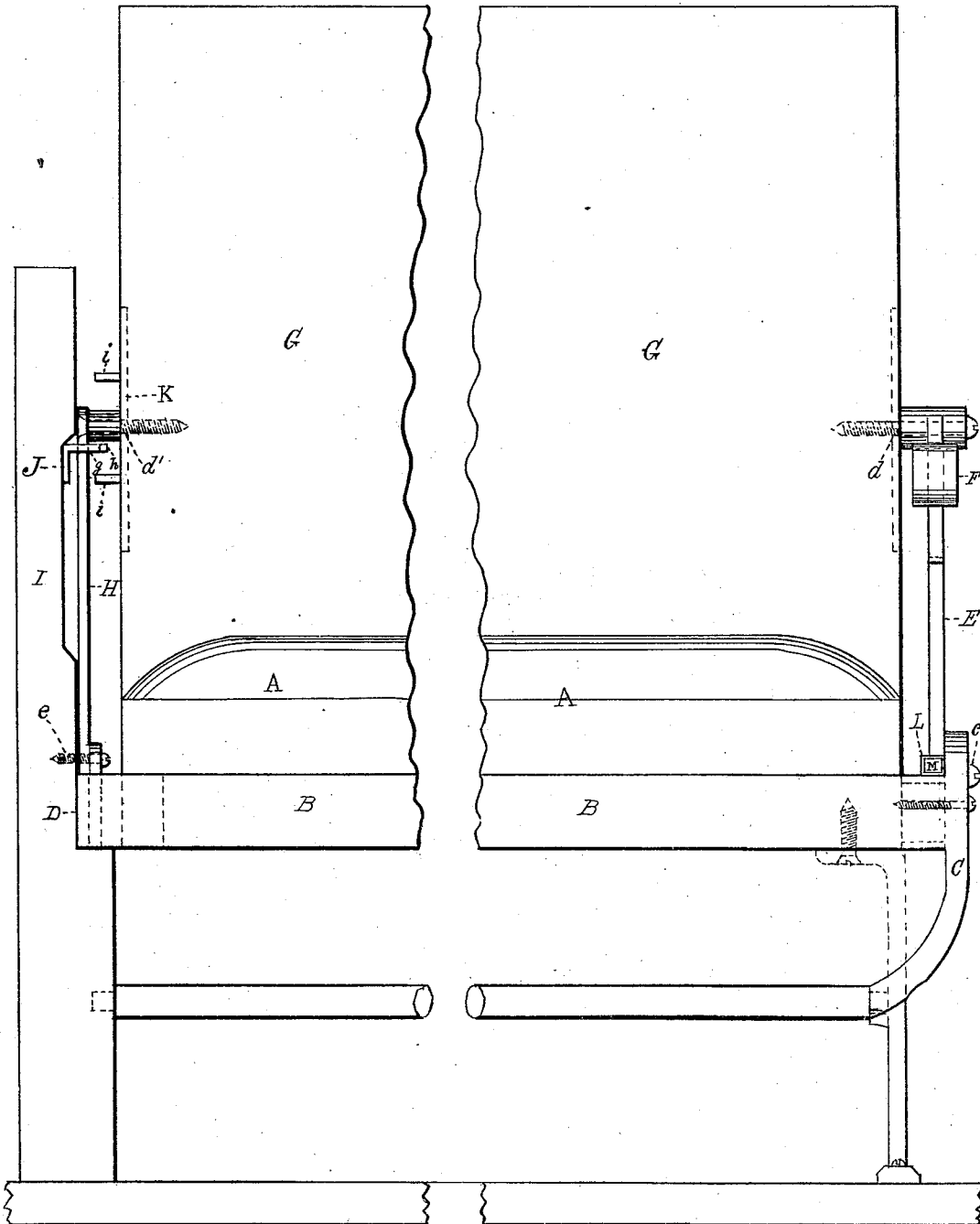


J. HARTMAN, Jr.
Car-Seats.

No. 149,308.

Patented April 7, 1874.

FIG. 1



Witnesses
Thomas F. Bewley
Isaac Rindge

Inventor
John Hartman Jr.
By His Attorney
Stephen W. Stick

J. HARTMAN, Jr.
Car-Seats.

No. 149,308.

Patented April 7, 1874.

FIG. 3

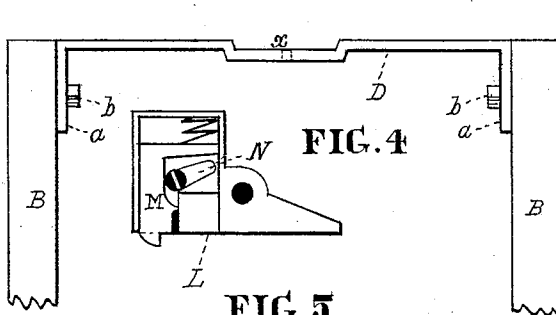


FIG. 5

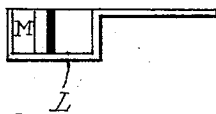


FIG. 6

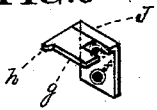
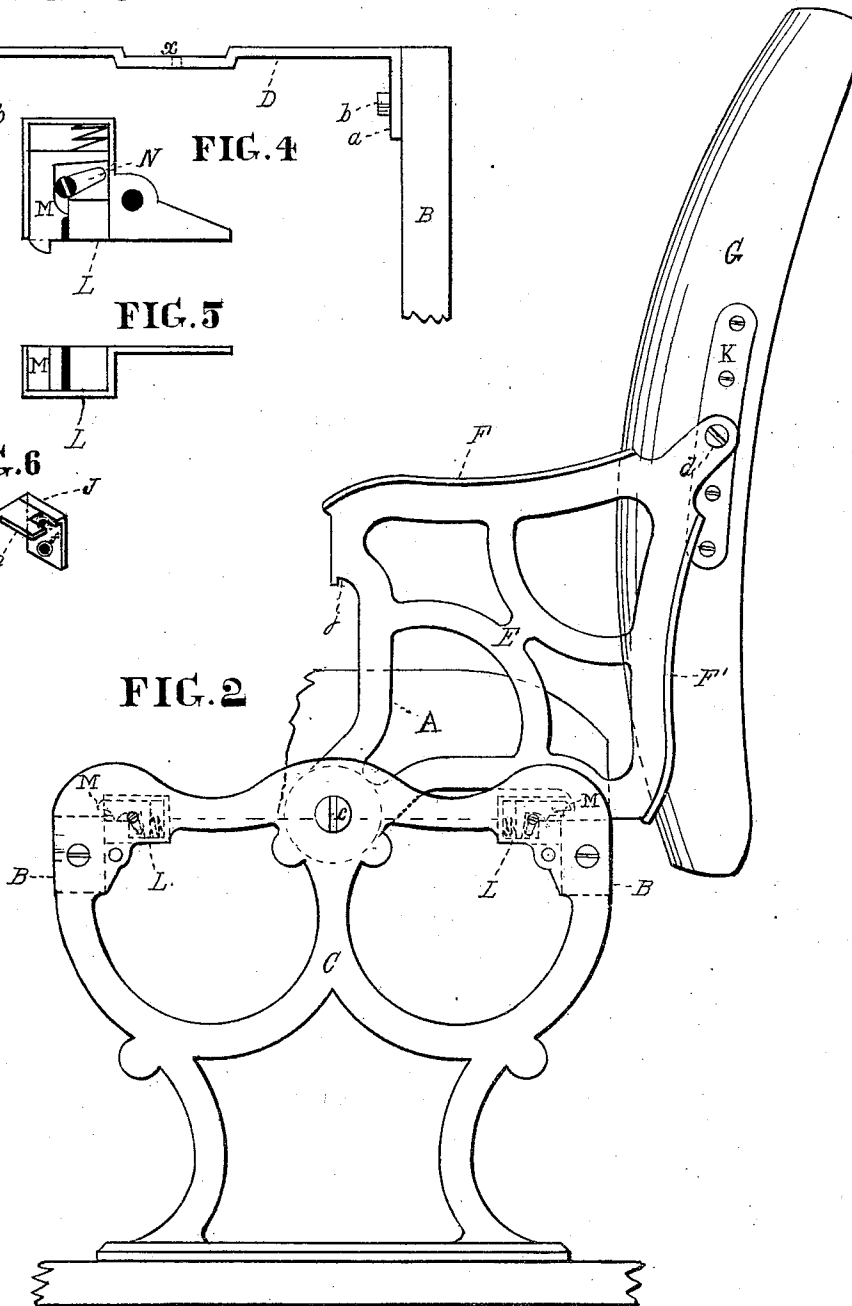


FIG. 2



Witnesses
Thomas P. Dewley.
Isaac Rindge

Inventor
John Hartman Jr.
By His Attorney
Stephen Ustick

UNITED STATES PATENT OFFICE.

JOHN HARTMAN, JR., OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CAR-SEATS.

Specification forming part of Letters Patent No. **149,308**, dated April 7, 1874; application filed July 26, 1873.

To all whom it may concern:

Be it known that I, JOHN HARTMAN, Jr., of the city of Philadelphia, and State of Pennsylvania, have invented certain Improvements in Car-Seats, of which the following is a specification:

My invention consists in novel devices for reversing and holding the back and arms in position, as hereinafter fully described.

Figure 1 is a front elevation of the improved seat. Fig. 2, Sheet No. 2, is an end elevation of the same. Fig. 3 is a top view of the inner end of the side rails B B, and the casting D, with which they are connected. Fig. 4 is a face view of one of the locks L. Fig. 5 is an edge view of the same, both views being on an enlarged scale. Fig. 6 is an isometrical view of one of the castings J.

Like letters of reference in all the figures indicate the same parts.

A is the cushioned seat, supported by the frame composed of the side rails B B, frame C, and end casting D, which connects the rear ends of the side rails, it having flanges *a a* fastened to their inner sides by means of screws *b b*. The outer ends of the rails are supported by the triplicated flanges *y y*, and are confined by means of screws *z z*. E is a reversible back-link, having double arms F F'. It is connected with the end frame C, on a line, or nearly so, with the seat A, by means of the pivot *c*, on which it turns so as to bring either arm into the position assumed in the drawings by the arm F, one of the bearings *k* resting on the top edge of a flange, *y*. G is a reversible back, hung at its outer end to the back-link E by means of the pivot *d*, and at its inner end to the reversible bar H by means of the pivot *d'*. The lower end of the bar turns on the shank of the screw *e*, which confines the casting D to the side I of the car, and oscillates in the recess *x* of the casting D. J J are castings, fastened to the said side I by means of screws. They have slots *f* in their flanges *g*, in which the bar H rests alternately when shifted. The said castings are so arranged that when the back G is in its normal position, with the bar H in connection with ei-

ther casting J, it is prevented from being turned over by the back edge of the plate K on the rear end of the back catching against the projection *h* on the flange of the casting J. The pins *i i* also act as stops, by catching under the flanges *g g*. There are locks L L on the inside of the end frame C, for locking the casting E in either position. One of the locks is shown detached in Figs. 4 and 5. When the position of the back G is to be reversed, the bolt M is shot back by means of the key N, whereby its front end is disengaged from the notch *j* in the front end of the reversible casting E. Instead of having the end frame C to extend to the floor, it may terminate at the bottom of the rails B B, in which case I connect the latter with a separate frame, as represented by dotted lines, Sheet No. 1.

I claim as my invention—

1. The combination of the link E, having bearings *k k*, back G, frame C, pivots *d* and *c*, the latter on a line, or nearly so, with the upper edges of the rails B B, the locks L L, and the flanges *y y*, substantially in the manner and for the purpose above described.

2. The combination of the casting D, having flanges *a a* and a recess, *x*, with the inner ends of the rails B B, substantially as and for the purpose set forth.

3. The combination of the castings J J, having slotted flanges *g*, with projections *h*, with the side I of the car, and the reversible bar H, substantially in the manner and for the purpose specified.

4. The combination of the castings J J, having projections *h* on their flanges *g*, with the plate K, having pins or stops *i i*, and connected with the inner end of the back G, for preventing the back turning when in its normal position, substantially as described.

5. The locks L L, in combination with the end frame C and reversible casting E, having notches *j*, substantially as and for the purpose specified.

JNO. HARTMAN, JR.

Witnesses:

THOMAS J. BEWLEY,
STEPHEN USTICK.