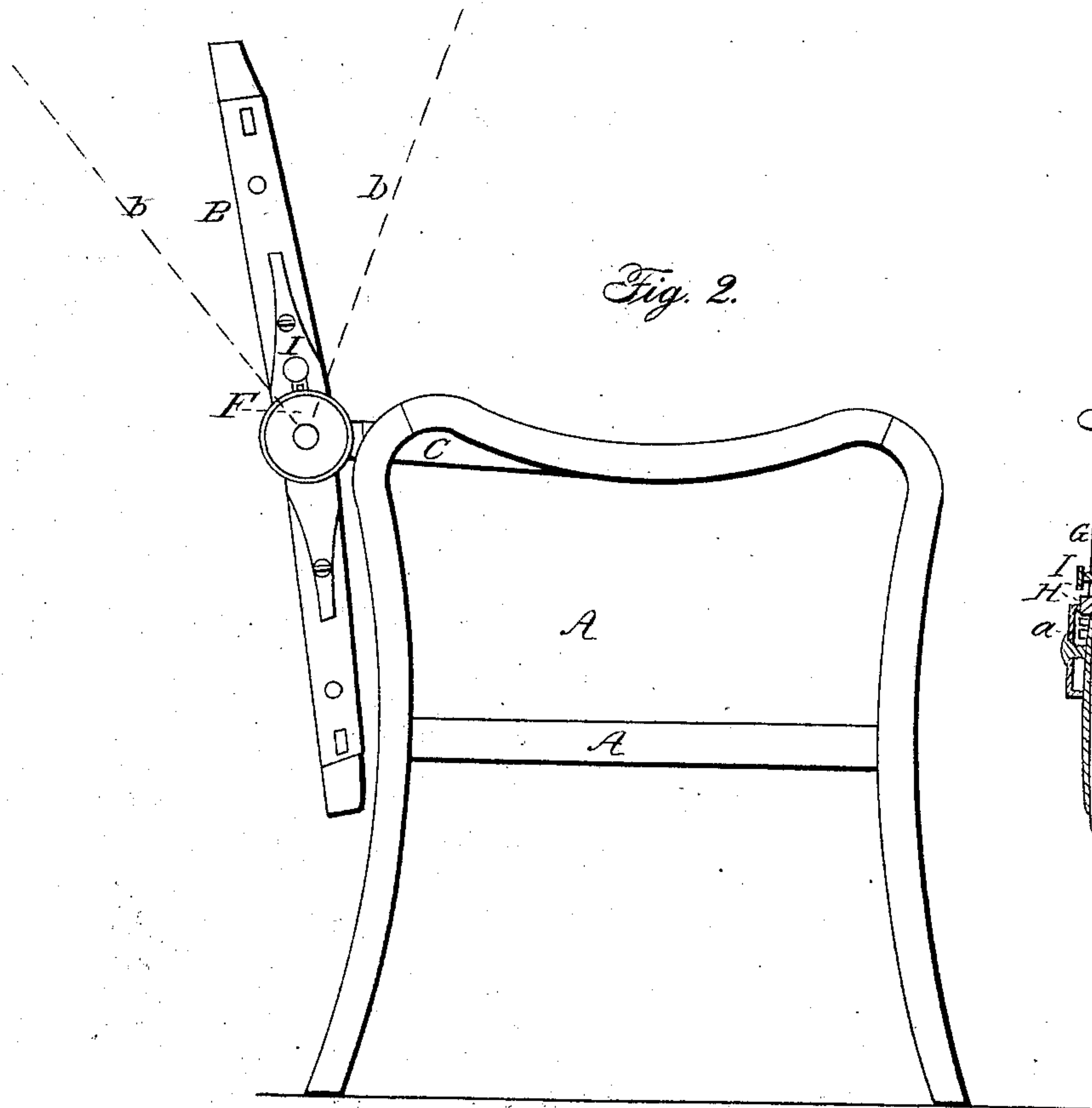


Fig. 3.

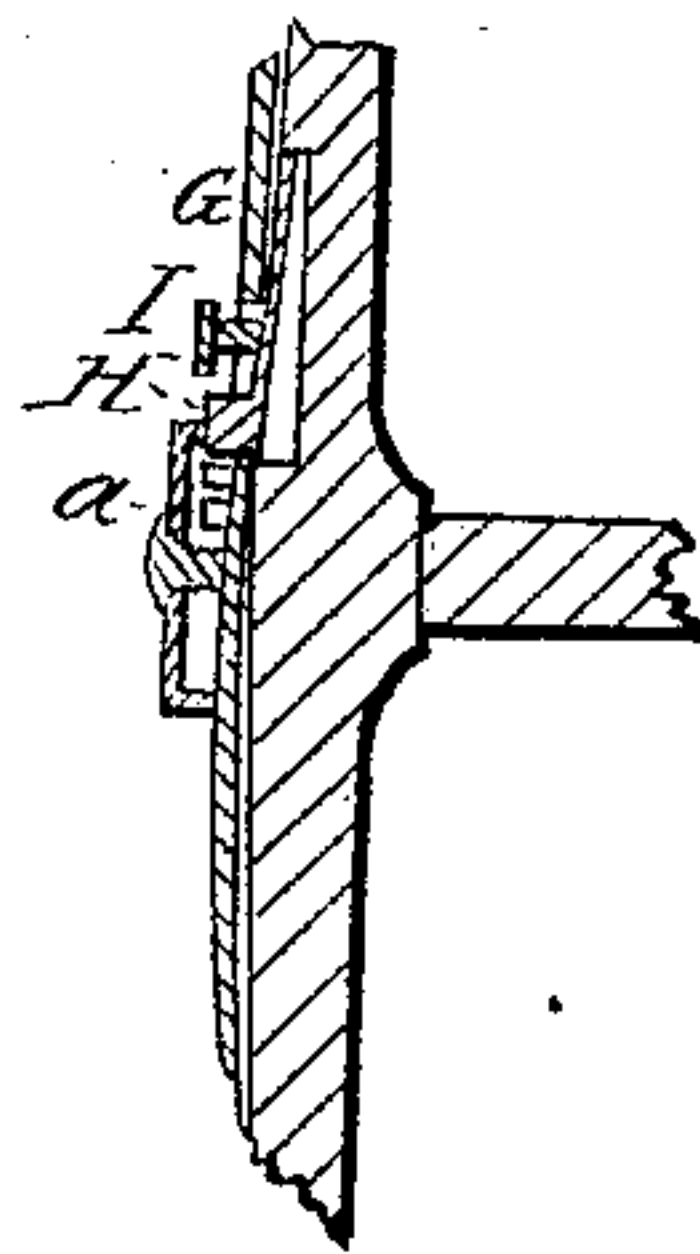


Fig. 6.

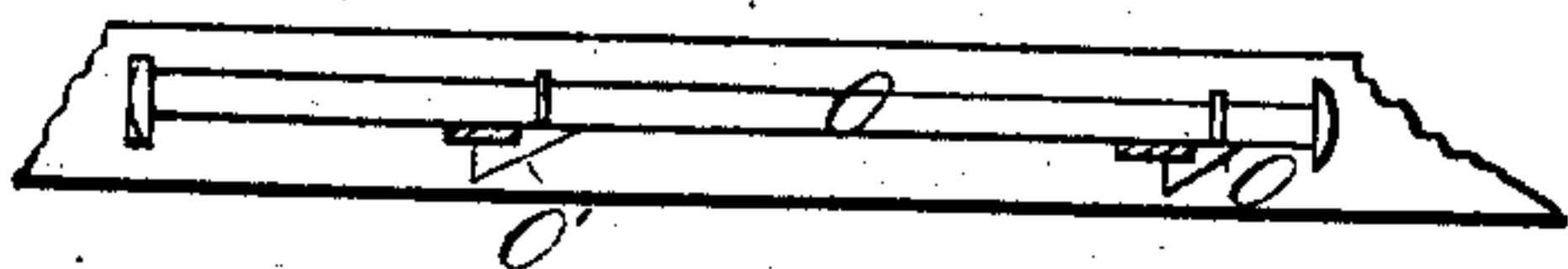


Fig. 5.

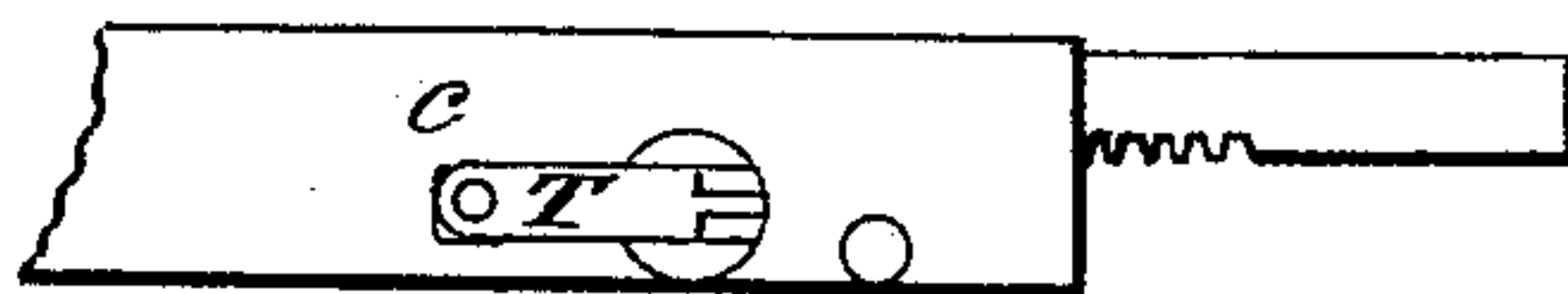
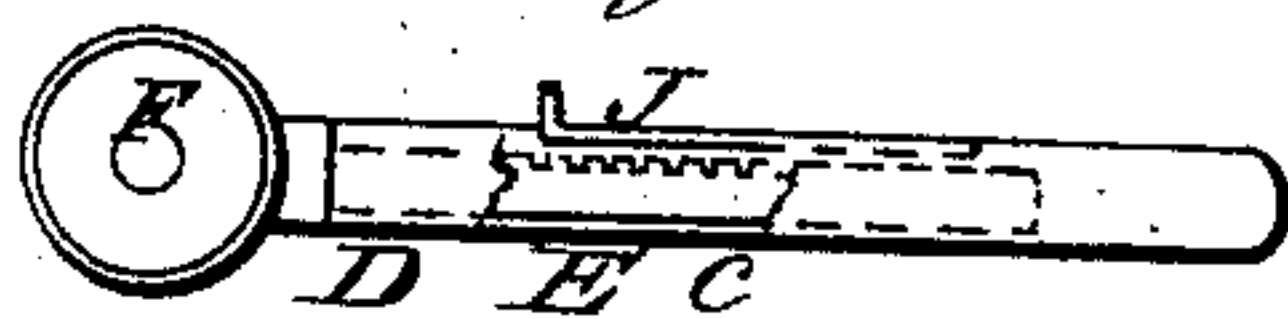


Fig. 4.



Witnesses:

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United States Patent Office.

S. H. RHOADES AND WILLIAM CARROLL, OF CLYDE, OHIO.

Letters Patent No. 69,988, dated October 15, 1867.

IMPROVED RAILWAY-CAR SEAT.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, S. H. RHOADES and W. CARROLL, of Clyde, in the county of Sandusky, and State of Ohio, have invented certain new and useful improvements in Railroad-Car Chairs; and we do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front view of the seat.

Figure 2 is a side view.

The other figures are detached sections, to which reference will be made.

Like letters of reference refer to like parts in the views.

A, fig. 1, is the seat of the chair, which is constructed and cushioned in the ordinary way. B is the back, which is pivoted to the seat by the extension-links C, a detached view of which is shown in Figure 4. This link (one of which is provided for each arm) consists of a sleeve, D, in which is fitted a slide, E, in the edge of which are cut notches or teeth, as shown in the figures, a section of the sleeve being represented as broken away, in order that it may be seen. On the end of the sleeve attached to the back is a disk, F, provided with a raised rim or flange, in the edge of which are cut notches, *a*, fig. 1, making a circular ratchet, which is also shown in the transverse section, Figure 3. G, fig. 3, is a spring let into and fixed to the side of the back. On the lower end of this spring is a nib, H, which, when the spring is in the position shown in the drawing, engages in the notches of the disk, but which is thrown out of such engagement on forcing the spring back by pressing on the head of the pin I.

Having thus described the manner of connecting the back to the seat, the practical use of the same is as follows:

The back, as shown in fig. 2, is at a certain angle to the plane of the seat, which, for an ordinary sitting posture, is near the proper position; but a more recumbent position may be given to it by throwing it back in the direction of the dotted line *b*, which is done first by drawing out the back away from the seat, by means of the extension-links above described, which is easily done by lifting the spring J, fig. 4, from the notches in the slide, thereby allowing the back and slide to be drawn out more or less, as may be required. When thus drawn out the desired inclination is given to the back, by pushing in the pin I, which, as above said, dislodges the nib H from the notches *a*, and thus allows it to be leaned back, so that a person may recline almost at full length, and thus add to the ease and comfort of riding. The back of this chair can be made higher, or extended so as to afford a rest for the head, in the following manner: The curved rail forming the top of the back is not made in one entire piece, but in sections K L, fig. 1. K, the part against which the head-rest is connected to the back by stay-bars M. Said bars are then inserted through the rail N and staples N', in which the slide for the purpose of adjusting the head-rest or section K. The section, when raised up, is retained in this position by the rod O, fig. 1, a detached view of which is shown in Figure 6, in which it will be seen that on the side of the rod are lugs O'. These lugs, on pushing the rod outward by the spring P, are lodged in the notches Q, and thereby hold the rest or section in position. It will be observed that both sides of the back are alike provided with the same arrangement, so that when the back is turned over from one side of the seat to the other, it can be extended for the accommodation of the head. These two opposite sections or rests are connected to each other by an elastic strip, R, or by any other form of spring whereby the rests are drawn down to the position shown in the drawing, when the lugs are withdrawn from the notches by pushing the rod in, by pressing on the tread S, seen projecting from the side of the back. By this arrangement any desirable degree of elevation can be given to the rest by allowing the lugs to catch in the several notches arranged along the side of the stay-bars, and thereby adapt the height of the seat to the height of the person. Fig. 5 shows another arrangement for an extension-link, which consists also of a sleeve and toothed slide; but instead of a spring placed along the side of the sleeve, as in the link above described, the slide is secured in any one position by an arm, T, hinged to a shaft, on which is a small pinion within the sleeve, and which is made to work in the teeth of the slide. Now, on pulling out the arm from against the sleeve, it forms a crank, by which the pinion alluded to is operated, and thereby moves the slide in or out, as the case may be, which, on being done, the arm is turned down against the side of the sleeve, and the pin *c*, entering a hole prepared for it, holds the slide in place.

The back of this chair may be divided vertically through the centre, and thus make two independent seats, so that one person occupying one may be enabled to sit erect, whereas the other may so adjust the back of his seat that he may lounge, without in any way interfering with the comfort or position of the person beside him.

What we claim as our improvement, and desire to secure by Letters Patent, is—

1. The extension-links C, when constructed with a sleeve, D, slide E, and disk F, as arranged and pivoted to the back B and seat A, in the manner and for the purpose substantially as set forth.

2. The disk F, provided with a circular ratchet, in combination with the spring G and back, constructed and arranged in relation to each other for the purpose and in the manner substantially as set forth.

3. The adjustable head-rest or section K, spring R, stay-bars M, and rod O, as arranged in combination with the back B, in the manner as and for the purpose set forth.

S. H. RHOADES,
WM. CARROLL.

Witnesses:

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