

(No Model.)

J. C. MITCHELL.
RAILWAY CAR SEAT.

No. 444,132.

Patented Jan. 6, 1891.

Fig. 1.

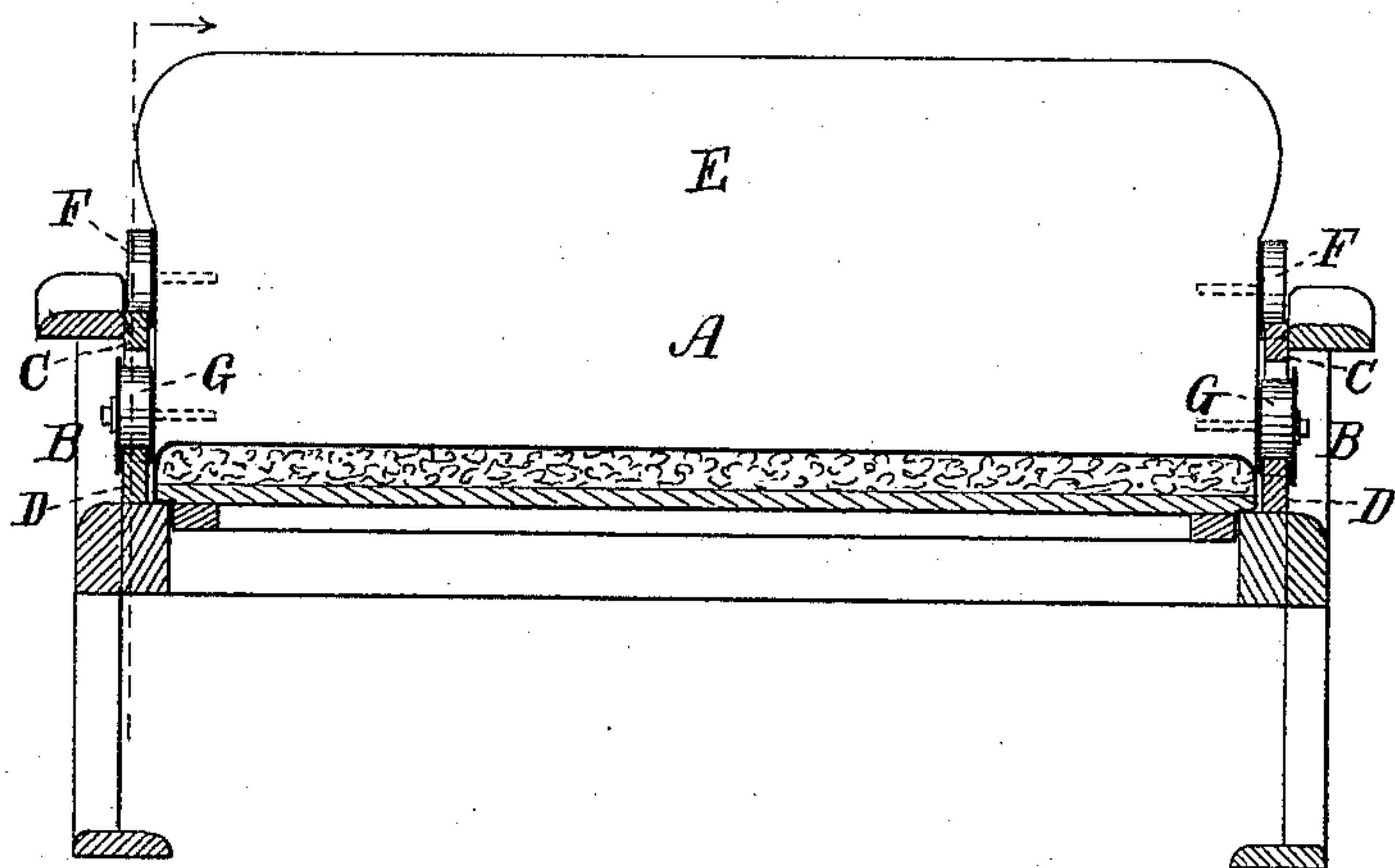


Fig. 2.

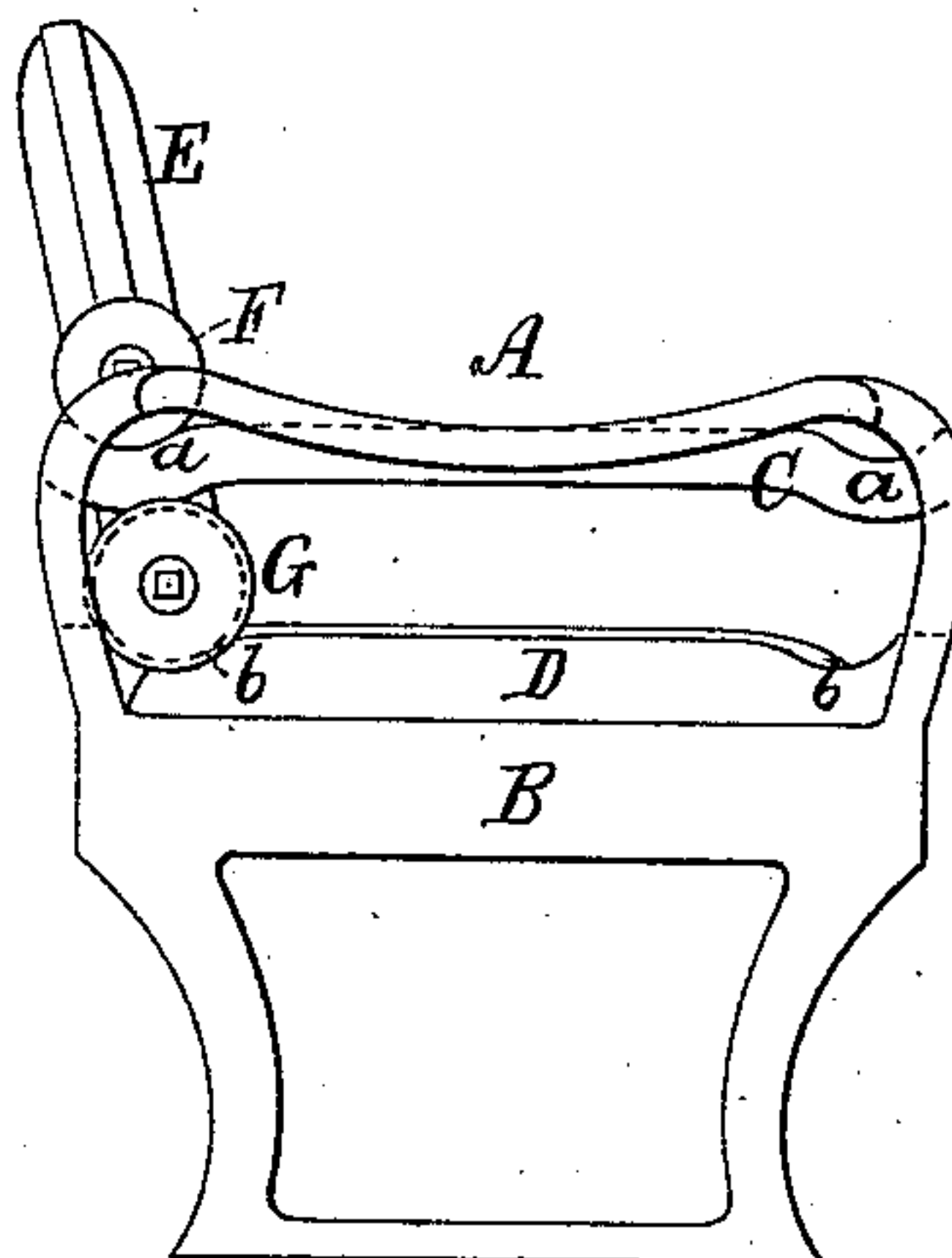
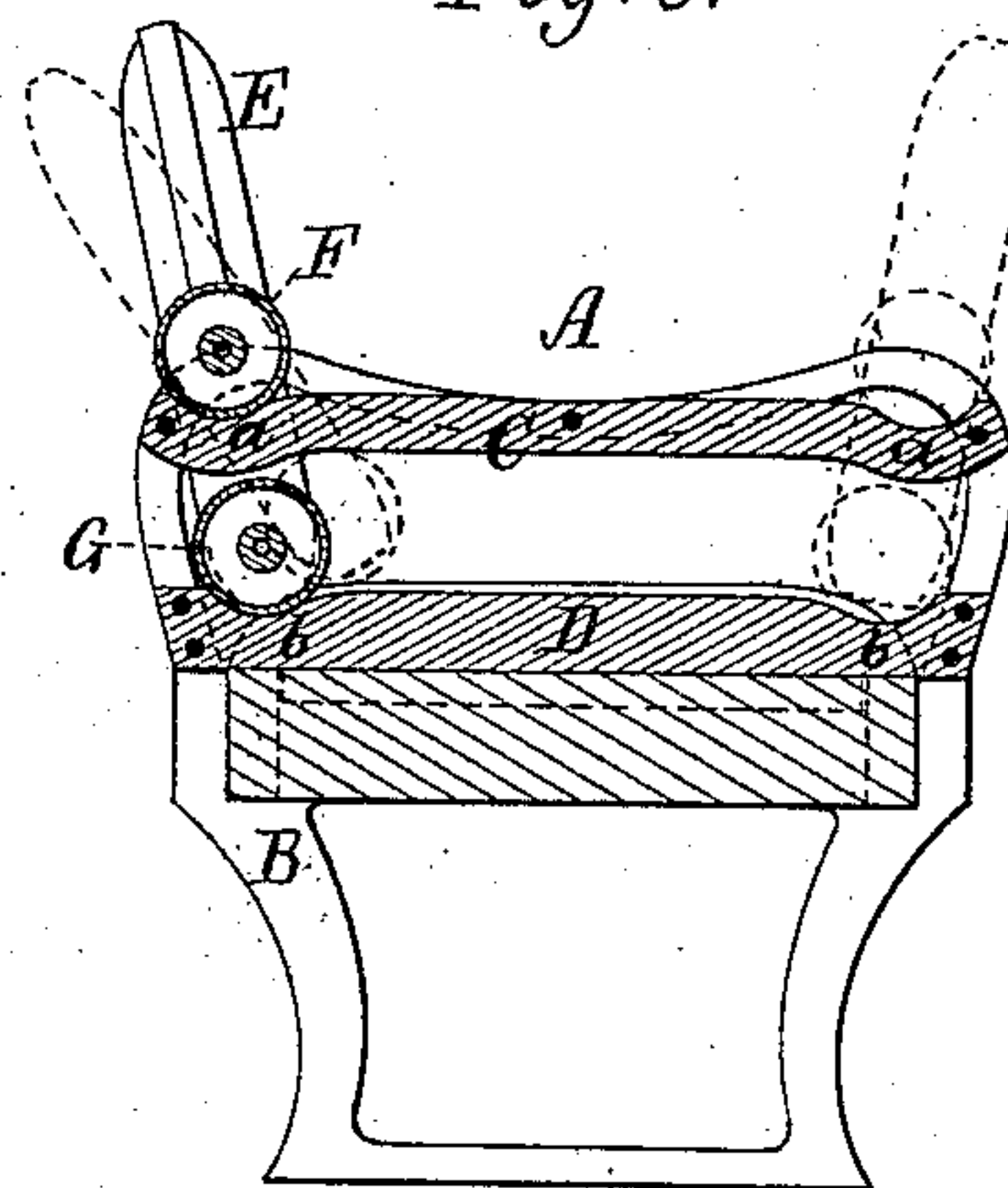


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

JAMES C. MITCHELL, OF LANCASTER, NEW HAMPSHIRE, ASSIGNOR OF TWO-THIRDS TO WILLIAM C. SMITH, OF BERLIN FALLS, NEW HAMPSHIRE, AND FRANK B. BRIDGES, OF BETHEL, MAINE.

RAILWAY-CAR SEAT.

SPECIFICATION forming part of Letters Patent No. 444,132, dated January 6, 1891.

Application filed February 18, 1890. Serial No. 340,861. (No model.)

To all whom it may concern:

Be it known that I, JAMES C. MITCHELL, a citizen of the United States, residing at Lancaster, in the county of Coos and State of New Hampshire, have invented certain new and useful Improvements in Railway-Car Seats; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 is a vertical and longitudinal section, Fig. 2 an end view, and Fig. 3 a vertical and transverse section, of a railway-car seat provided with my invention.

The object of my invention is to provide a railway-car seat, the back of which can be readily shifted from one side of the seat to the other side without turning the said back over in the usual manner, and thus to overcome the loss arising from breakage of the arms, or of the stops against which said arms bear when at rest, or the frames from which said stops project, which breakage often results under the old system of constructing car-seats.

The nature of my invention is defined in the claim hereinafter presented.

In the drawings, A represents a railway-car seat, to the end frames B B of which are fixed rails C and D, which are each provided with depressions *a a* or *b b* at their ends, as represented.

To the ends of the back E of the seat are pivoted wheels F and G, which roll on said rails and support said back while being moved from one side of the seat to the other side, and also when resting in the said depressions sustain said back in position for use.

When the back of the seat is in position for the occupant of it to sit upright, the wheels F are in the depressions *a* of the rail C and the wheels G are in the depressions *b* of the rail D, and the bottom edge of the back bears on

the cushion of the seat. By swinging the back E on the pivots of the wheels F, so as to carry the wheels G out of the depressions *b*, as represented in dotted lines in said Fig. 3, the back will be maintained in an inclined position, the face of the wheels G bearing against the bottom edge of the rails C and securely sustaining the back in said position.

From the foregoing it will be seen that by my improvement the back E is moved from one side of the seat to the other side without turning said back over as usual. Consequently there is no liability of breakage of the parts, and the frequent loss arising from breaking of the arms fixed to the back and pivoted to the seat-frames or the breaking of the stops projecting from said frames and against which said arms rest when supporting the back is effectually prevented. The loss referred to results from the carelessness of persons when turning the seat-back over in letting it fall of its own weight against the stops, to avoid which it is now customary to provide each seat with locks to prevent the back from being turned over by passengers. By providing the seats of cars with my invention the expense of furnishing locks will also be saved.

I make no claim to anything shown in the patent granted to A. M. White for railway-car seat on July 14, 1868, No. 80,041.

What I claim is—

In a railway-car seat, the end frames, each provided with rails C and D, substantially parallel, each rail provided with a bearing or depression near its ends, said bearings in the rails C extending beyond those in the rails D, in combination with the back, having wheels F and G pivoted to each end of it, which, with said rails, support said back with relation to the seat, as explained.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES C. MITCHELL.

Witnesses:

S. N. PIPER,

WM. H. PRESTON.