

(No Model.)

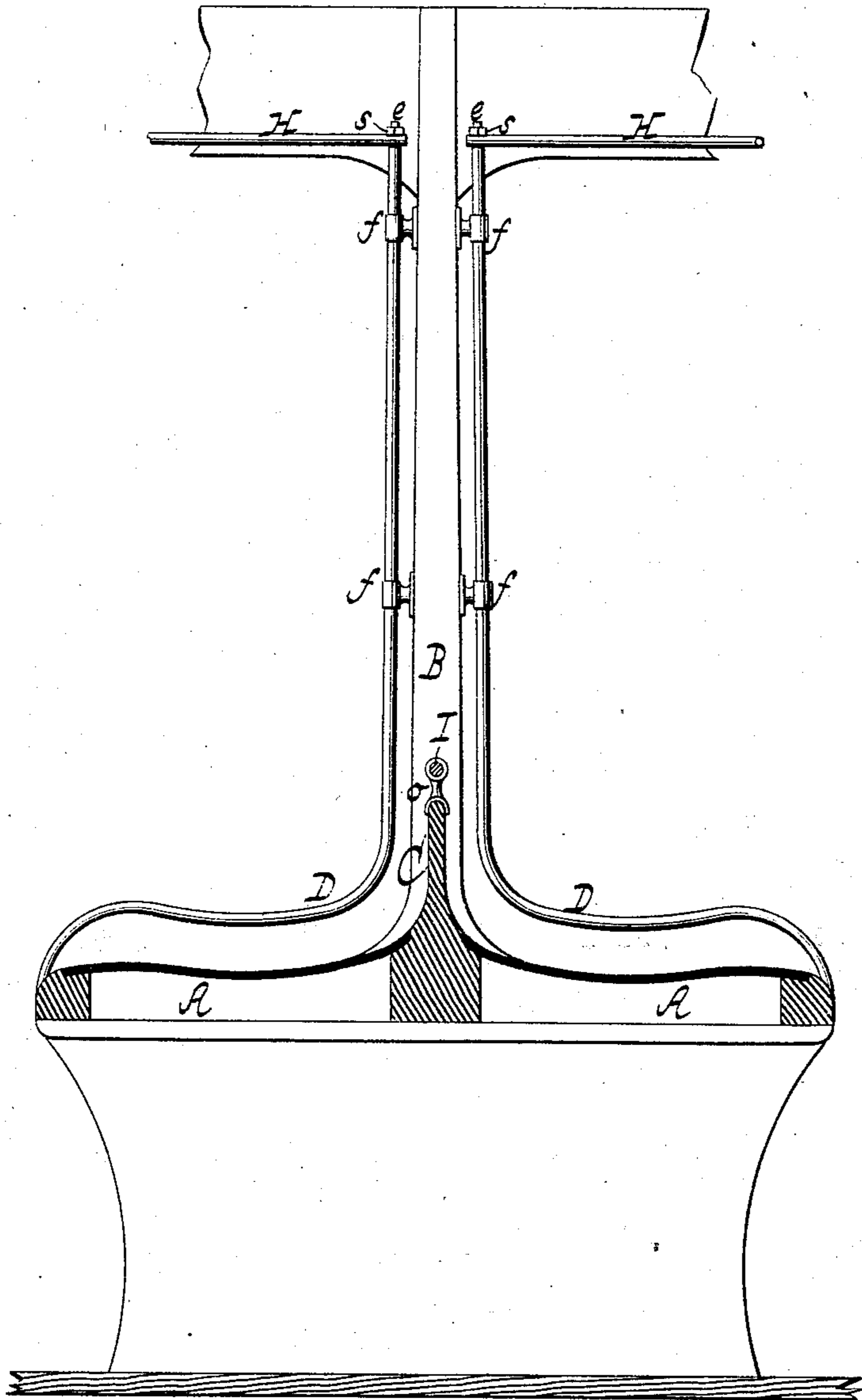
2 Sheets—Sheet 1.

W. DON.

SEAT FOR STREET CARS.

No. 287,644.

Fig. 1. Patented Oct. 30, 1883.



WITNESSES:

Char. Wablers.
William Miller

INVENTOR

William Don

BY

Van Santvoord & Hauff

ATTORNEYS

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2 Sheets—Sheet 2.

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Fig. 2.

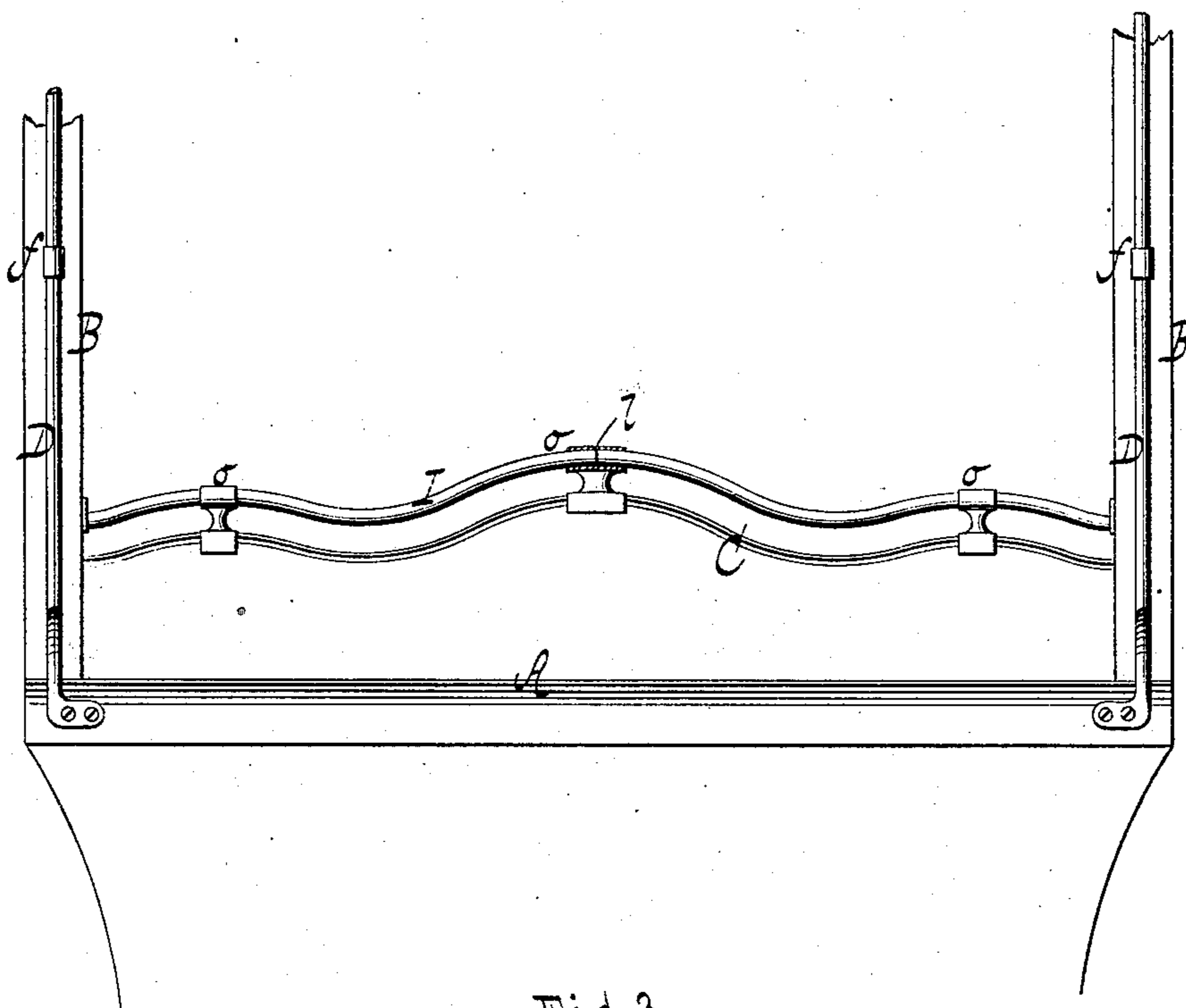
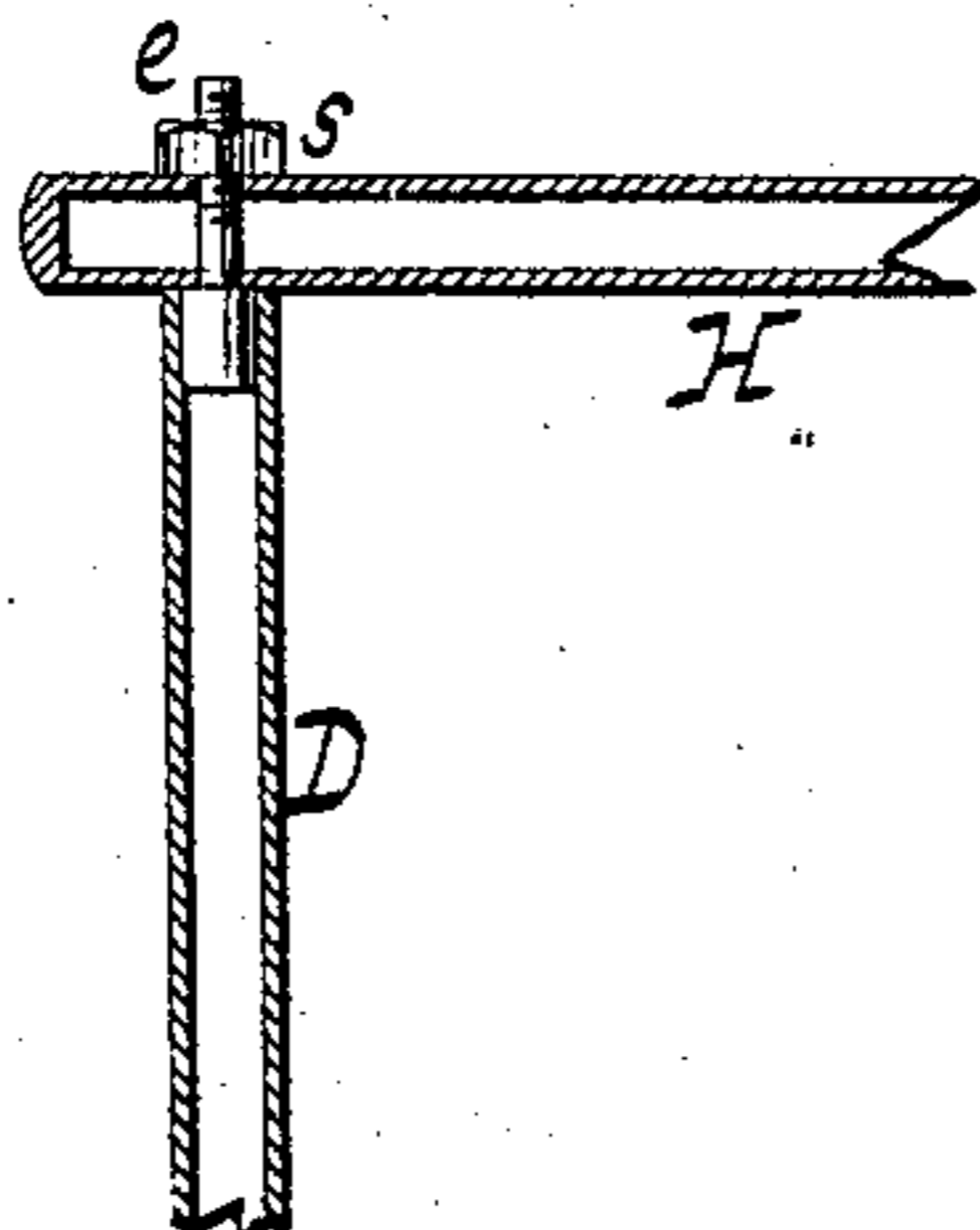


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM DON, OF NEW YORK, ASSIGNOR TO WILLIAM WHITE, OF WHITE PLAINS, N. Y.

SEAT FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 287,644, dated October 30, 1883.

Application filed July 12, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DON, a citizen of the United States, residing at New York, in the county and State of New York, have
5 invented new and useful Improvements in Car-Seats, of which the following is a specification.

This invention is especially adapted to the seats of street-cars, and particularly of such
10 cars in which the seats extend crosswise. It consists in hand-rails for the seat ends; also, in curtain-rails combined with the hand-rails, and in top rails for the seat-back, as herein-after more fully described.

15 In the accompanying drawings, Figure 1 is a longitudinal section of a portion of a car containing my invention. Fig. 2 is a cross-section thereof. Fig. 3 is a detail view of parts.

Similar letters indicate corresponding parts.

20 The letter A designates two adjacent seats extending crosswise of the body of a car. These seats face in opposite direction, and are furnished with a back, C, which is common to both, and which is joined at the ends to posts
25 B on opposite sides of the car, such posts being intermediate of the seats.

The letter D indicates hand-rails located at the opposite ends of the seats, respectively. These rails extend continuously from the front
30 edge of the seats, respectively, to a point near the top of the posts B, they being substantially parallel with the seats and posts, and at the proper distances therefrom, and by this arrangement of the rails an extensive
35 hold is afforded to passengers in getting on or off the car, as well as to the car-conductor in collecting fares, &c., tending to promote comfort and safety in distinction from the hand-rails now in use, which merely extend across
40 the seats without including the posts. The lower ends of the hand-rails D are fastened directly to the seats by screws or other suitable means, such ends being curved, while the upper ends and intermediate portions thereof
45 are fastened to the post B through the medium of socket-pieces f, whereby the rails are held in proper relation to the seats and posts.

The letter H denotes rails located at the top of the car for receiving the curtains used

to close the spaces between the seats. These
50 curtain-rails are united to the upper ends of the hand-rails D, so as to be entirely supported thereby, and hence the car-body is left free of the fastenings commonly used for holding
55 the curtain-rails in position. The means employed for connecting the curtain-rails H to the hand-rails D consist of a screw-nipple, e, formed on the upper end of the hand-rails, respectively, to project through a suitable
60 hole in the curtain-rails, and of a clamping-nut, s, fitted on the end of the nipple. It will be perceived that this union is very simple and inexpensive, while it permits the dis-connection of the parts when desirable or nec-
65 essary.

The letter I designates a rail surmounting the back C of the seats. The opposite ends of this back rail are fastened to the posts B by screws or other suitable means, and the inter-
70 mediate portion thereof is fastened to the seat-back by socket-pieces o, whereby the rail is held at a distance from the edge of the back—it being substantially parallel with such edge—and not only tends to heighten the back, but also acts as a brace to the posts. One of the
75 socket-pieces o is located at about the mid-length of the back-rail I, where the latter is divided, as at l, into two parts or sections, and by this means the rail is adapted to receive the socket-pieces from the plain inner ends of
80 its sections, instead of from the outer ends, while the joint between the sections is hid from view. Said method of applying the socket-pieces o is desirable when the outer or opposite ends of the back-rail are fastened to
85 the posts B in the manner stated, because such ends are bent laterally and widened, thus preventing the passage of the socket-pieces thereon.

It is preferred to make the several rails men-
90 tioned of metallic tubing for lightness and strength.

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

1. The combination, with the adjacent car-
95 seats and intermediate posts, of the hand-rails extending continuously from the front edge of the seats, respectively, to a point near

the top of the posts, substantially as and for the purpose described.

2. The combination, with the adjacent car-seats and intermediate posts, of the hand-rails extending continuously from the front edge of the seats, respectively, to a point near the top of the posts, the lower end of such rails being fastened directly to the seats, and the upper ends and intermediate portions thereof being fastened to the posts by socket-pieces, substantially as and for the purpose described.

3. The combination, with the adjacent seats, the intermediate posts, and the hand-rails extending to a point near the top of the posts, of the curtain-rails united to the upper ends of the hand-rails, substantially as and for the purpose described.

4. The combination, with the adjacent seats, the intermediate posts, and the hand-rails ex-

tending to a point near the top of the posts, of the curtain-rails united to the upper ends of the hand-rails by means of the screw-nipple and clamping-nut, substantially as and for the purpose described.

5. The combination, with the adjacent seats, the intermediate posts, and the back common to both seats, of the sectional back-rail having its opposite ends fastened to the posts, and the intermediate portion thereof fastened to the back by socket-pieces, one of which is located at the mid-length of such rail, substantially as and for the purpose described.

In testimony whereof I have hereunto set my hand and seal in the presence of two subscribing witnesses.

WILLIAM DON. [L. S.]

Witnesses:

W. HAUFF,

CHAS. WAHLERS.