(No Model.) 2 Sheets—Sheet 1.

G. BUNTIN.

CAR AND SEAT.

No. 316,735. Patented Apr. 28, 1885.

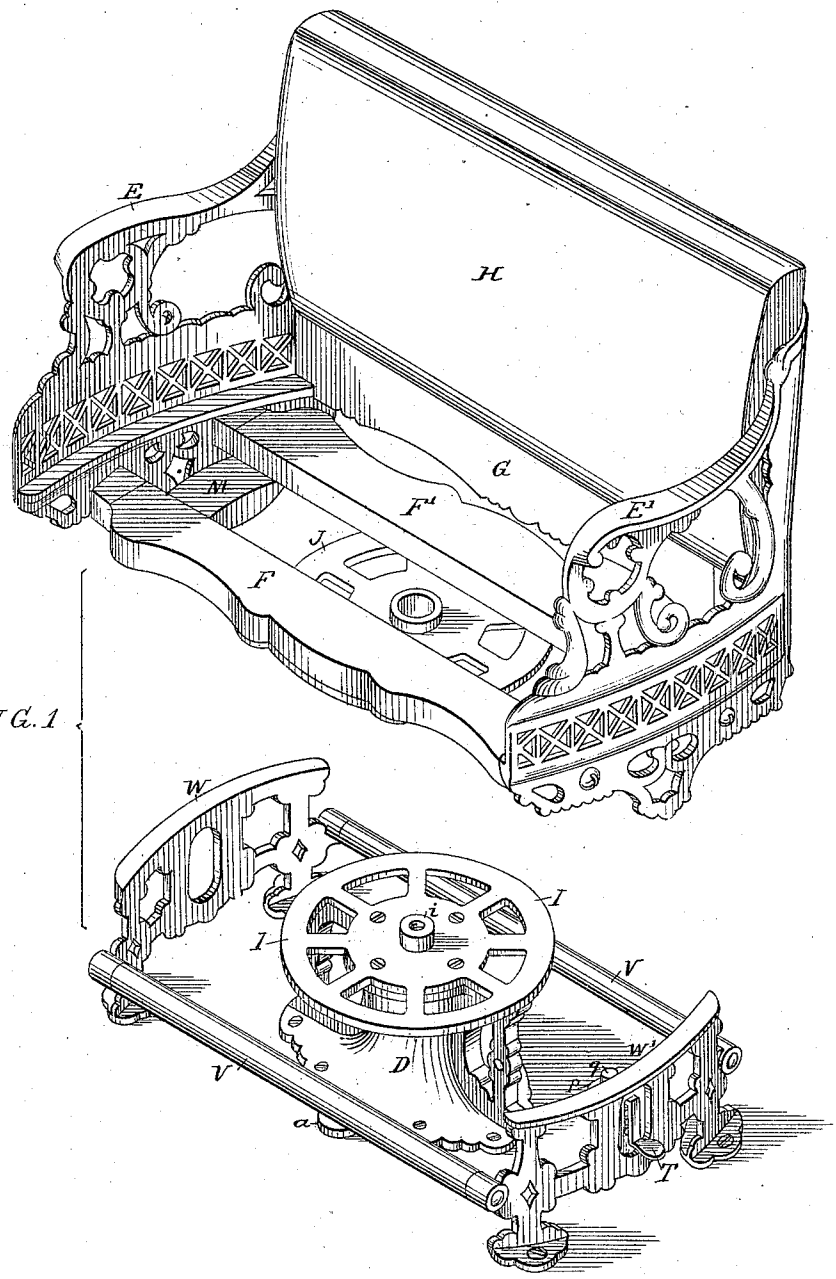


FIG. 1.

Witnesses:
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Harry Drury

Inventor:
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N. PETERS. Photo-Lithographer. Washington. D. C.

(No Model.) 2 Sheets—Sheet 2.

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FIG. 2

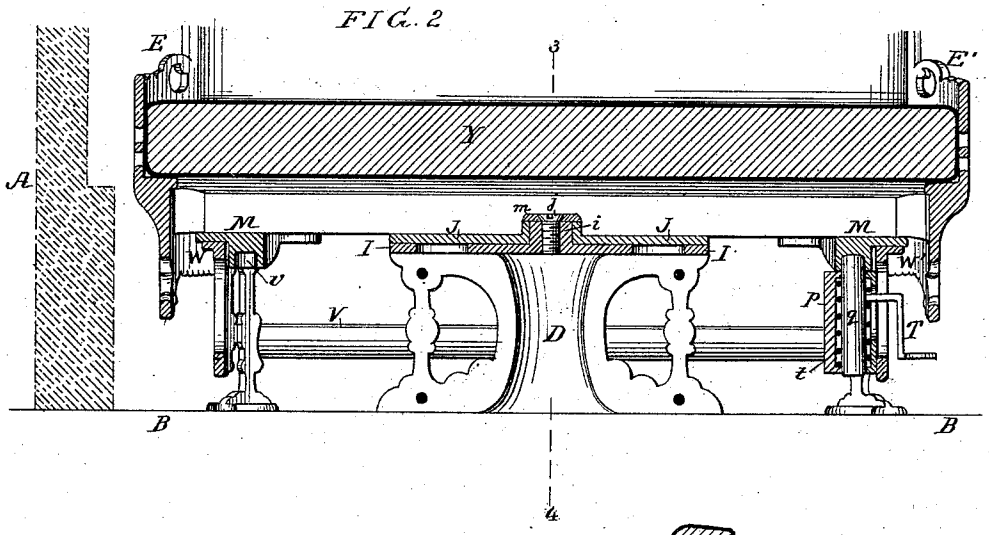
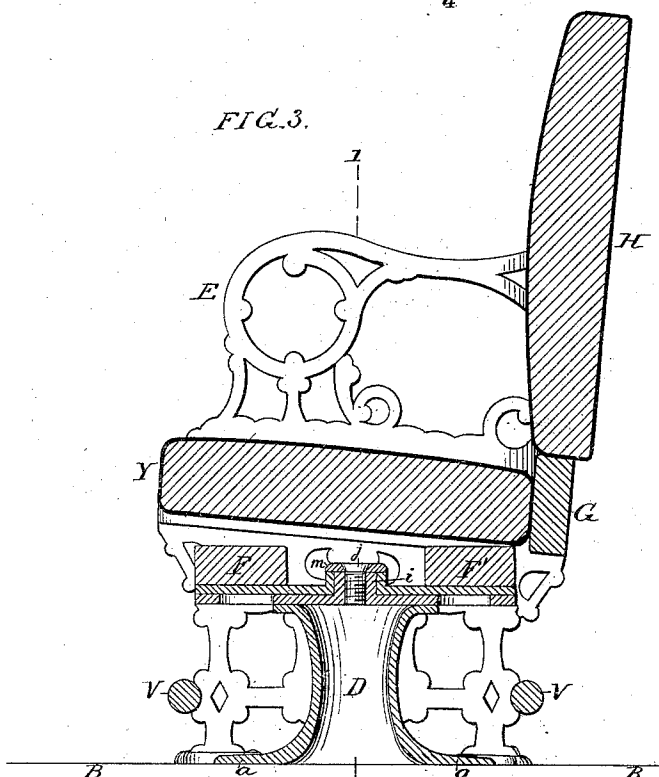


FIG. 3.



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UNITED STATES PATENT OFFICE.

GEORGE BUNTIN, OF BOSTON, MASSACHUSETTS.

CAR AND SEAT.

SPECIFICATION forming part of Letters Patent No. 316,735, dated April 28, 1885.

Application filed October 9, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BUNTIN, a citizen of the United States, residing in Boston, Massachusetts, have invented certain Improvements in Cars and Seats, of which the following is a specification.

My invention consists, mainly, of the combination, described and claimed hereinafter, of the side and flooring of a railroad-car, with two frames and a central stand or pillar, with a double seat pivoted to the stand and having its bearings on the frame.

In the accompanying drawings, Figure 1, Sheet 1, is a perspective view showing the seat and its supports detached from each other; Fig. 2, Sheet 2, a vertical section on the line 1 2, Fig. 3; and Fig. 3, a vertical section on the line 3 4, Fig. 2.

A in Fig. 2 represents part of the side of a car, B the floor of the same, and D a central stand secured to the floor. This stand is in the present instance constructed in precisely the same manner as that described in the application for a patent filed by me September 8, 1884, Serial No. 142,455. It will suffice to observe here that it is composed of a cast-iron pillar, preferably made in two parts, and a plate, I, secured to the pillar, which has an extended base, *a*.

The seat consists of the opposite frames E E′, forming the arms, the longitudinal bars F F′, rear bar, G, back H, and upholstered cushion Y, the ends of the bars F F′ and G being firmly secured to the end frames, E E′.

A plate, J, attached to the said bars F F′ of the seat-frame, rests on the plate I, forming the top of the stand, and is pivoted thereto, the pivot consisting in the first instance of a projection, *i*, on the plate I, which projection fits into an opening in the plate J. A set-screw, *j*, passes through a washer, *m*, which bears on the plate I and screwing into the pivot, thereby securing the seat to the stand, but permitting it to be turned laterally thereon, as in my aforesaid application.

Two frames, W W′, which are preferably made in arcs of circles concentric with the axis of the pivot *i*, are secured to the floor of the car, and on the upper edges of these frames bear plates M M, secured to the under side of the longitudinal bars F F of the seat. On one of the frames (the frame W′ in this instance) is formed a pocket, *p*, containing a bolt, *q*, and a spring, *t*, the latter tending to force the bolt upward into an orifice which is made in the under side of each of the plates M.

An arm, T, attached to the bolt passes through a vertically-elongated slot in the frame, so that the bolt can be easily depressed when it becomes necessary to unlock the seat prior to turning it on its pivot.

The under side of the plates M M should be slightly rounded near their opposite ends, so that on turning the seat on its pivot the bolt will be depressed until one of the orifices *v* coincides with it, when the end of the bolt will voluntarily enter the orifice.

The opposite frames W and W′ are connected together by the foot-rest bars V V′, the ends of which are fitted into and are secured to sockets in the said frames.

In my aforesaid application the central pillar, to which the seat is pivoted, forms the sole support for the seat; and the present invention has been designed with the view of meeting the views of those car-builders who prefer additional supports.

In addition to the lateral pivoting of the seat to a support the present car-seat possesses another feature in common with that described in the application, and that is the relation of the seat to the side of the car, the support for the seat being entirely clear of the side of the car—an arrangement which permits of the more ready disposal of the seats in the car, and in this respect it differs from laterally-pivoted seats in which the fixed supporting-frames have been secured partly to the floor and partly to the side of the car.

In the present instance the seat bears both on the two frames W W′ and on the plate I of the central pillar; but in carrying out my invention the seat may bear on the frames, only the central post serving the purpose of carrying the pivot and temporarily supporting the seat when, as the latter is being turned, it is clear of the frames.

I claim as my invention—

1. The combination of the side and floor of a railroad-car with two frames, M M′, and a

central stand, D, all secured solely to the floor, with a double seat pivoted to the stand and having its bearings on the said frames, all substantially as set forth.

2. The combination of the car-seat frame, its plates M M and J, with the two supporting-frames W and W′ and the central stand, to which the said seat is pivoted, substantially as described.

3. The combination of the pivoted car-seat frame and its plates M M, each having an orifice, *v*, with the frames W W′ and a spring-bolt, *q*, on one of the frames, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE BUNTIN.

Witnesses:
HENRY HOWSON, Jr.,
HARRY SMITH.