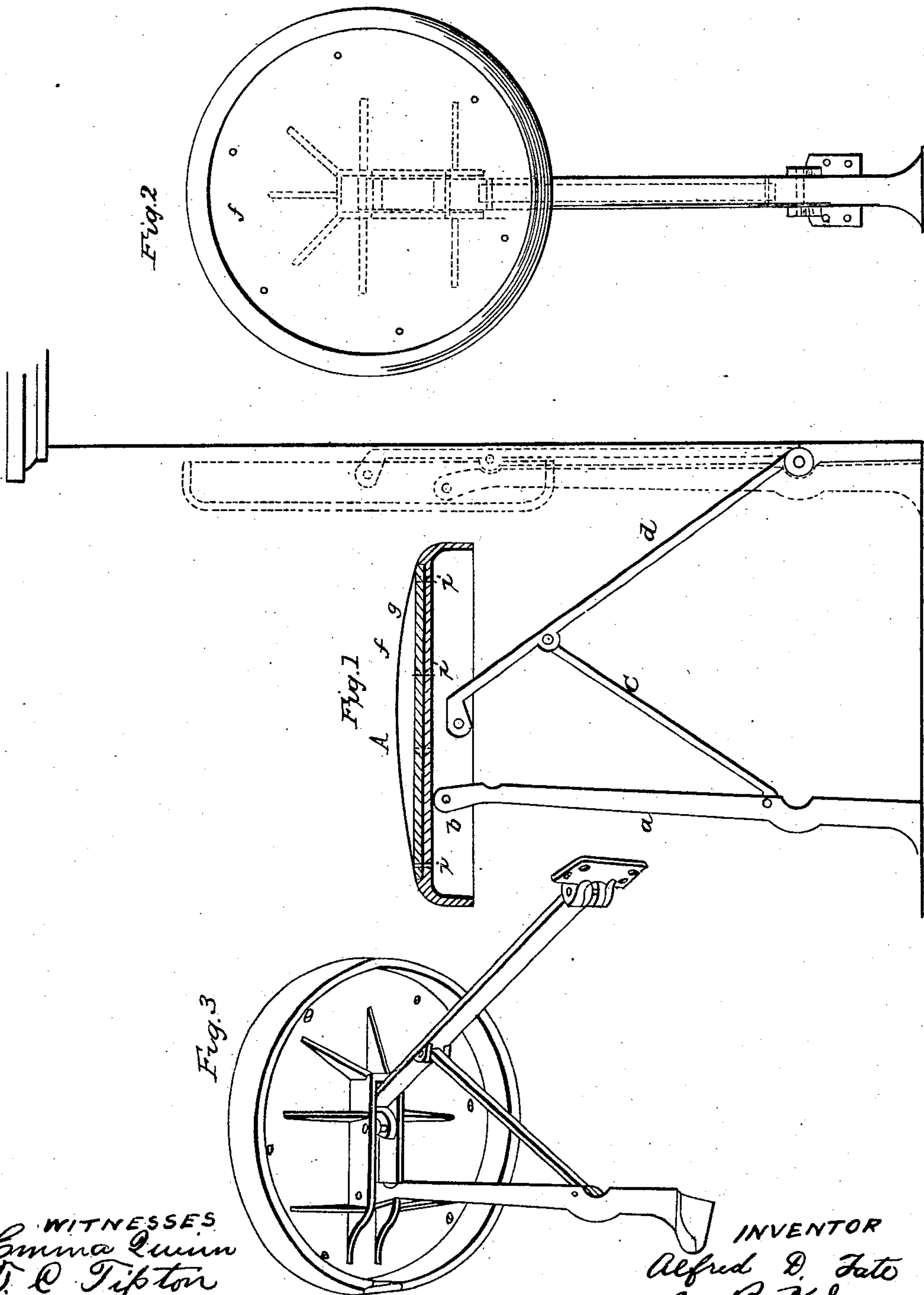


A. D. TATE.

Car Seat.

No. 96,504.

Patented Nov. 2, 1869.



WITNESSES
Emma Quinn
J. C. Tipton

INVENTOR
Alfred D. Tate
by B. F. James
his Atty

UNITED STATES PATENT OFFICE.

ALFRED D. TATE, OF PEEKSKILL, NEW YORK.

IMPROVED CAR-SEAT.

Specification forming part of Letters Patent No. **96,504**, dated November 2, 1869.

To all whom it may concern:

Be it known that I, ALFRED D. TATE, of Peekskill, in the county of Westchester and State of New York, have invented a new and Improved Seat or Stool for Railroad-Cars, which can be adapted to churches, rooms, halls, benches, and tables; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in providing stools or seats which, when not in use, may be folded back out of the way.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

Figure 1 represents a section of the stool in position for use.

The seat or platform *A* is made of cast-iron, the full diameter of an ordinary seat or stool, with a rim or flange on the outside under edge.

a is a supporting-post, hinged to the cast-iron plate at *b* by means of a bolt or rivet, also to the guiding bar or brace *c*. *d* is a bar, hinged in like manner to the center of the under side of the cast-iron seat-plate, in like manner as above, also to the brace *c* and butt *e*, which is made fast to the bench, wall, or partition, all of which may be made of cast-iron. *f* is the top of the seat or cushion, which may be made of a thin board, and covered with cloth or leather, either stuffed or plain, and shaped so as to fit the recess formed in the top of the

cast-iron plate *g*, made to receive it, and made fast to the cast-iron plate by means of the screws *i i*, working upward.

B represents the position of the seat when closed or folded back.

The front standard, *a*, is made concave to receive the brace *c*, so that the front standard and back standard close up complete, as is shown by the dotted lines of the drawing.

Fig. 2 represents a front view of the stool or seat when closed.

When the seat is raised to a vertical position the center of gravity falls within the base or support—to wit, between the leg *a* and the side of the car, building, counter, or other partition to which the same is attached—so that any ordinary jar or motion will not displace the stool from its vertical position, as seen in Fig. 2.

Fig. 3 represents a view of the under side of the same with the supports of the seat.

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

1. The construction and arrangement of a seat or stool, in the manner and for the purpose herein specified.

2. The combination of the supporting-post *a*, guiding bar or brace *c*, and hinged bar *d* with the seat or stool, in the manner and for the purpose herein described.

ALFRED D. TATE.

Witnesses:

OWEN T. COFFIN,
EDW. D. PLATT.