

J. S. DIACK.

Car Seat.

No. 89,976.

Patented May 11, 1869.

Fig. 2.

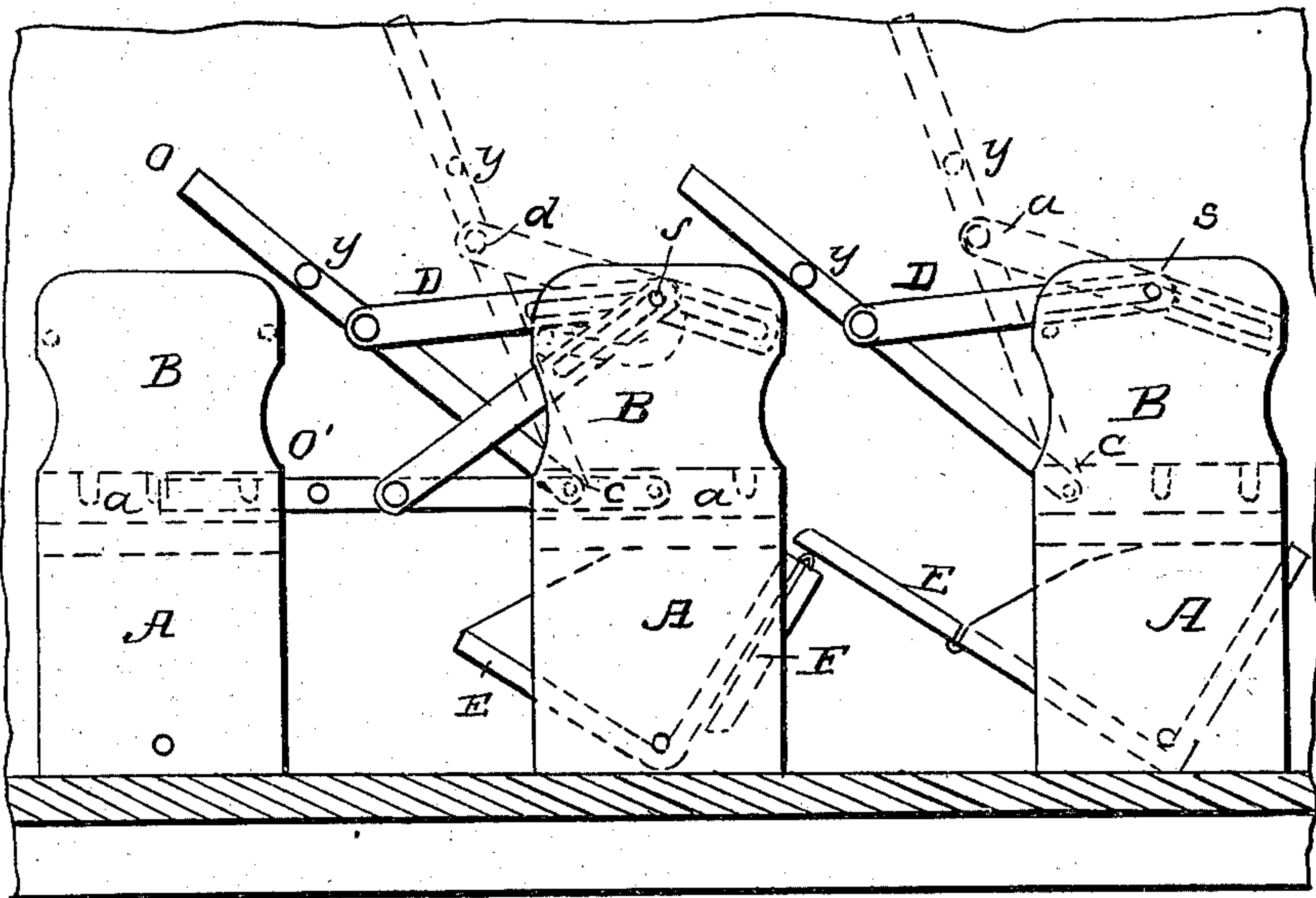
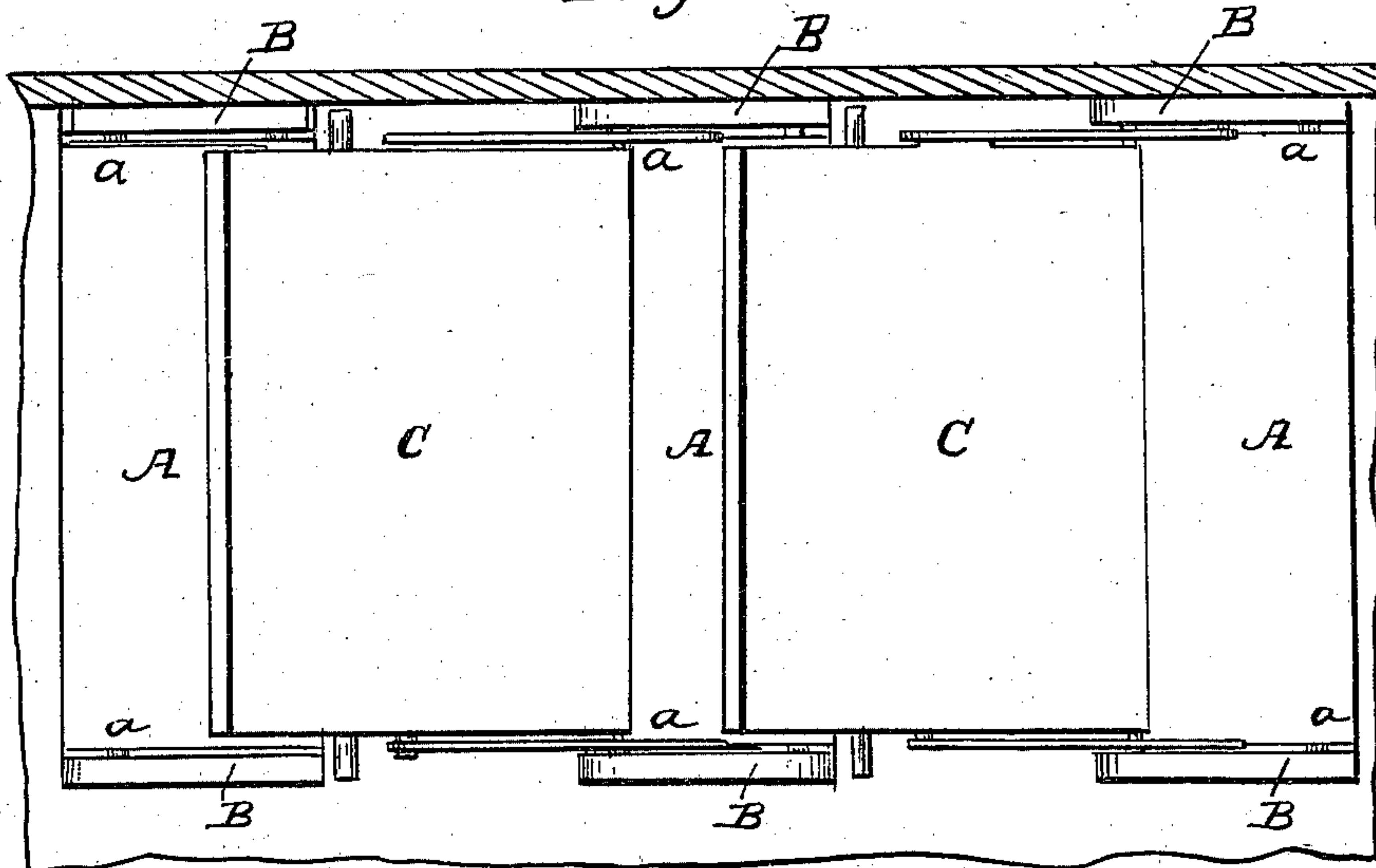


Fig. 1.



Witnesses.

James O. Graves
John Heywood

Inventor
James S. Diack
Chipman Hornum & Co
attys.

United States Patent Office.

JAMES S. DIACK, OF AURORA, ILLINOIS.

Letters Patent No. 89,976, dated May 11, 1869.

IMPROVEMENT IN CAR-SEATS.

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, JAMES S. DIACK, of Aurora, in the county of Kane, and State of Illinois, have invented a new and valuable Improvement in Railway-Seats; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a plan view of my device.

Figure 2 is a longitudinal section of the same.

My invention relates to seats for railway-cars; and It consists in constructing and adjusting the same in such manner that the operator may form them into continuous sleeping-couches, at will.

The letter A, of the drawings, represents the car-seats proper; and letters B are the upright ends thereof.

On the inside of these ends respectively, and above the seats proper, I affix a strip of metal, with lugs or grooves, as shown at *a*, to form rests for the bottom of the chair-back, to which lugs the back is connected by suitable pins, marked *c*, near the bottom of its ends. Said lugs and pins are so constructed and arranged that the chair-back may rest in said lugs, or may be removed at pleasure.

Letter O is the chair-back, the bottom of which, when to be used for sitting, is adjusted, by its pins *c*, in the rear one of the lugs above mentioned.

It is also connected with the end-pieces B, by the slotted bars D.

These bars are attached to the said seat by means of pins *d*, and they are connected to the end-pieces respectively by pins with bolt-heads, that are adjusted in the slots of said bars, as shown.

These last-named pieces are marked *s* in the drawings.

The letter E is a foot-box, constructed in the form of a trough, and pivoted at each end to the lower ends of the side-pieces respectively, as shown.

The letter F is a hinged board, attached to the side of foot-box E, in the manner represented, the office of which is to aid in the formation of a continuous lounge, as hereinafter mentioned.

The letters Y are pins, attached to the seat at the points shown, which serve to arrest the fall of the seat backward beyond the arms of the seat next in rear, and thereby act as protections against accident to the limbs of a reclining passenger.

To form a continuous lounge, the operator turns up the hinged board F, and the foot-box underneath the adjoining seat, and adjusts them in the manner shown on fig. 2. He then turns down the seat-backs, by adjusting the pins *s*, and turning said backs to the right or left, as the case may require, until they assume the position represented by letter O or O' upon the drawings.

These devices enable the operator to change a sitting for a reclining posture at will, and thereby, in a great measure, dispense with cars arranged for sleeping only.

I hereby disclaim all right of invention to anything shown by the patent of John Danner, patented December 27, 1859.

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

The foot-box E and hinged board F, when constructed as herein specified, and when used in combination with the adjustable car-seat herein described.

In testimony that I claim the above, I have hereunto subscribed my name, in the presence of two witnesses.

JAMES S. DIACK.

Witnesses:

JAMES D. FOX,
CHARLES G. METZNER.