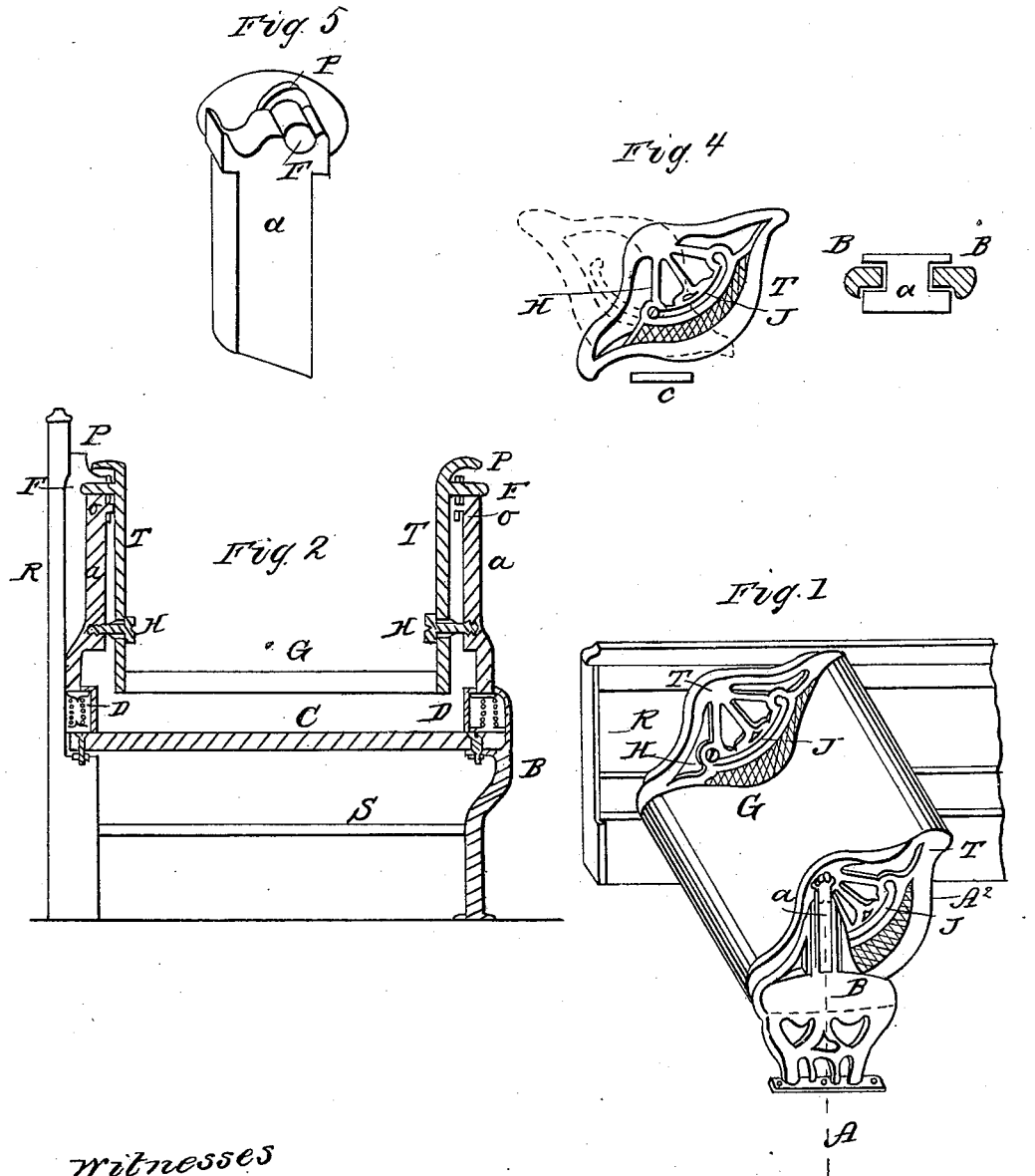


J. M. O'NEILL.

Car Seat.

No. 106,953.

Patented Aug. 30, 1870.



witnesses

Wm. H. Sanborn

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John M. O'Neill

# UNITED STATES PATENT OFFICE.

JOHN M. O'NEILL, OF CLINTON, IOWA.

## IMPROVEMENT IN RAILWAY-CAR SEAT.

Specification forming part of Letters Patent No. **106,953**, dated August 30, 1870.

I, JOHN M. O'NEILL, of the city of Clinton, in the county of Clinton and State of Iowa, have invented a new and Improved Car-Seat, of which the following is a specification:

### *Nature and Object of the Invention.*

My invention relates to that class of chairs or seats for railroad-cars which are so constructed and suspended as to reverse by turning under, so that the back and seat in one position become the seat and back in the other; and it consists in a suspension of the pivots upon which the seat turns upon removable standards, each resting upon springs confined in a suitable supporting-base, and in novel devices for guiding the seat in its reversal and for locking it when in proper position.

### *Description of Drawing.*

Figure 1 is a perspective view. Fig. 2 is a longitudinal section on line A, Fig. 1. Fig. 3 is a horizontal transverse section on line A<sup>2</sup>, Fig. 1. Fig. 4 is an elevation of end of seat; Fig. 5, an enlarged view of top of sliding post *a* and link P, Figs. 1 and 2.

### *General Description.*

Same letter refers to same part in the various figures.

*a* is the post that sustains the seat by means of the pins F F and screw-bolts H H. *a*, Fig. 3, shows a section of this post. B is the end standard, made of cast-iron, secured to the floor of car by screws. The upper part of this standard is made with a slot to receive the standard or post *a*, and fitting in its grooves, as at B B, Fig. 3.

C is the cross-bar to hold the seat-standards together. It is bolted as shown at Fig. 2.

D D are springs, fitted in the standards, with plates to receive the ends of the posts *a* and give ease of motion to the seat, which is sustained by bolts H H and pins F F O O and link P; F F, projection or pins fast to arm-piece T, and rests on top of standard *a*, as at Fig. 5. G is bottom of seat; H H, bolts, fitted with a friction collar or washer that moves in the guide J, and fits the notch or space at the end of this guide and securely locks the seat in place.

J is a slot or guide on a circle whose center is in the center of pin F, and allows the bolts H H to pass in turning the seat from facing one way to facing the other; O O, pins fast to the sliding post *a*, and receive one end of the link P that connects with pin F; P, a link connecting pins O and F, and holds the arm-piece T toward the center on post *a*; R, the side of car to which the outside standard is fastened; S, the cross-bars or foot-rods; T, the arm-piece, constructed with parts alike, that, in turning, the seat will fit for back, and back for seat.

### *Operation.*

To turn the seat and face in opposite direction take hold of seat G and raise it so the bolts H H will come out of the notch and be in line with guide J. The link P will just allow the pin F to pass over the center of post A, thus bringing the bolt H in the guide J. Now press on the back and seat and the bolt H will pass along the guide J to the notch at its end and drops into it, thus locking it in place, and in opposite direction from the former, the seat now forming the back, and that that was the back the seat. The bolts H H are provided with friction-washers to facilitate the turning of the seat. They are shown at H H, Fig. 2.

To remove the seat from the standards, to repair or to dust and clean, by raising the seat G the post *a* slides out of the standard B; and to replace insert the grooves in the post *a* into the guides on standards B, and they pass down to the springs in place, and are at once adjusted.

When the seat is turned it occupies the position as marked by the dotted lines in Fig. 4. The springs D D are confined in place by plates, which receive the ends of the post *a*, as shown in Fig. 2.

### *Claims.*

I claim as my invention—

1. The curved and slotted bars J J, in combination with the arms T T, carrying the seat G, and with pins or bolts H H, passing through the slots in the bars J J and fitting into notches at either end of said slots to guide the movements of the seat in turning

and secure the same in position, substantially as herein set forth.

2. Double pivot-bearings formed on the upper ends of the posts *a a*, in combination with the pivot-pins *F F*, sustaining the seat *G*, and with the curved and notched slots in the curved bars *J J* of the arms *T T*, all operat-

ing substantially in the manner and for the purpose herein set forth.

JOHN M. O'NEILL.

Witnesses:

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