

(No Model.)

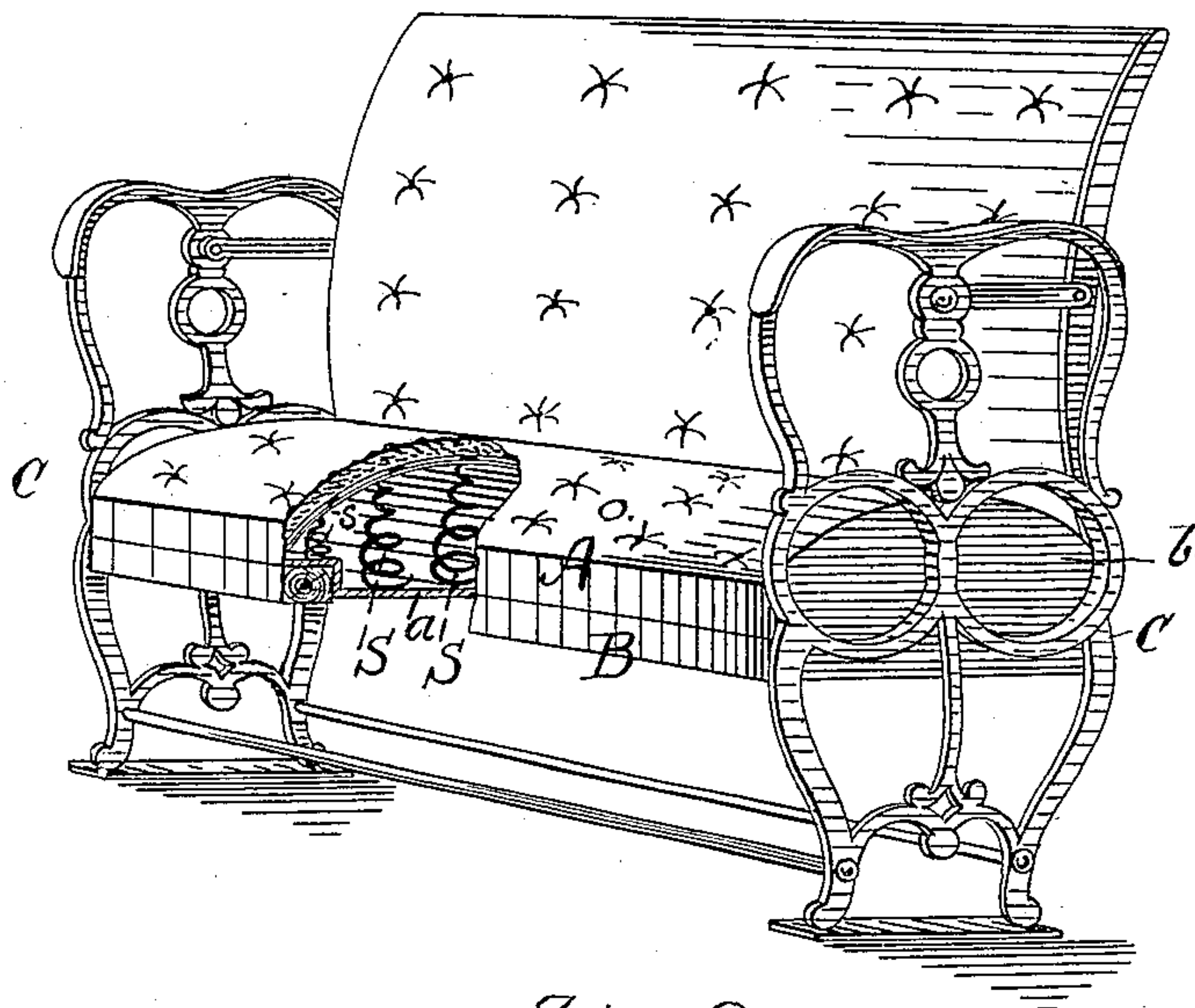
E. E. ELSTON.

CAR SEAT.

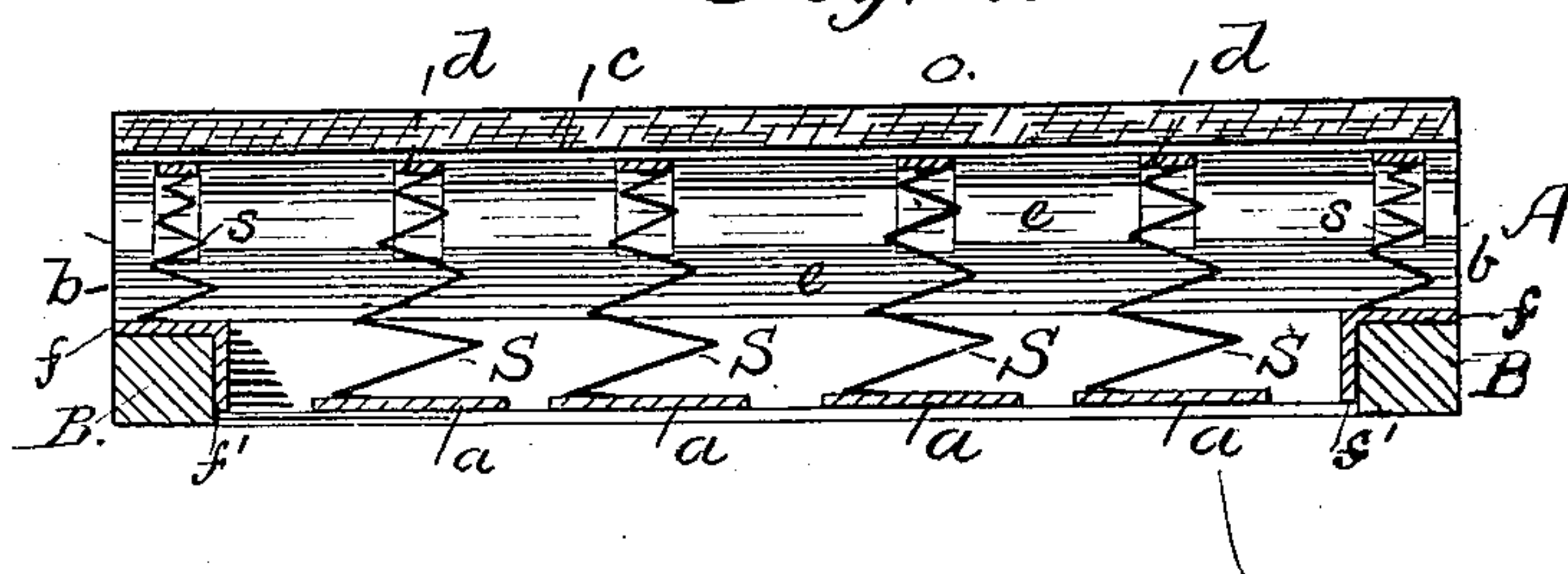
No. 246,378.

Patented Aug. 30, 1881.

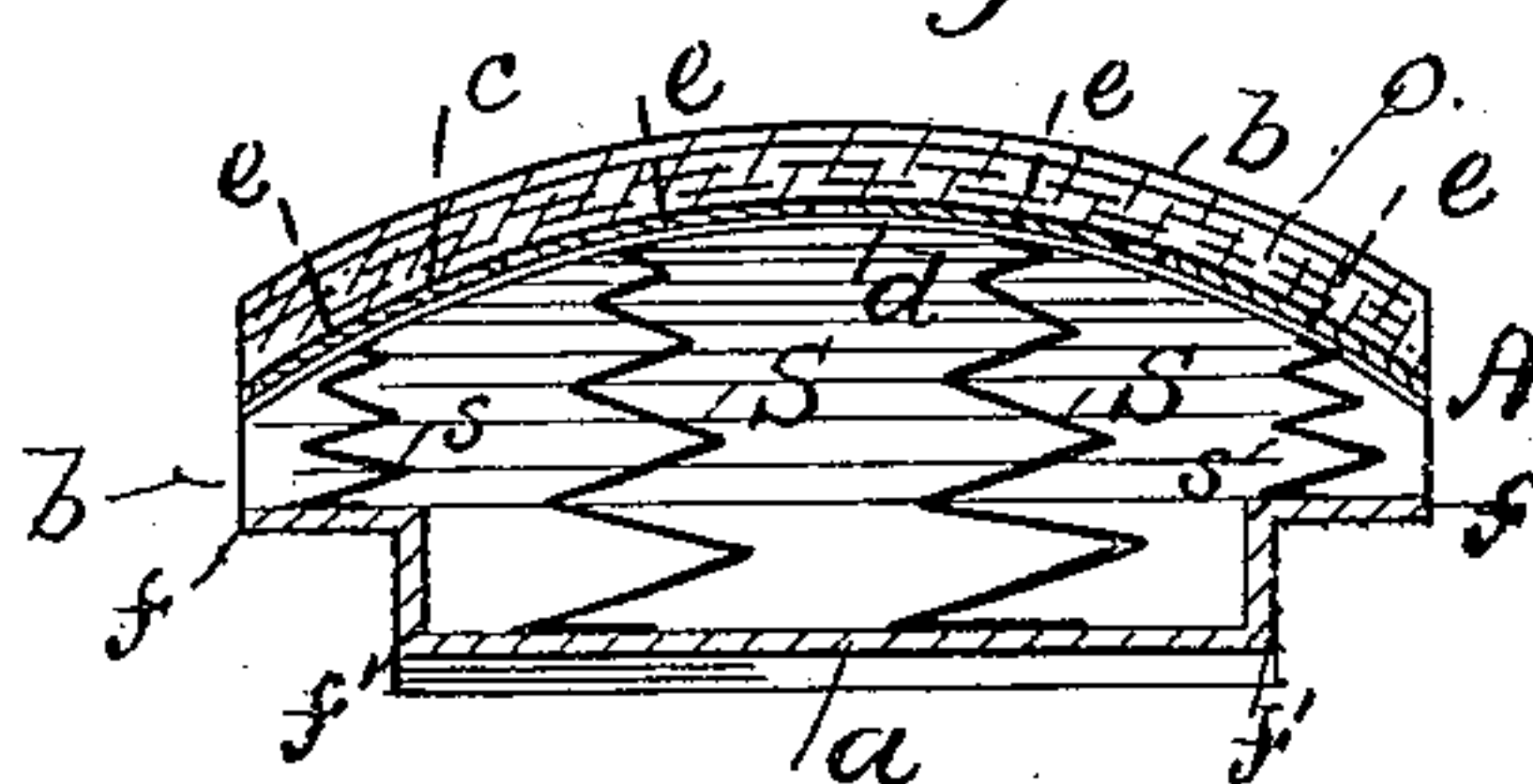
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



*Witnesses.*

*F. H. Moore -*

*B. O'Hara.*

*Inventor;*

*Edmund E. Elston*

*by J. H. Adams*

*Att'y*

# UNITED STATES PATENT OFFICE.

EDMUND E. ELSTON, OF NORWOOD, MASSACHUSETTS.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 246,378, dated August 30, 1881.

Application filed April 23, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, EDMUND E. ELSTON, of Norwood, in the county of Norfolk and State of Massachusetts, have invented a new and useful Improvement in Car-Seats, of which the following is a specification.

My invention relates to an improvement in railroad-car seats, whereby they will be rendered more elastic, more durable, and at the same time less expensive than the car-seats of the usual construction.

It consists in the combination and arrangement of a drop-frame provided with long and short springs, bottom slats, and certain strips, whereby a simple, comfortable, and economical arrangement may be effected and a frame produced which may be readily fitted within the ordinary stationary frame of a car-seat. Upon these bottom slats, which are below the level of the stationary frame, are placed springs, which support the main portion of the seat. By this means I am enabled to use a much higher, and consequently more elastic, spring than those ordinarily used in car-seats.

Referring to the drawings, Figure 1 is a perspective view of a car-seat embodying my improvement, showing a portion broken away. Fig. 2 is a longitudinal vertical section of my improved car-seat, and Fig. 3 is a transverse vertical section of the same.

A is the seat, which is of itself a distinct article of manufacture. The upper portion, constituting the seat proper, is made of thin strips of wood covered with canvas, *e e*, upholstered on the upper surface, *c*.

*a a a* are slats extending transversely across the lower portion of the frame *f f'*, the portion *f* resting upon the frame B, which is stationary and secured to the side pieces, C C. By extending the frame *f* downward it drops down considerably below the level of the frame B. The seat proper is supported upon springs S, which rest upon the slats *a*, as shown, while the sides of the seat lengthwise are supported upon the shorter springs *s*. By dropping the bottom of the frame *f'* below the level of the

stationary frame B, I am enabled to use springs of eight inches, more or less, in height, in addition to the ordinary three and a half inch springs similar to those shown at the sides of the seat. By this means the seat is rendered very elastic, and in upholstering it a comparatively small amount of hair or other stuffing is required, for the reason that the long springs, with a maximum of elasticity, obviate the necessity for the usual thickness of cushion material, and the seat being open underneath, it is not liable to collect dust and dirt. The upper ends of the springs S bear against thin strips of wood forming a part of the upper portion of the seat.

The ordinary car-seat as usually made occupies the space above the level of the fixed seat-frame, thus necessitating the use of short springs, and also a considerable amount of hair stuffing, to render them comfortable. They are also closed at the bottom, and by constant use accumulate a considerable quantity of dust and dirt; and in order to properly cleanse them it is necessary to take them to pieces or apart. By my improved construction I obviate this objection, as, owing to the comparatively small amount of stuffing required, very little dust or dirt accumulates, and, being open at the bottom, the whole seat is easily cleaned, and without taking it apart. The ends *b* of the seat are covered with cloth or canvas to accommodate the yielding of the seat and springs and to keep them closed.

What I claim as my invention is—

The combination, with the drop-down frame *f*, of slats *a*, springs S and *s*, the upper bearing-strips, *d* and *c*, and the upholstered seat O, substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDMUND E. ELSTON.

Witnesses:

J. H. ADAMS,  
THOS. E. CLARY.