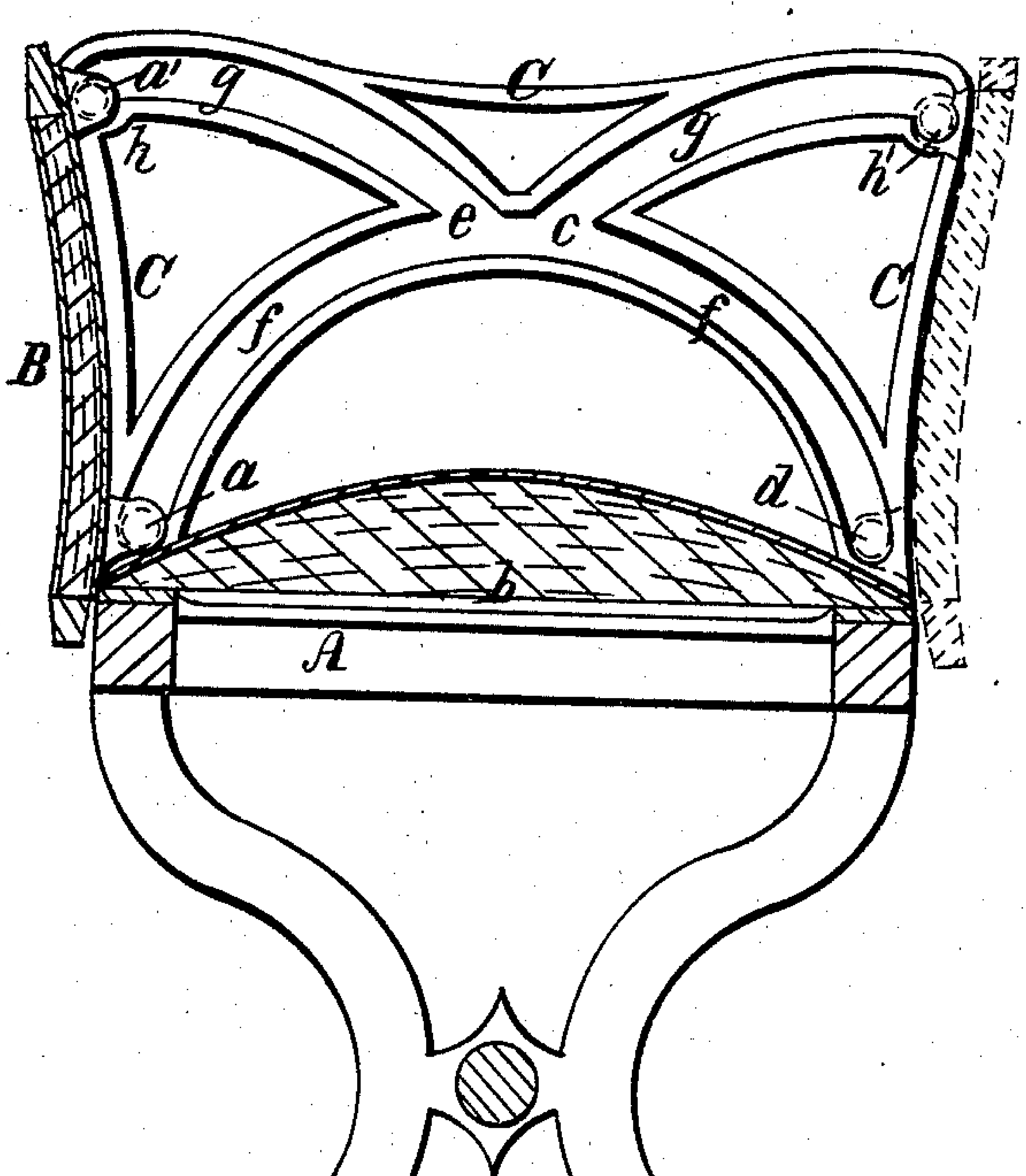
A. M. WHITE.

Car Seat.

No. 80,041.

Patented July 14, 1868.



Witnesses.

A. Lellere

E. R. Tracy

A. M. White
per Brown, Coombs & Co.
Attys.

United States Patent Office.

ALBERT M. WHITE, OF THOMPSONVILLE, CONNECTICUT.

Letters Patent No. 80,041, *dated July* 14, 1868.

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 I, ALBERT M. WHITE, of Thompsonville, in the county of Hartford, and State of Connecticut, have invented a new and useful Improvement in Railway-Car Seats; and I hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which is represented a transverse section of a car-seat constructed according to my improvement.

The object of this improvement is to provide for reversing the backs of railway-car seats, by a more simple and durable construction than that in common use, and to this end it consists in a novel grooved construction of the end frames or standards of the seat, and a novel arrangement of studs or pins on the ends of the back, to work in the grooves or end frames or standards.

In order that others may understand the construction and operation of this invention, I will proceed to describe it with reference to the drawings.

A C is the end frame or standards of a car-seat, of substantially the same form and construction as those in general use, with the addition thereto of a compound groove, *f f g g*, running in the inner side of that portion of the end frame or standard which is above the seat proper. B is the back, made of the same form. The end frame or standard A C is cast in a suitable form to contain in its inner surface the compound groove *f f g g*, hereinafter described. *f f* is the lower portion of the compound groove, in the form of an arc of a circle, having its centre coinciding with the centre, *b*, of the ends of the seat proper. *g g'* are upper portions of the compound groove, forming shorter arcs of the same-size circle, running in the same vertical plane with the groove *f f*, having for their respective centres the lower extremities *a* and *d* of the groove *f f*, and communicating with the same by their lower extremities at *e* and *c*. *h h'* are recesses in the upper terminations of the grooves *g g'*. *a a'* are studs or pins, rigidly attached respectively above and below to the end of the back, B, on its inner side, and running in the compound groove *f f g g'*.

The back is reversed by taking hold of it with the hands and drawing it forward with sufficient force to detach the stud or pin *a* from lock of the recess *h*, when the lock B swings forward, turning upon the stud or pin *a* as a pivot, until the stud *a'* leaves the groove *g*, entering the groove *f* at *e*. A continued forward movement of the back will then cause the stud or pin *a* to cease to act as a pivot, and traverse the groove *f* until the stud *a* reaches the extremity of groove *f* at *d*, when it immediately acts as a pivot at that point, the back turning thereon, and the stud *a'* enters groove *g'* at *c*, and locks into the recess *h'*. It is preferred to obviate the application of undue force in unlocking the stud *a'* from recess *h* by a somewhat lifting-force, which, raising the back slightly, enables the stud *a'* to move easily to enter the groove *g*.

By this improvement, the radial arm or brace now universally in use is dispensed with, and the seat simplified in construction, and rendered more durable.

What I claim as my invention, and desire to secure by Letters Patent, is—

The studs *a a'* and grooves *f f* and *g g*, in combination with a car-seat, substantially as described, and for the purposes herein set forth.

ALBERT M. WHITE.

Witnesses:

D. MCLAUGHLIN,

J. BENT.