

(No Model.)

F. H. HENRY.

CAR SEAT.

No. 378,546.

Patented Feb. 28, 1888.

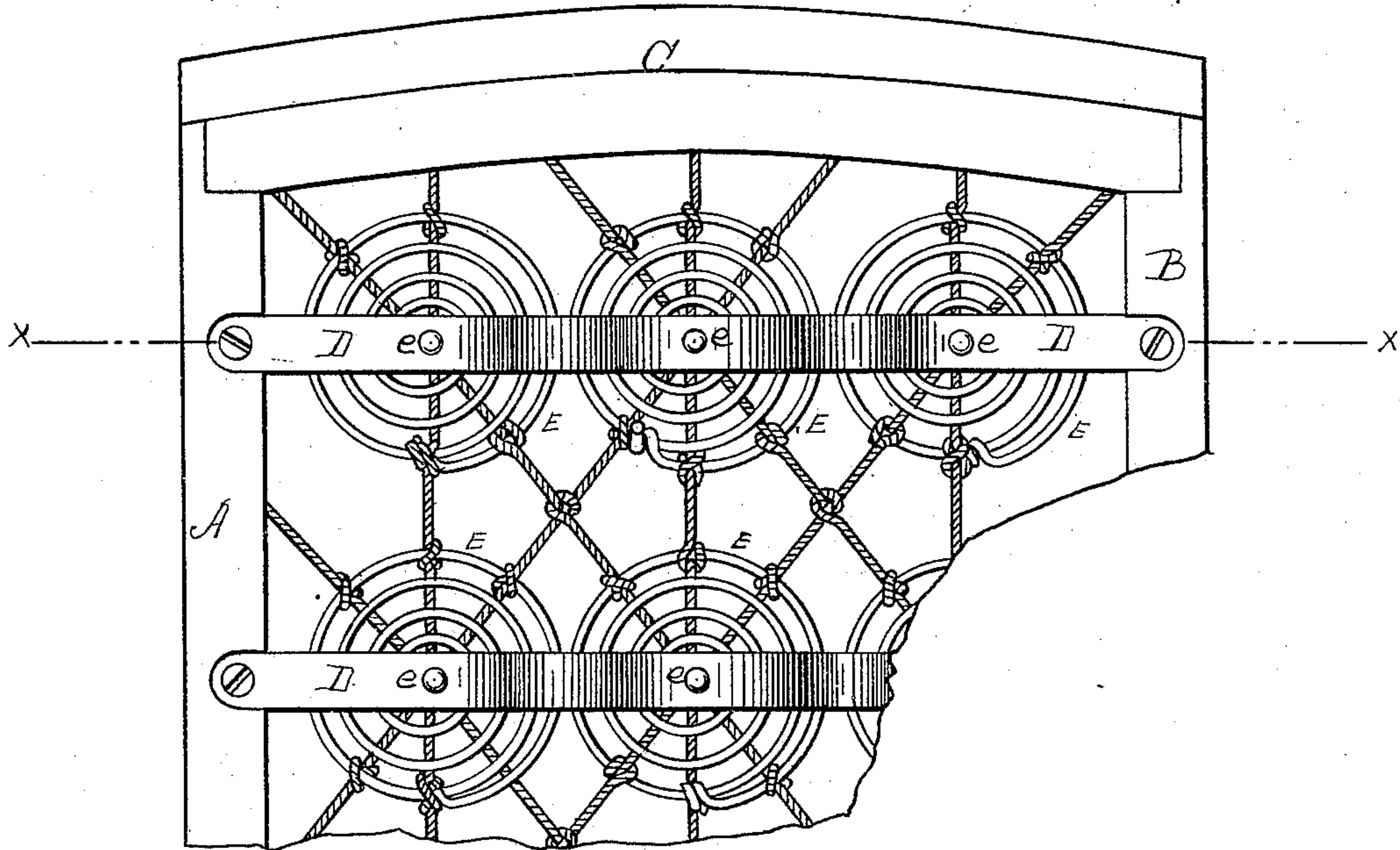


Fig. 1.

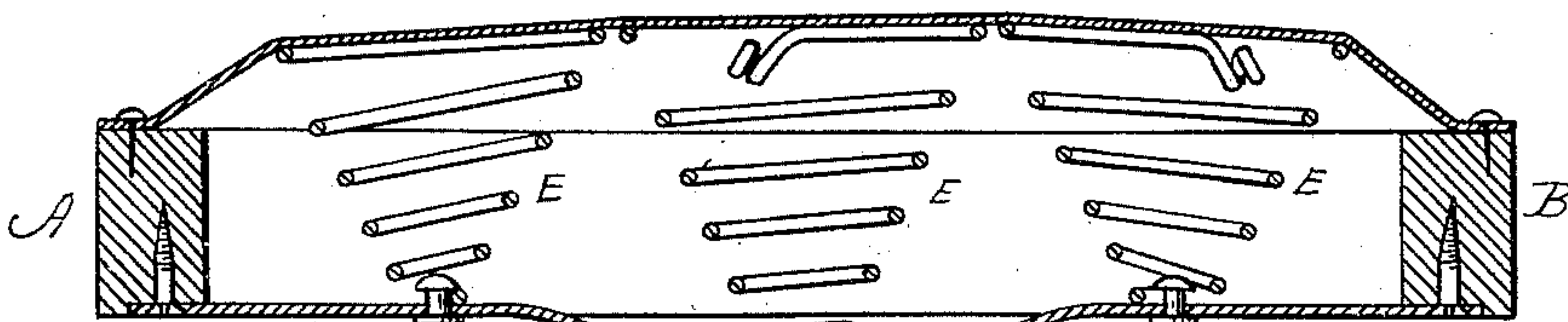


Fig. 2.

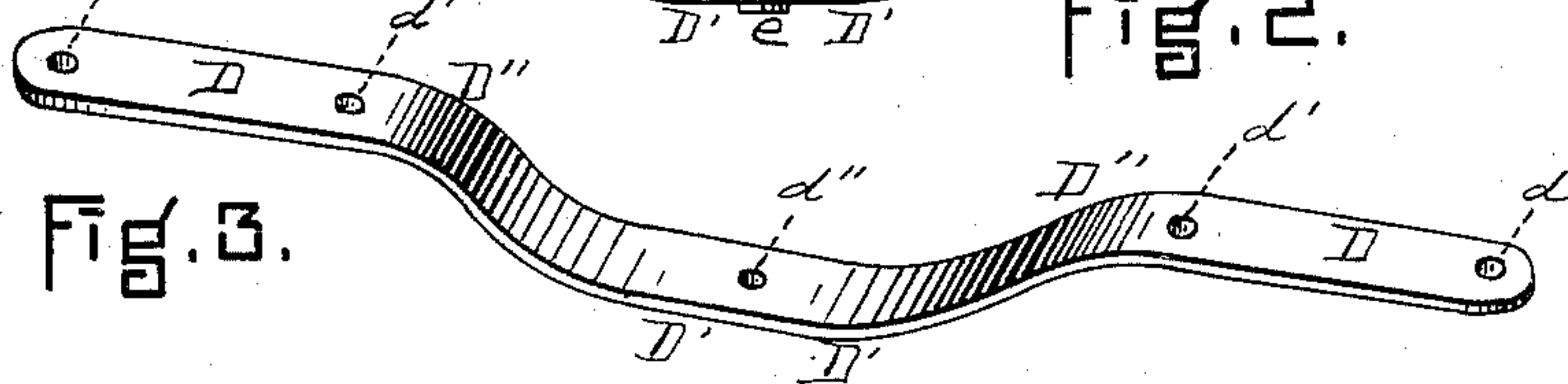


Fig. 3.

WITNESSES.

J. M. Hartnett.
B. M. William

INVENTOR.

Fred. H. Henry.
By his Atty.
Henry Williams.

UNITED STATES PATENT OFFICE.

FRED H. HENRY, OF WAKEFIELD, MASSACHUSETTS, ASSIGNOR TO THE
WAKEFIELD RATTAN COMPANY, OF MASSACHUSETTS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 378,546, dated February 28, 1888.

Application filed November 7, 1887. Serial No. 254,475. (No model.)

To all whom it may concern:

Be it known that I, FRED H. HENRY, of Wakefield, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Car-Seats, of which the following is a specification.

This invention relates to seats or chairs for railway-cars, and particularly to the slats which are secured to the under sides of the seats and which support the springs.

In the accompanying drawings, in which similar letters of reference indicate like parts, Figure 1 is a plan view of the under side of a sufficient portion of a railway-car seat to illustrate my invention. Fig. 2 is a vertical section on line *x*, Fig. 1. Fig. 3 is a perspective view of one of the slats removed.

A represents the front rail, B the rear rail, and C an end rail, of the car-seat.

D D are the supporting-slats, each of which extends transversely across the under side of the seat, being secured to the rails A B by screws or equivalent means, and supports three springs, E. These springs are connected with each other in the ordinary manner, as shown.

The slats ordinarily used for supporting the springs in car-seats are constructed of wood, and are broader than those shown in the drawings, thus affording large surfaces for the collection of dust. They are also much thicker than my slats D, and hence necessarily compress the springs which they support more than my slats do.

The slats D are made of metal, and hence can be narrower, affording less surface for dust, and thinner, affording more space for the springs, which are secured to said slats by means of rivets *e*. But the most important part of my invention consists in the shape of the slats, whereby a flat horizontal bearing-surface is secured for each of the three springs, thus enabling each spring to be free to be normally and freely vertical.

The wooden slats heretofore used have been of a regular curved or elliptical shape in order to afford space for the central spring, which

is always longer than the outer ones; but my metal slats, it will be observed, consist of three horizontal flat portions—viz., the outer or end portions, D D, which are provided with the perforations *d d*, whereby the slats are secured to the rails A B, the rivet-holes *d' d'*, whereby the outer springs are secured, and the depressed central portions, D', provided with the rivet-holes *d''*, whereby the central (larger) springs are secured. Thus it will be seen that the seats of the outer springs and the central spring are all flat and horizontal, the curved or bent portions D'' of the slats being between the upper flat portions, D, which support the outer springs and the central depressed flat portions, D', which support the longer central springs.

Of course in a regularly curved or elliptical wooden slat there are no absolutely flat horizontal portions, and the seats for the outer springs at least cannot be horizontal. In my invention, therefore, the outer and smaller and the central and larger springs are all free to assume their normally-vertical position.

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

1. In a seat or chair for railway-cars, the combination, with the frame A B and springs E, of the herein-described supporting-slat, consisting, essentially, of the outer horizontal flat portions, D D, and the central depressed horizontal flat portion, D', substantially as and for the purpose set forth.

2. In a seat or chair for railway-cars, the combination, with the frame A B and springs E, of the herein-described metallic supporting-slat, consisting, essentially, of the outer horizontal flat portions, D D, and the central depressed horizontal flat portion, D', said springs being secured to said slat by rivets *e*, substantially as and for the purpose described.

FRED H. HENRY.

Witnesses:

HENRY W. WILLIAMS,
J. M. HARTNETT.