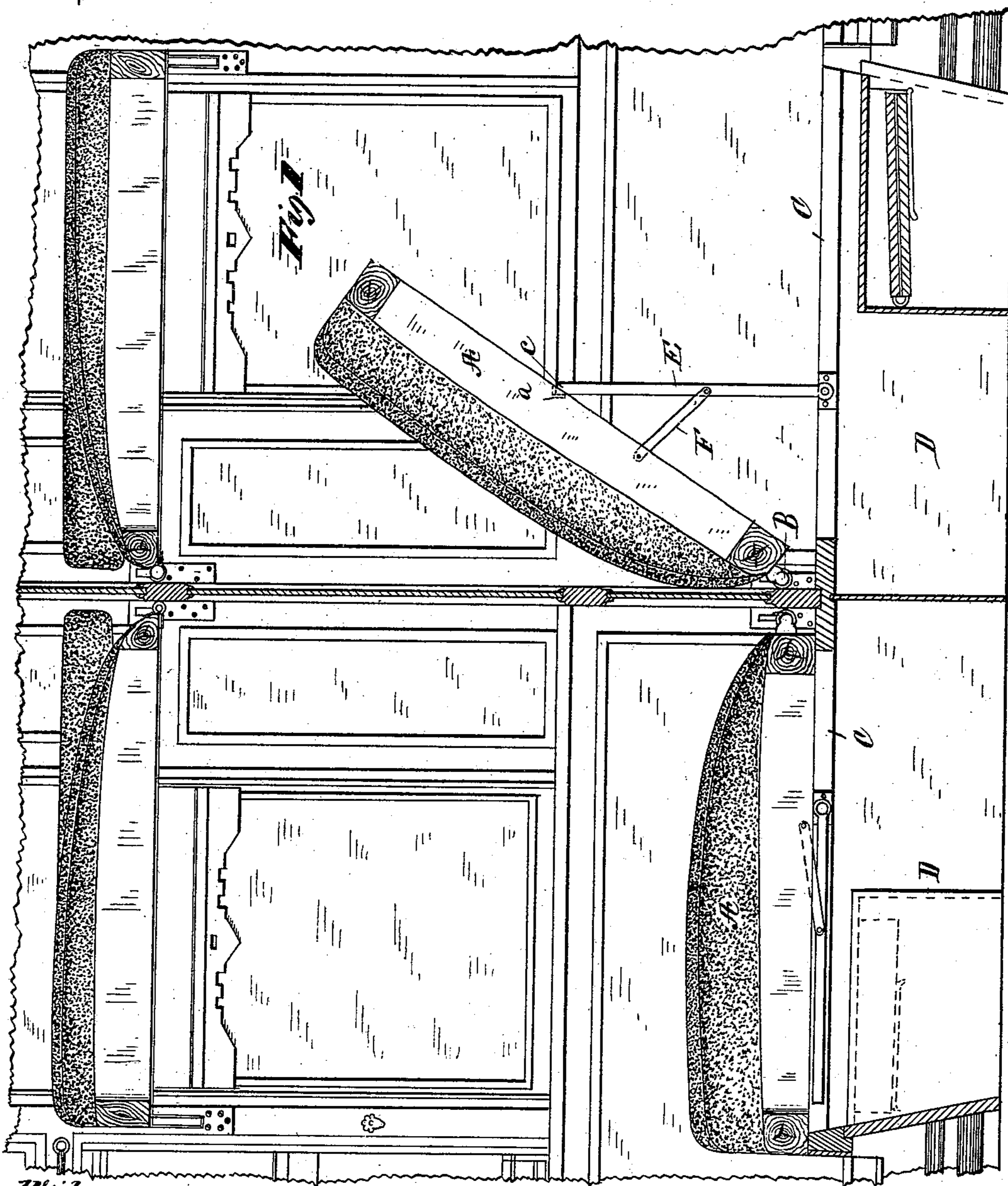
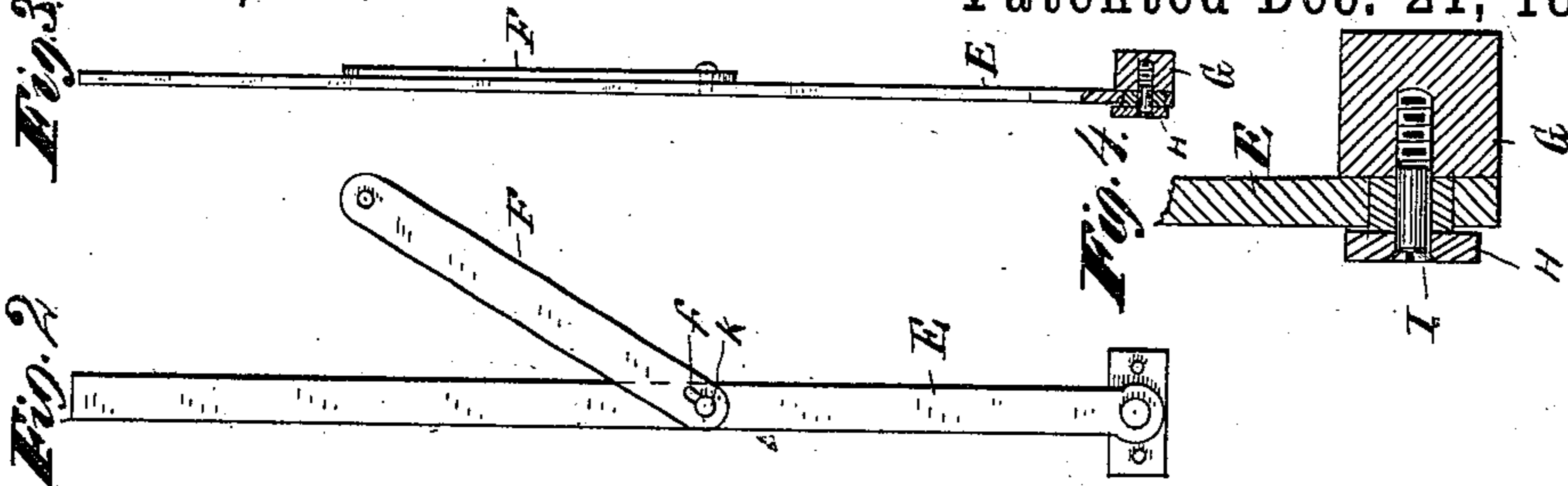


(No Model.)

E. A. STANLEY.
CAR SEAT AND BERTH.

No. 354,812.

Patented Dec. 21, 1886.



Witnesses:
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UNITED STATES PATENT OFFICE.

ETHELBERT A. STANLEY, OF TROY, NEW YORK, ASSIGNOR TO THE MANN'S BOUDOIR CAR COMPANY.

CAR SEAT AND BERTH.

SPECIFICATION forming part of Letters Patent No. 354,812, dated December 21, 1886.

Application filed April 20, 1886. Serial No. 199,542. (No model.)

To all whom it may concern:

Be it known that I, ETHELBERT A. STANLEY, a citizen of the United States, residing at Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Car Seats and Berths, of which the following is a specification.

My invention relates to a device for temporarily supporting the seats of berths and retaining them in a certain position while the porter is emptying the casing of which said seat forms and constitutes the cover.

Referring to the accompanying drawings, which form a part of this specification, Figure 1 represents a longitudinal section of two berths in a Mann boudoir-car, the left-hand side of which shows the casing closed and the seat down and in its normal position, the right-hand side representing the seat as raised and the casing uncovered. Figs. 2, 3, and 4 are detail views, which will be hereinafter referred to.

In the drawings, A represents a seat hinged at B. The seat A normally rests upon the upper frame-work, C, of the casing or storage-box D. Pivoted to the frame-work C is a rod or bar, E, whose upper end, *e*, is adapted to fit into a notch, *a*, in the frame-work of the seat A. An arm, F, is also swiveled to the frame of the seat A, and is connected at its other end to the rod or bar E. A slot, *f*, is provided in the arm F, and it is through this slot that the pin *p*, which forms a means of fastening the bar and arm together extends. By means of the aforesaid slot a freedom of movement is obtained, which is necessary to the satisfactory working of the device, as will be explained. As before stated, the rod or bar E is pivoted to the frame of the seat A.

The means of connection are as follows: A lug or annular piece, G, is set against the frame and in an opening in the bar E. A washer, H, is placed over the lug and bar, and a screw, I, inserted in the opening and screwed into the frame, thus binding all the parts together. The lug G is made of slightly larger cross-section than the bar E, so that the washer H

may be pressed down tight by the screw I, thereby binding it, at the same time not interfering with the movement of the bar E. The bar E can thus be made to fit snugly without any danger of binding or producing any friction whatever.

The operation of the device is as follows: When the seat A is raised, the box or casing D is uncovered, and the arm F, being attached to the seat, draws the rod or bar E after it. When the said bar has reached a vertical position, its upper end, *e*, drops into the notch *a* of the frame of the seat. The porter or other person who is handling the seat may then let the seat go, and it will receive the necessary support from the bar E. To prevent the arm F from reacting and thrusting the bar E backward, I provide the slot *f*, in which the pin *p* slides, by which means I preclude the possibility of such a mishap. The weight of the seat will thus rest directly on the vertical rod E. When the contents of the box or casing are removed the porter can remove the bar from the notch and lower the seat to its normal position.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

1. As a support for car-seats, as shown and described, the bar or rod E, in combination with the arm F.
2. The combination of the seat A, the box or casing D, having the frame-work C, with the rod or bar E, and the arm F.
3. The combination of the seat A, hinged at B and provided with the notch *a*, with the frame C, bar E, and arm F, the latter being provided with the slot *f*, as shown and described.
4. The combination of the seat and frame with the bar E, lug G, washer H, and screw I, adapted to operate substantially as shown and described.

ETHELBERT A. STANLEY.

Witnesses:

JNO. TEUFER,
E. A. DEAL.