(No Model.)

M. N. FORNEY.

CAR SEAT.

No. 436,563. Patented Sept. 16, 1890.

FIG. 1.

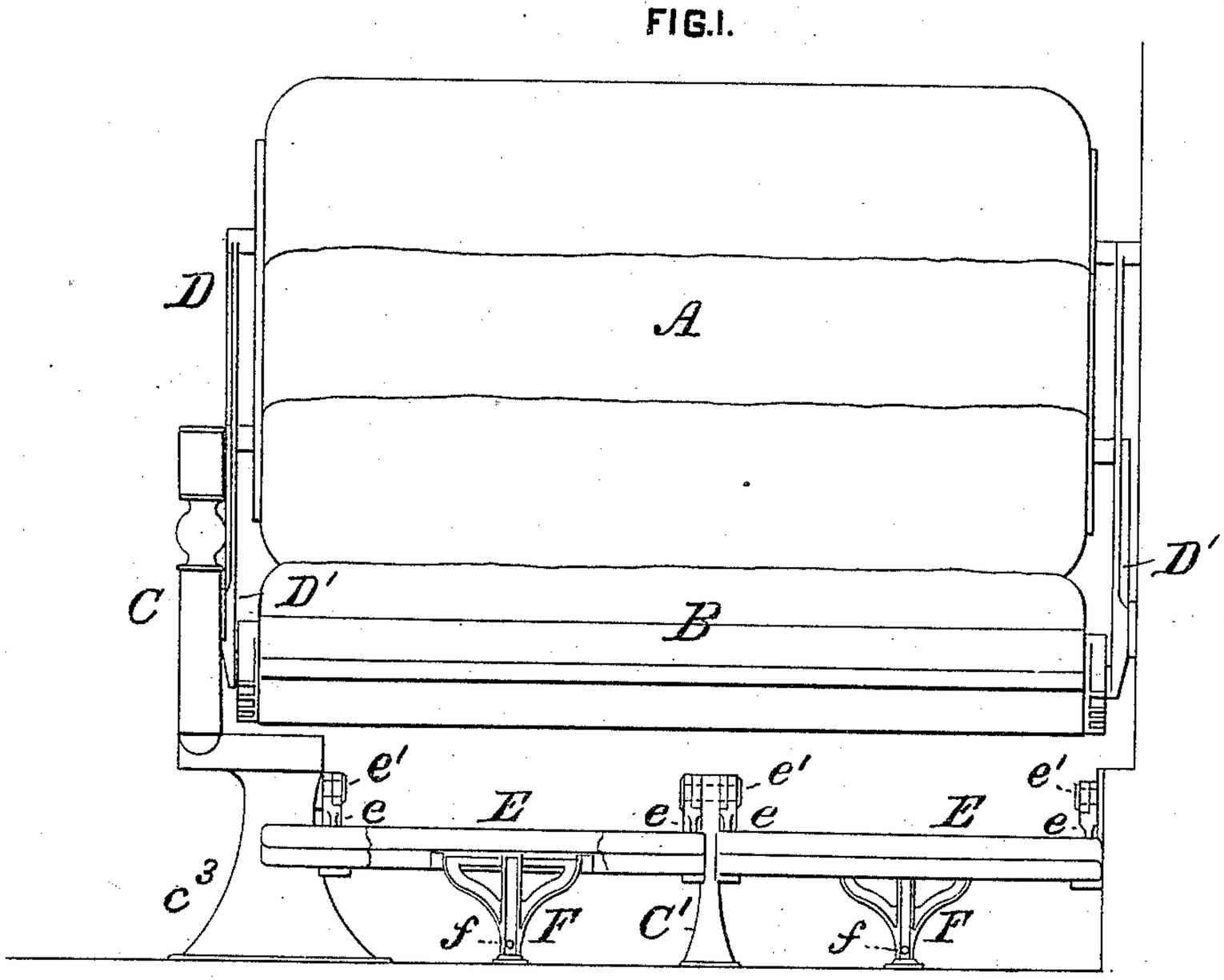


FIG. 2.

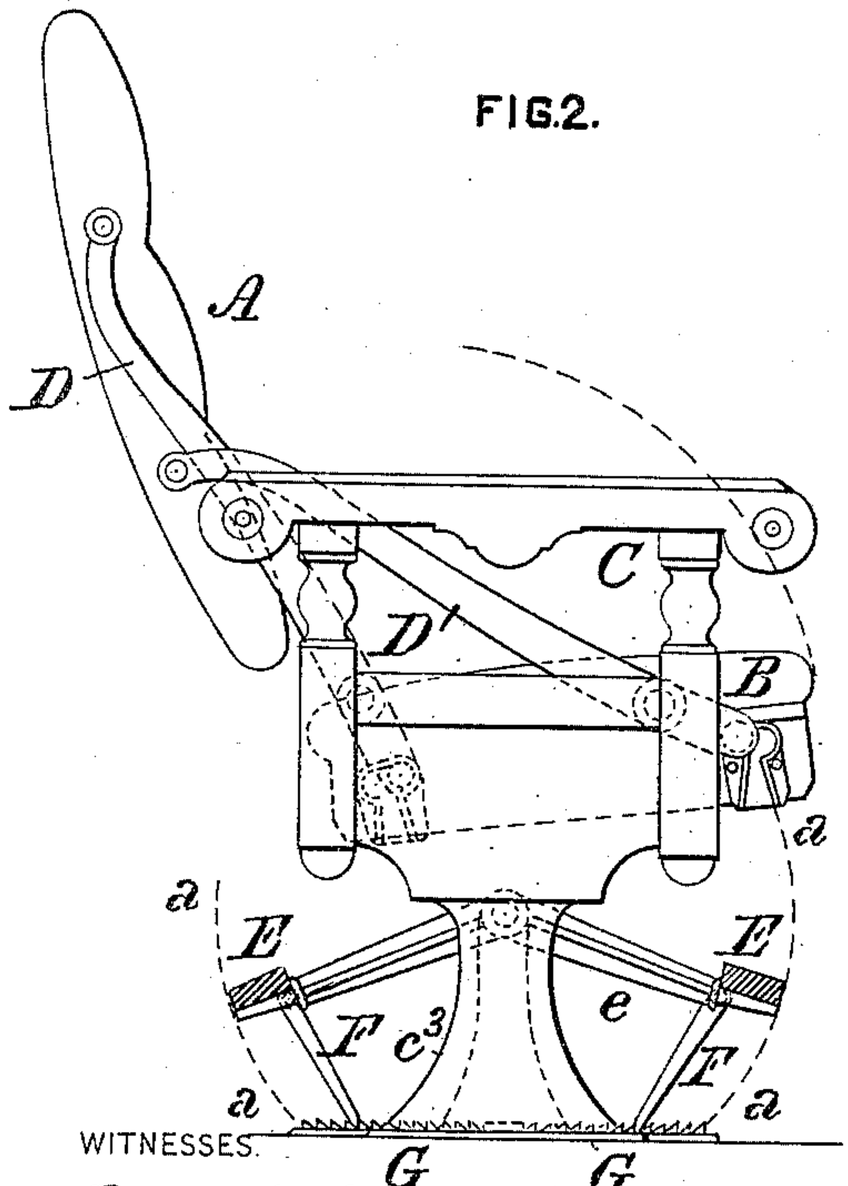
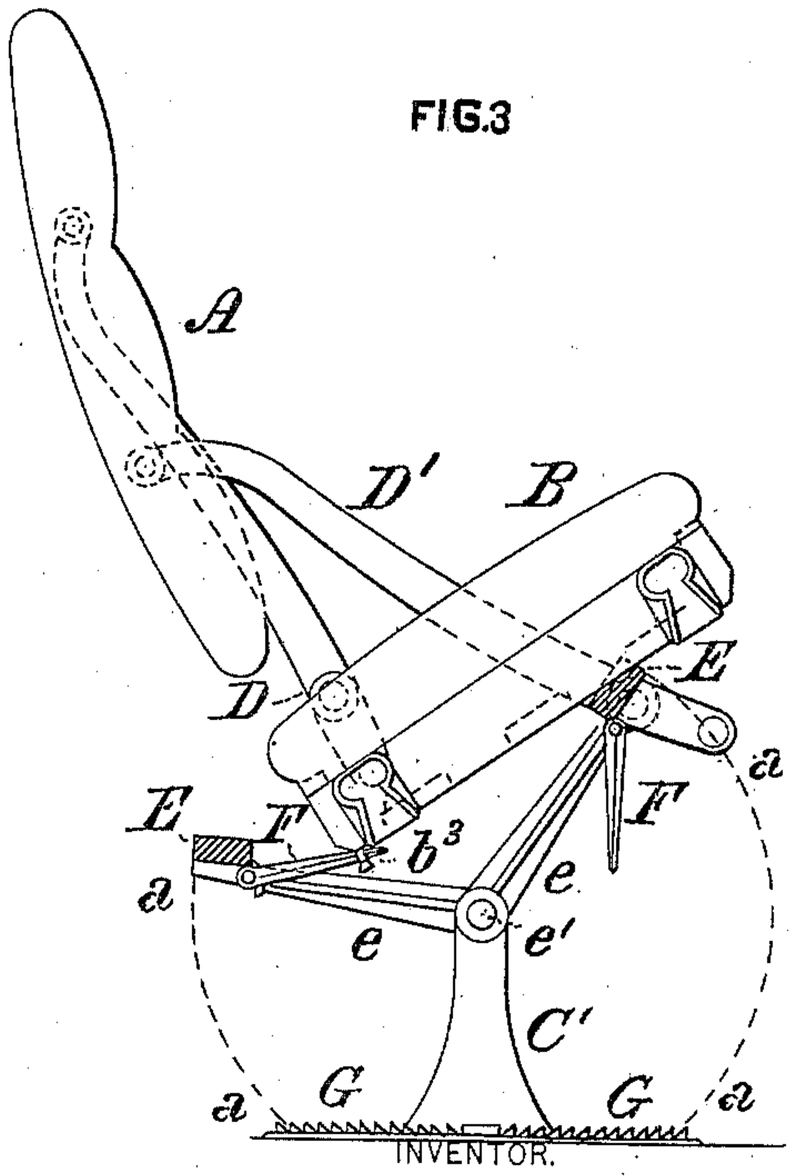


FIG. 3



WITNESSES.

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CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 436,563, dated September 16, 1890.

Application filed November 30, 1888. Serial No. 292,221. (No model.)

To all whom it may concern:

Be it known that I, MATTHIAS N. FORNEY, of the city, county, and State of New York, have invented a certain new and useful Improvement in Car-Seats, of which improvement the following is a specification.

My invention relates to seats of the character of those employed in railroad-cars; and its objects are to provide a foot-rest which may be readily adjusted in positions suited to the requirements of different occupants of the seat and to facilitate the sweeping and washing of the floors of the cars or apartments in which the seats are located by admitting as far as may be of the removal of obstructions thereto below and adjacent to the seat.

To these ends my invention, generally stated, consists in a movable seat having a reversible back and supported at one or each end by an isolated stand; also, in the combination of a movable seat and a pivoted foot-rest adapted to serve as a support for and to be supported by the seat when tilted upwardly upon its pivots.

The improvement claimed is hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a front view, in elevation, of a car-seat embodying my invention; Fig. 2, an end view of the same as seen from the center of the car; and Fig. 3, a similar view with the seat-arm removed, showing the seat as tilted up and supported by the foot-rest.

My invention is more particularly designed for application in connection with car-seats of the type exemplified in Letters Patent of the United States Nos. 324,825 and 360,148, granted and issued to me under dates of August 25, 1885, and March 29, 1887, respectively, in which the seat is pivoted to intersecting or crossed links, which are in turn pivoted to fixed supports. Seats of this description may be turned or tilted upwardly upon two of their pivots, but are unprovided with means for holding them in such position, and with seat-supporting frames constructed as in the Letters Patent above recited the horizontal member of the frame occupies a position which prevents such ready access to the floor beneath the seat as is desirable in cleaning the car. Under my present invention the seat-arms or seat ends are not connected together above the floor, and there is no supporting-frame below the seat to obstruct access to that part of the floor in sweeping or otherwise cleaning it. The foot-rest which is provided is adjustable to different desired positions by the occupant of the seat, and is pivoted in such relation to the seat that it may be turned up out of the way when the floor is being cleaned, and in such position the foot-rest will serve as a support to hold up the seat when the latter is similarly turned or tilted upon the pivots on its opposite side.

The construction herein shown accords, generally, as to the leading features of the seat—the seat-back, the mechanism for reversing the seat-back and changing the position of the seat, and the seat-supporting frame—with those of my Letters Patent, Nos. 324,825 and 360,148 aforesaid, which, not constituting in and of themselves part of my present invention, need not be herein at length described; but in lieu of connecting the seat-arm C and stand c^3, which support the inner end of the seat with the side of the car by a horizontal bar, as in the latter constructions, I dispense with such connection under my present invention and provide as an inner support an isolated stand c^3, having an enlarged base, so that when secured to the floor the stand will possess sufficient lateral stability to obviate the necessity of any extraneous or auxiliary support. By the term "isolated stand" I refer to a stand or support which rests on a floor or base without a rigid connection by framing or braces above the floor to another stand or to the side of the car.

Foot-rests E, in the form of bars or plates of wood or metal, are pivoted to the seat-supports below and at each side of the seat B in such position that either may serve as a rest for the feet of the occupants of the seat next in rear of the seat-back A, according as the same is turned to one side or the other of the seat. The foot-rests E are secured to the outer ends of arms *e*, which are journaled by pivots *e'* to the stand c^3 of the seat-arm C in the vertical center line thereof, and in the same plane to the side of the car on which the opposite end of the seat is supported. The foot-rests are thus capable of being raised and lowered through the arcs *a a*, their arms *e* turning freely on the pivots *e'*.

In order to admit of varying the vertical position of the foot-rests and fixing them in desired position, each rest is provided with an adjusting support or detent F, which is pivoted to its lower side, the lower end of said support being adapted to abut against either of a series of stops G, formed on a plate which is secured to the floor or base on which the seat is supported. By raising the foot-rest the lower end of the support F will travel over the stops G, engaging the adjacent stop when the foot-rest is released and being held in such engagement to support the foot-rest by the weight of the latter. The adjustment can be readily effected by the foot of the occupant of the seat in rear of that with the supporting-frame of which the foot-rest is connected. The seat-cushion frame being supported in this, as in my prior patents, on pivots secured to the lower ends of two pairs of intersecting or crossed links or seat-back arms D D′, the seat B may be turned or tilted up upon the two pivots on one side into the position shown in Fig. 3, or into a corresponding position of opposite inclination on the other side. When turned into either of such positions, it is supported therein by turning up the foot-rest E, which is below the raised side, the foot-rest then bearing against one of the slats or a stop on the under side of the seat and supporting as well as being supported by the same.

To enable the foot-rest which is not employed to support the seat to be also held up from the floor, each of the foot-rest supports F is provided with a recess or opening *f* near its lower end, and by raising the foot-rest and support and engaging a screw, hook, or other suitable catch b^3 on the bottom of the seat-cushion frame with the opening *f* or with a projection correspondingly located on the support F the foot-rest and support will be held up close to the adjacent side of the seat.

In the instance illustrated the foot-rest on each side of the seat is divided into two separate sections, so that an independently-adjustable foot-rest is provided for each occupant of the seat. In such case a central stand C′ is secured to the floor to receive the pivot or pivots of the foot-rest arms *e* at the adjacent ends of the two sections. It will be obvious that a single foot-rest similarly pivoted at its ends may, if preferred, be employed where the capacity of separate adjustment for each occupant of the seat is not deemed important.

I claim as my invention and desire to secure by Letters Patent—

1. The combination of a movable seat, a reversible back connected thereto, and isolated supports located and sustaining the seat at each end thereof, substantially as set forth.

2. The combination of a seat, fixed supports, pendulous arms hinged or pivoted to supports below the seats and adapted to be turned upwardly upon their pivots, a movable foot-rest attached to said arms, an adjusting detent or support pivotally connected to the foot-rest, and a series of stops fixed to a floor or base in position to be engaged by the free end of the detent and to hold the same and the foot-rest in desired relation to the seat, substantially as set forth.

3. The combination of a seat, supports on which said seat rests and on which it is adapted to be turned or tipped up edgewise, and a foot-rest hinged or pivoted to supports beneath the seat and adapted to be turned up against the bottom thereof to hold said seat and foot-rest in raised position, substantially as set forth.

4. The combination of a seat, intersecting or crossed links, fixed supports to which said links are pivoted, bearings connected to said links and supporting said seat, and a foot-rest hinged or pivoted to supports beneath the seat and adapted to be turned up against the bottom thereof to hold said seat and foot-rest in raised position, substantially as set forth.

5. The combination of a movable seat, a reversible back, an isolated support at each end of the seat and back, and a foot-rest hinged or pivoted to supports beneath the seat and adapted to be turned up adjacent to the bottom thereof to leave a clear floor-space below the same, substantially as set forth.

MATTHIAS N. FORNEY.

Witnesses:
LEE HOBART,
PETER FLINT.