T. WEST.

Car-Seat.

No. 161,646. Patented April 6, 1875.

Fig 1.

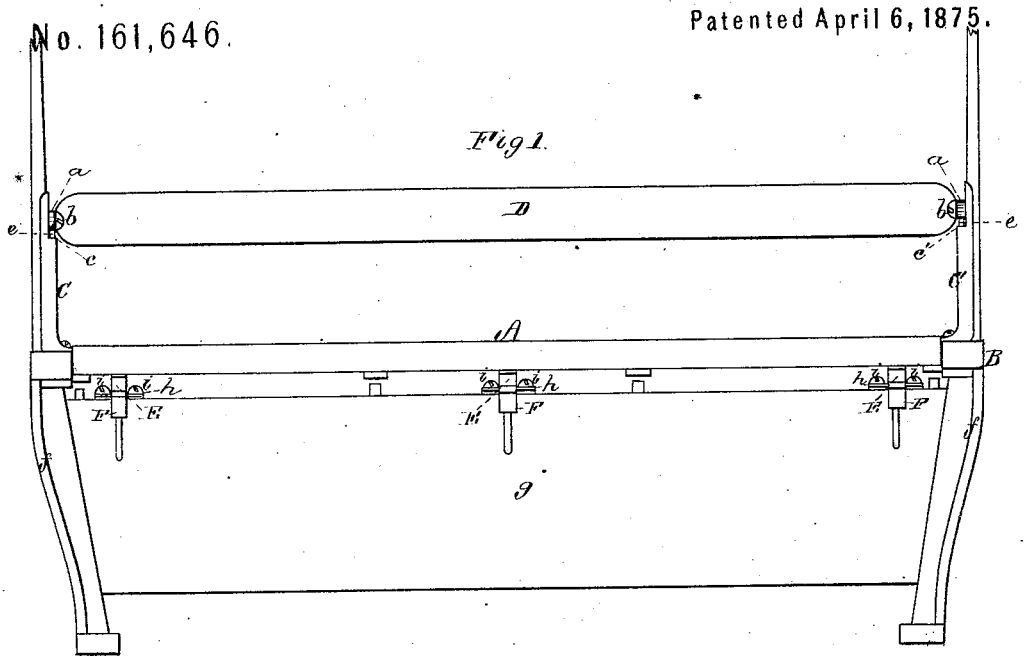


Fig 2

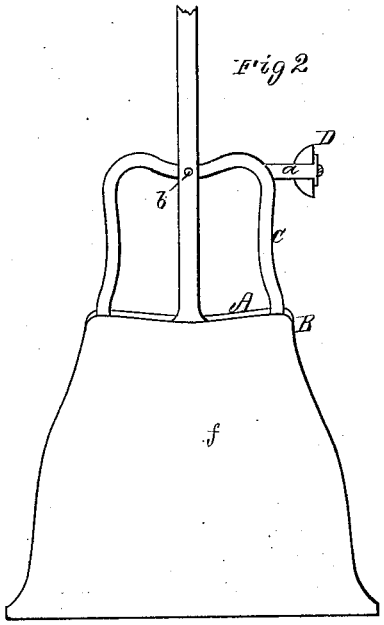
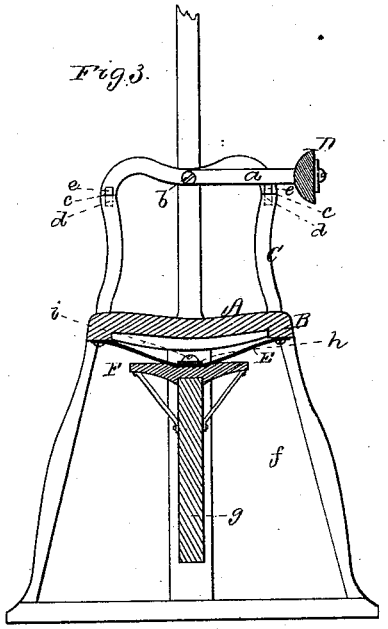


Fig 3.



Witnesses.

S. W. Piper.

L. N. Bolles.

True West.

by his attorney.

R. H. Eddy

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

TRUE WEST, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO HIMSELF AND GEORGE H. VINCENT, OF SAME PLACE.

IMPROVEMENT IN CAR-SEATS.

Specification forming part of Letters Patent No. **161,646**, dated April 6, 1875; application filed October 14, 1874.

To all whom it may concern:

Be it known that I, TRUE WEST, of Boston, of the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Railway-Car Seats; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a front elevation, Fig. 2 an end view, and Fig. 3 a vertical and transverse section, of a car-seat with my improvement.

In such drawings, A denotes a car-seat; B, its supporting-frame; C C, the arm-rests, and D the reversible back, such back being sustained by arms *a a*, pivoted to the arm-rests, as shown at *b b*. Each of the said arm-rests has two shoulders, *c c'*, for the support of the arm connected with it. At the said shoulders I provide each arm-rest with sockets *d d*, sunk in them from the shoulders down the required distance for each socket to receive and hold a cushion or block, *e*, of india-rubber, to extend out from or about the socket a short distance. The arms of the reversible back, when in either of their extreme positions, rest on two of the cushions, the latter being not only to allow the back to spring a litle downward when in use, but to be turned over and down with little or no noise. The seat-frame B is composed of two end frames, *f f*, and a narrow and deep connection piece, board, or plank, *g*, set up edgewise. The seat A is connected to such part *g* by a series of bow-springs, E, arranged near its ends and at its middle, as shown. Each of the said springs is inverted, and at its middle rests on the top of the piece *g*, and upon a bracket, F, projecting, as shown, in opposite directions from the said piece *g*, the spring being held down by a cross-plate, *h*, and screws *i i*. The plate goes across the spring at its middle, and extends outward therefrom, and the screws go through it and screw into the piece *g*. The spring, at or near its two ends, is fastened to the seat.

The purpose of the bracket is to sustain the spring while the seat is being tipped in either direction. The spring not only performs the function of an elastic support for the seat, but serves as a means of connecting the seat with the frame B.

With the brackets applied to the piece *g* I am enabled to use the bow-springs to better advantage than I would without such brackets; also to use lighter springs.

I do not claim a carriage-seat supported on springs.

I do not claim an adjustable seat-spring holder provided with tenons and combined with a seat-spring and with mortises in the top of a wagon-box, all being as shown in the United States Patent No. 96,662, as my invention relates to a railway-car seat, and differs from the above, as I use no such supports for the spring.

I claim—

In a railway-car, the seat A and its springs E, arranged and connected as described, in combination with the brackets F, applied to the support-piece *g*, and also with the said support-piece extended along underneath the seat, and connected to the end portions of the frame B, all being as shown and described.

TRUE WEST.

Witnesses:
R. H. EDDY,
J. R. SNOW.