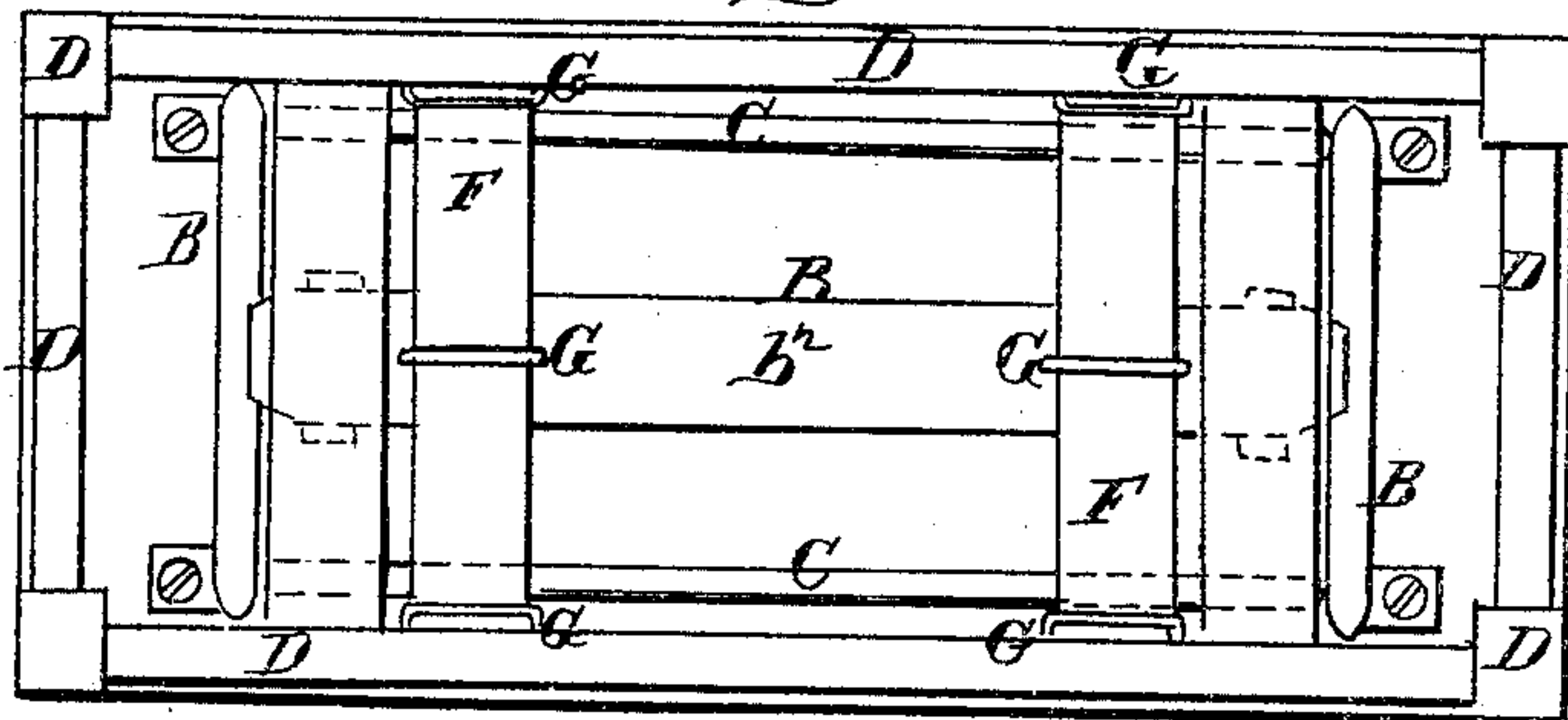


*S. B. Holden,*  
*Car Seat.*

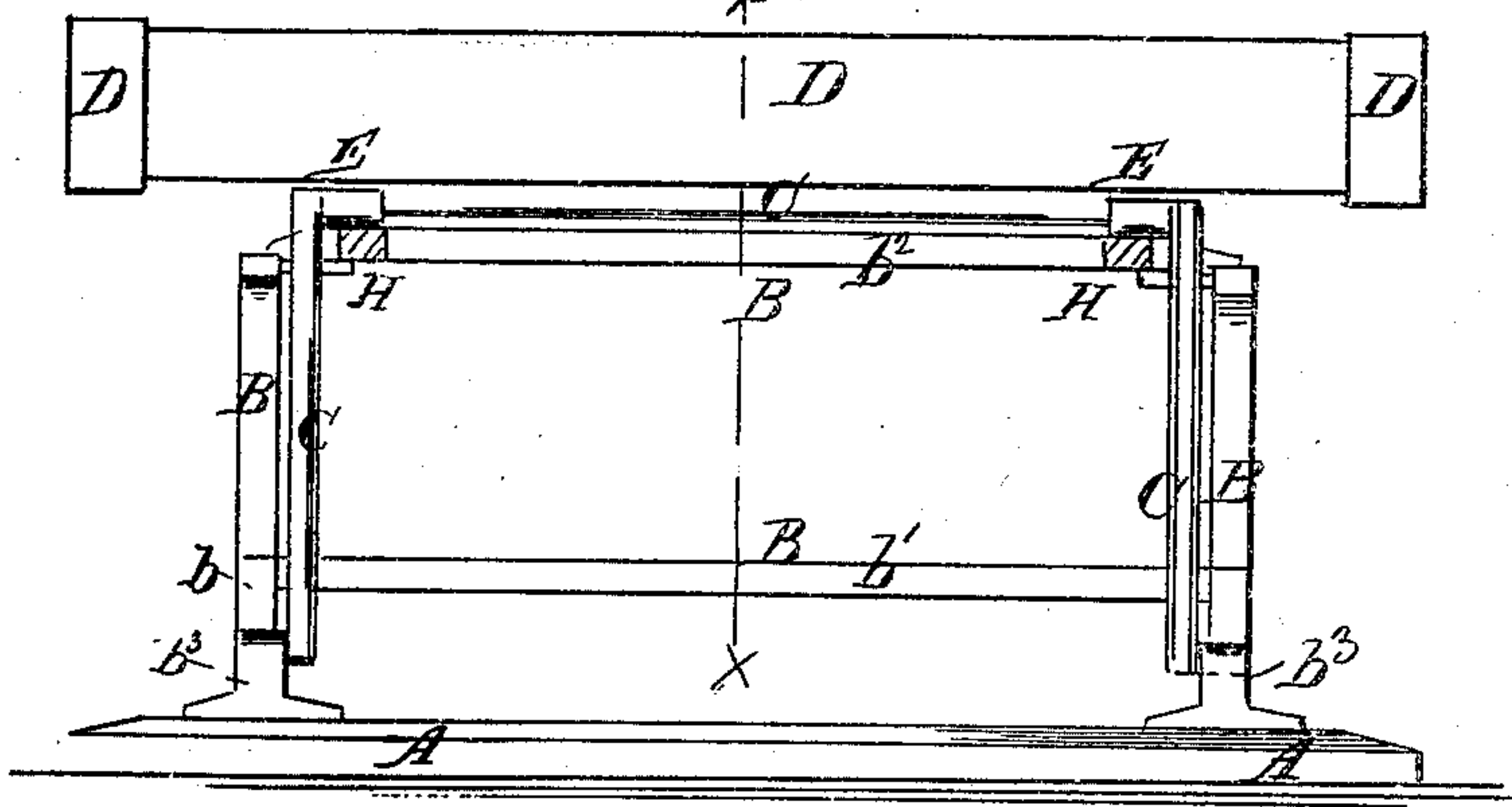
*No. 76325.*

*Patented April 7. 1868.*

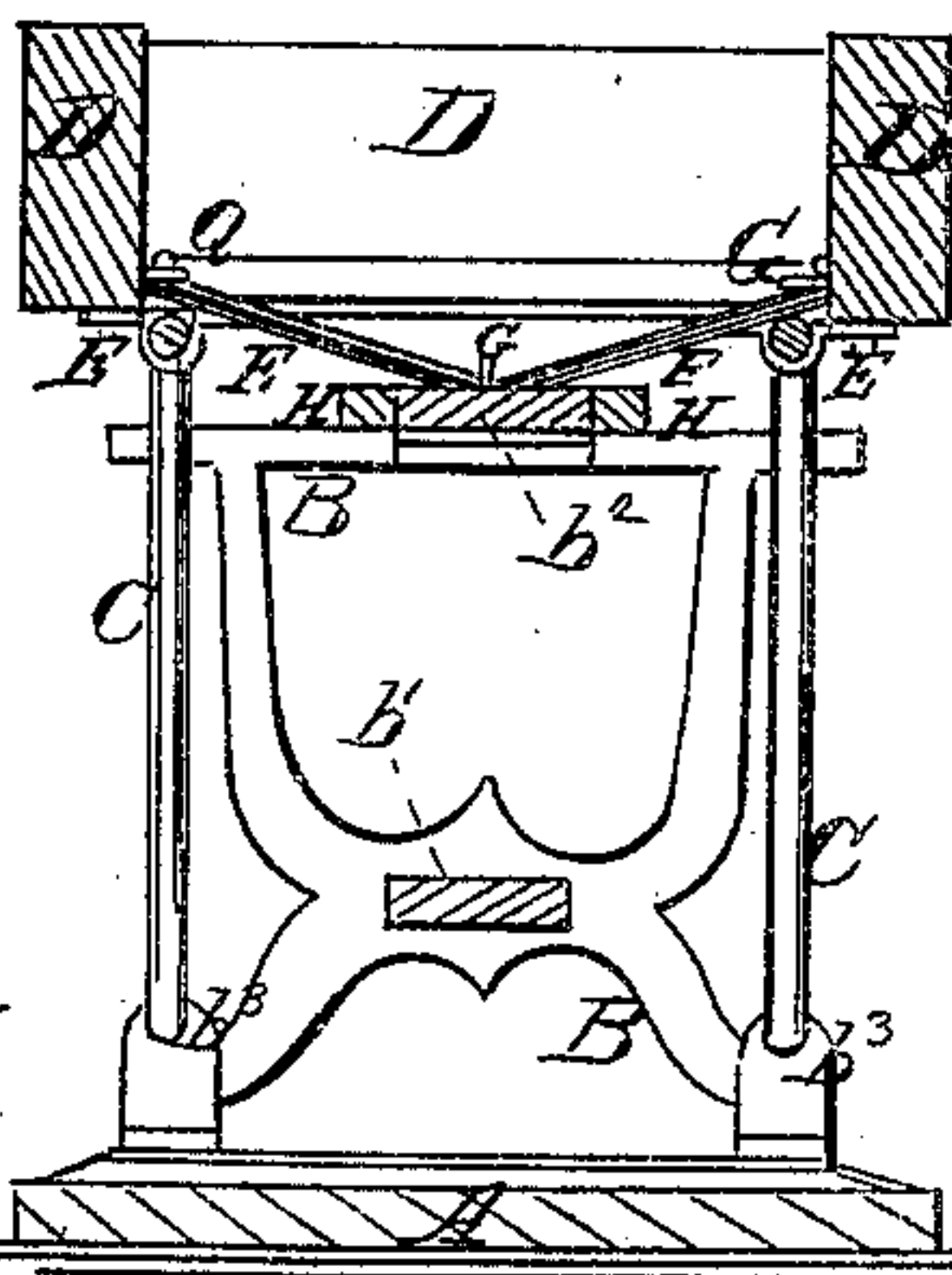
*Fig. 1*



*Fig. 2.*



*Fig. 3.*



*Witnesses.*  
*Theo Ensch*  
*J. Adewell.*

*Inventor.*  
*S. B. Holden*  
*Per Munnell*  
*Attorneys*

# United States Patent Office.

STEPHEN B. HOLDEN, OF SEDALIA, MISSOURI, ASSIGNOR TO HIMSELF AND  
WILLIAM A. NEWTON, OF SAME PLACE.

Letters Patent No. 76,325, dated April 7, 1868.

## IMPROVED 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 I, STEPHEN B. HOLDEN, of Sedalia, Pettis county, Missouri, have invented a new and useful Improvement in Railroad-Car Seats; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top view of my improved car-seat.

Figure 2 is a side view of the same.

Figure 3 is a vertical cross-section of the same, taken through the line *x x*, fig. 2.

Similar letters of reference indicate like parts.

My invention has for its object to improve the construction of my improved railroad-car seat, patented August 25, 1863, and numbered 39,652, so as to make it more satisfactory and effective in operation.

And it consists in the combination of the pivoted double crank-rods with the stand and seat-frames, in the combination of rubber or equivalent springs with the seat-frame and longitudinal bar of the stand, and in attaching block-rubber springs to the longitudinal bar of the stand for the pivoted double-crank rod to strike against; the whole being constructed and arranged as hereinafter more fully described.

A represents the floor of a car, to which the feet of the stand B are secured in the ordinary manner. The lower parts of the end-frames of the stand are connected by the foot-bar or rest *b*<sup>1</sup>, and their upper parts by the longitudinal bar *b*<sup>2</sup>. *b*<sup>3</sup> are projections or sockets formed upon the low parts of the end-frames of the stand B for the reception of the pivoting-pins of the rods C. The rods C are made in the form of a double crank, the ends of their crank-arms or vertical parts being pivoted to the said ears or sockets *b*<sup>3</sup>, and their middle or horizontal parts supporting the seat-frame D. The frame D is secured in place upon the rods C by keepers or boxes E, which keep the said rods and frame in their proper relative positions, and yet allow the said frame to move freely back and forth. F are rubber or other elastic springs, the ends of which are secured to the frame D by being passed through staples or clasps G, and their central parts are secured to the longitudinal bar *b*<sup>2</sup> of the stand B by a staple or clasp, G. The springs F are made of several plies or thicknesses, which slightly differ from each other in length, so that the seat-frame may give or yield to a slight jar, and the springs may increase in strength as the said frame is moved in either direction, so as to resist and neutralize a heavier or more severe jar. H are rubber-block springs secured to the side edges of the longitudinal bar *b*<sup>2</sup>, in such positions that, should the jar be so severe that the springs F are unable to wholly resist it, the rods C may strike against the block-springs H and diminish the shock.

By this construction and arrangement, the effect of sudden jars in starting or stopping the cars, or when the wheels strike the ends of the rails, will be diminished or wholly neutralized, thus greatly increasing the comfort of those travelling.

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

1. The combination of the rubber or equivalent springs F with the seat-frame D, and with the longitudinal bar *b*<sup>2</sup> of the stand B, substantially as herein shown and described, and for the purpose set forth.
2. The rubber-block springs H, in combination with the longitudinal bar *b*<sup>2</sup> of the stand B, substantially as herein shown and described, and for the purpose set forth.

STEPHEN B. HOLDEN.

Witnesses:

W. H. GLASSCOCK,

P. G. STAFFORD.