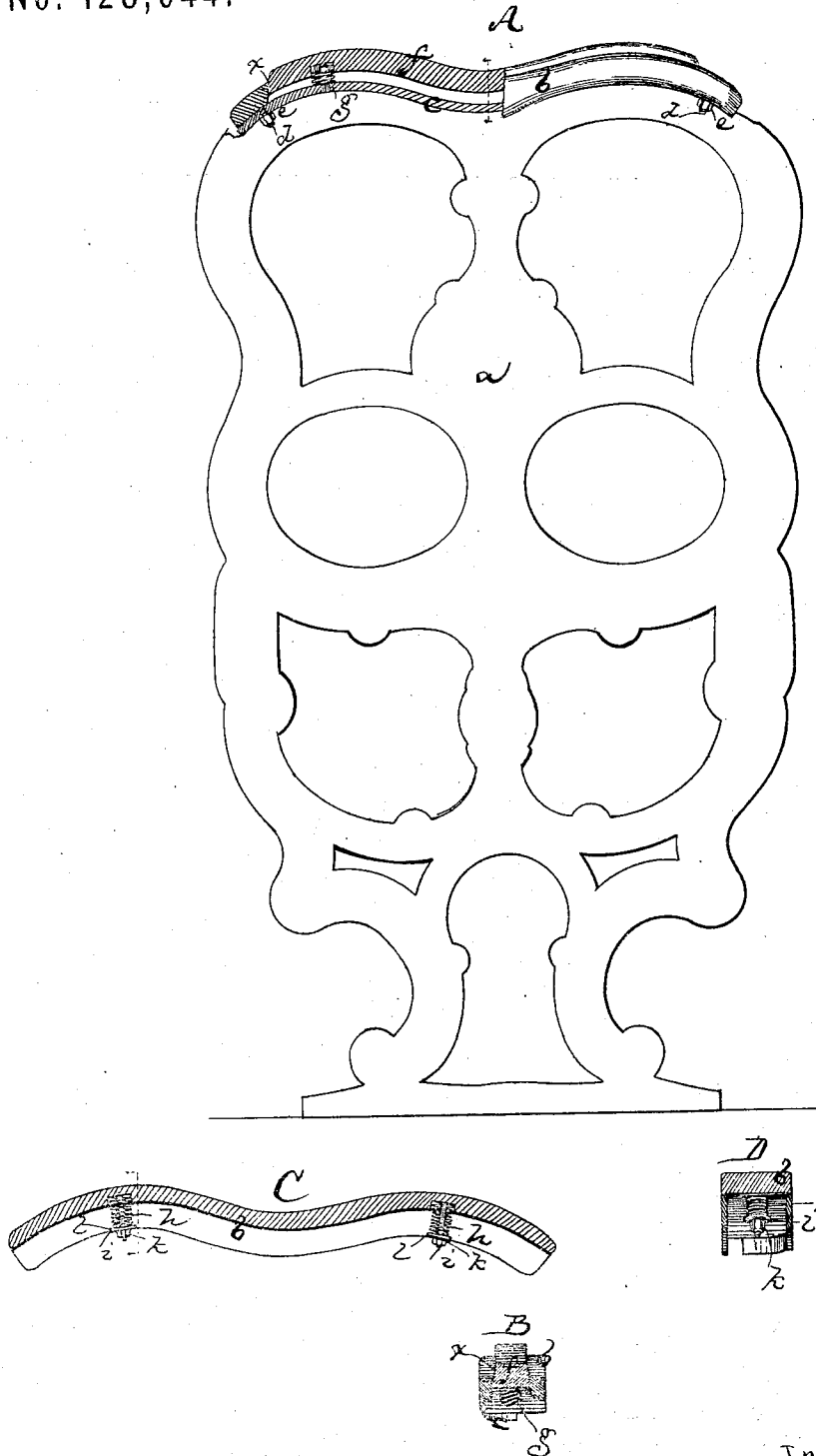


THOMAS S. HUDSON.

Improvement in Arm-Rest for Car-Seat Frames.  
No. 128,044.

Patented June 18, 1872.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

THOMAS S. HUDSON, OF CAMBRIDGE, MASSACHUSETTS.

## IMPROVEMENT IN ARM-RESTS FOR CAR-SEAT FRAMES.

Specification forming part of Letters Patent No. 128,044, dated June 18, 1872.

*To all whom it may concern:*

Be it known that I, THOMAS S. HUDSON, of Cambridge, in the county of Middlesex and State of Massachusetts, have invented an Improved Arm-Rest for Car-Seat Frames; and I do hereby declare that the following, taken in connection with the drawing which accompanies and forms part of this specification, is a description of my invention sufficient to enable those skilled in the art to practice it.

My invention relates particularly to a method of constructing the arm or arm-rest of a car-seat end or frame with reference to a provision for yield in the rest to the pressure of the arm or elbow of an occupant of a seat. In metal seat-frames these arm-rests are often made of plate metal, polished and curved to such shape that they furnish, so far as relates to form, very perfect surfaces for arms to rest upon; but as the metal is hard, and as a car is "jolty," the arm of an occupant of a seat, and also the head, if resting upon the hand and the elbow upon the arm-rest, are subjected to the concussions of the car, the connection of the arm-rest to the floor of the car being a rigid connection throughout, whereas the seat is always made yielding for the protection of the sitter from the effects of the jars and jolts of the car. The principal object of my invention is to remedy this defective construction in the arms or arm-rests of such car-seat frames, to accomplish which I cushion the arm, or an upwardly-projecting part of the arm, upon springs, or upon an elastic or yielding material; and my invention consists, primarily, in such construction of an arm-rest of a car-seat frame.

The drawing represents, at A, a car-seat end or frame, showing, in side and sectional elevation, the arm-rest upon the top of the same, embodying my invention. B is a cross-section of the arm-rest. C and D show a modification of the construction.

*a* denotes the frame, preferably formed as

one casting, and with socketed projections for reception of the car-seat rails. *b* denotes the arm or arm-rest. At A and B the arm-rest is shown as supported upon a flange, *c*, at the top of the frame, being connected thereto by screw-pins *d* and nuts *e*, and in these views the rest is shown as made with a long slot or mortise, *x*, in which is placed a bar, *f*, which rests upon springs *g*, the stress of the springs raising the bar, (which, by a flaring form or by suitable stops, is kept from being pressed out of the rest,) the top of the bar projecting above the rest and serving as the direct arm-support, and the bar yielding against the stress of the springs by the pressure of the arm. At C and D the whole arm-rest is shown as made with provision for yielding against the stress of springs *h*, which springs hold the arm up, (normally,) the spring-encompassed pins *i* extending through the flange *c*, and being kept in place by nuts *k* and collars or washers *l* bearing upon the flange by the stress of the springs. The projecting arm-rest bar *f* may be used as a base or holder for a velvet or other cover, the cloth being placed over the bar, and the bar being then pressed up through the mortise and stretching the cloth over it. In that case the arm may be made without springs, or the springs may be placed as seen at C and D.

I claim—

1. A car-seat arm-rest having provision for yield against the stress of suitable springs and by the pressure of the arm, substantially as shown and described.

2. Making the rest with a slot, *x*, in which is a bar, *f*, yielding against the stress of the springs, or serving to receive a velvet or other cloth cover, substantially as described.

THOS. S. HUDSON.

Witnesses:

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