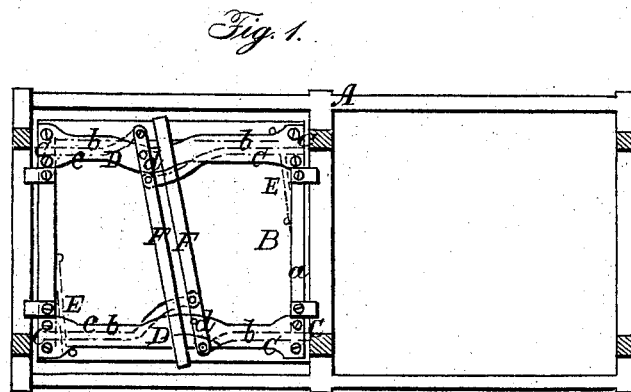
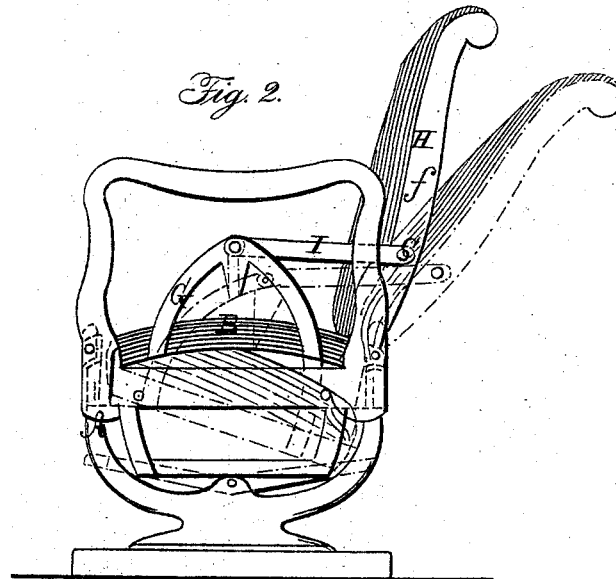


LOCKWOOD & PITMAN.

Car Seat.

No. 48,191.

Patented June 13, 1865.



Witnesses:

Rich. Tinsell
Wm. Crewn

Inventor:

Edmund Lockwood
Geo. W. Pitman
per Wm. F. Atty

UNITED STATES PATENT OFFICE.

EDWIN LOCKWOOD AND GEO. W. PITMAN, OF BORDENTOWN, NEW JERSEY.

IMPROVED CAR-SEAT.

Specification forming part of Letters Patent No. **48,191**, dated June 13, 1865.

To all whom it may concern:

Be it known that we, EDWIN LOCKWOOD and GEORGE W. PITMAN, of Bordentown, Burlington county, State of New Jersey, have invented a new and Improved Car - Seat; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an inverted plan or bottom view of our invention; Fig. 2, a side view of the same.

Similar letters of reference indicate like parts.

This invention relates to a new and improved adjustable car - seat for sleeping - cars; and it consists in constructing and arranging the back and the seat in such a manner that both may be inclined to suit the occupant when desiring to sleep or to be in an inclined position, and both the seat and back rendered capable of being adjusted or reversed to suit the direction in which the car is moving.

A represents the frame of the car-seat, which may be constructed substantially in the usual manner.

B represents the car - seat, composed of a frame, *a*, upholstered in the usual manner. This seat is not permanently fastened in the frame A, but is supported by rods C when in a horizontal position. There are four of these rods—two at each side—and they rest on metal plates D D, which have oblong slots *b* made in them, to receive pins *c* attached to the rods, the pins and slots serving as guides. The rods C have each a spring, E, attached, and these springs have a tendency to keep the ends of the rods thrust out from the sides of the seat-

frame into holes in the seat-frame, so that the seat may be removed from the seat-frame; or two of the rods may be withdrawn at either end of the seat to admit of the same being inclined, as shown in red in Fig. 2.

The frame *a*, which forms the side of the seat, has a curved bar, G, secured to each side of it. These bars are of parabolic form, as shown in Fig. 2, and they are connected at their upper ends to the back H of the seat by bars I I. These bars are secured to the back H by screws *e*, and they are connected to the bars G by pins arranged in such a manner that they may be withdrawn in order to release the bars I, when required, to admit of the adjustment of the back at either end of the seat B, the lower ends of the side pieces, *f f*, of the back being fitted in sockets at the ends of the seat-frame.

It will be seen from the above description that when the seat B is inclined the back H will be also inclined, owing to the connection of the latter with the former by means of the bars I, and that the seat and back may be inclined to suit either direction in which the car may be moving.

We claim as new and desire to secure by Letters Patent—

The seat B, provided with the adjustable rods C, arranged substantially as shown, in connection with the reversible back H, applied to the seat - frame A, and connected with the seat by means of the bars I G, substantially as and for the purpose specified.

EDWIN LOCKWOOD.
GEORGE W. PITMAN.

Witnesses:

P. P. CONNELL,
GEO. W. THOMPSON.