(No Model.)

J. W. PATERSON.

FOOT REST.

No. 502,752. Patented Aug. 8, 1893.

Fig. 1.

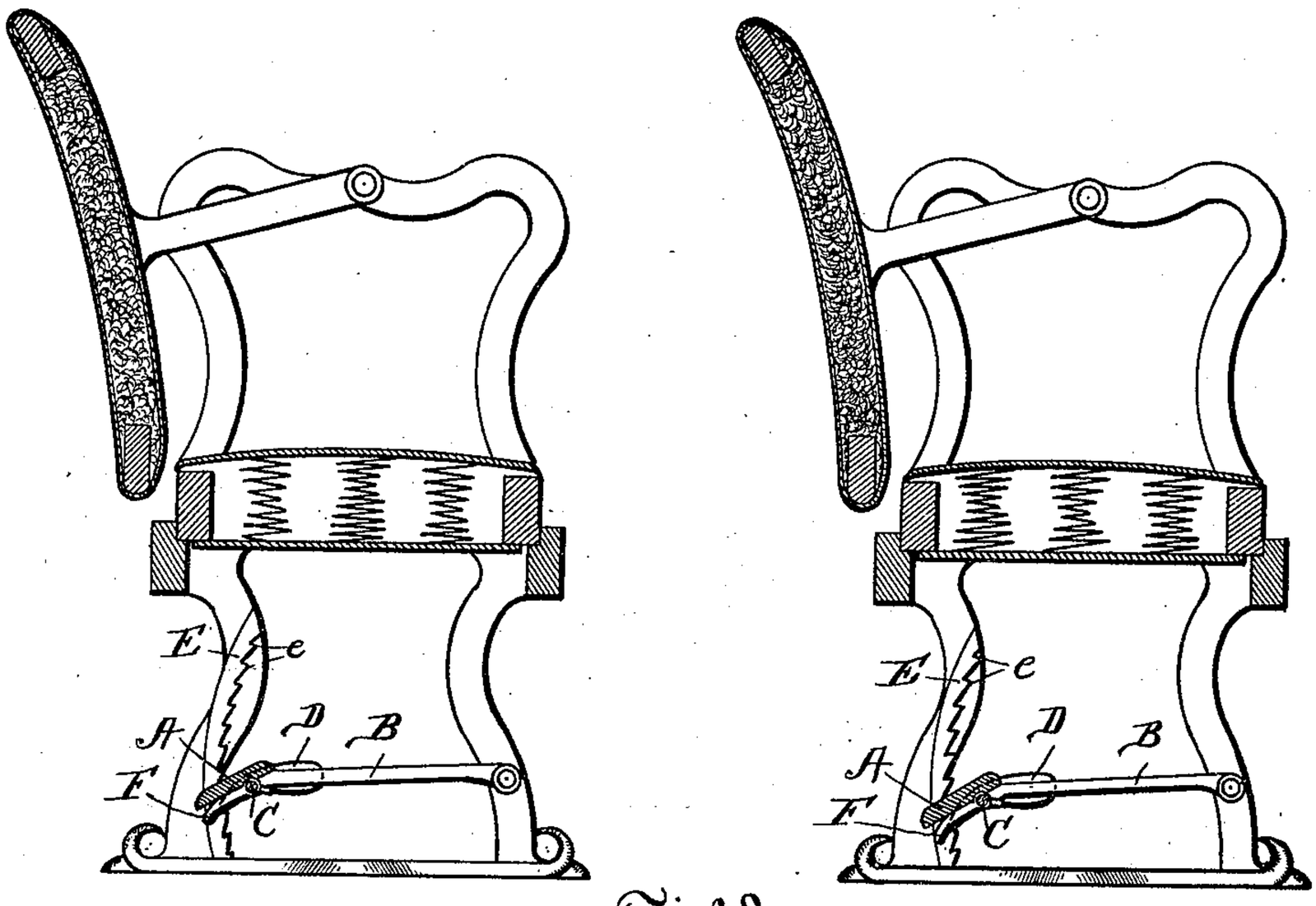


Fig. 2.

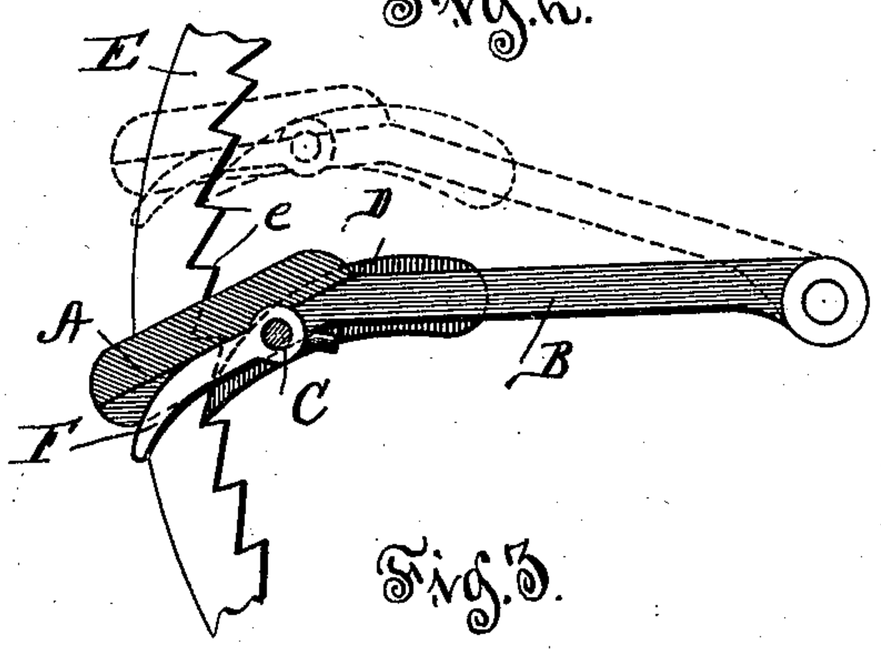
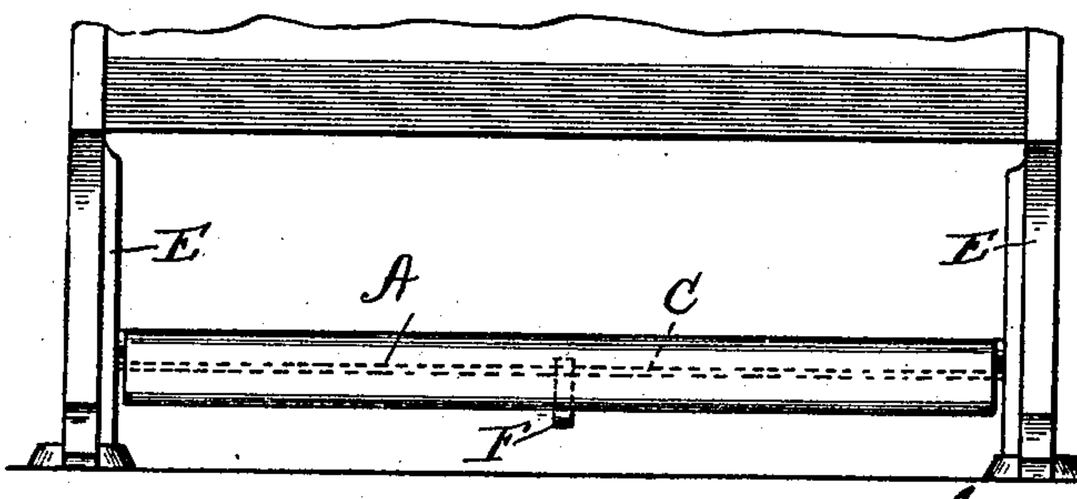


Fig. 3.



Witnesses.
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UNITED STATES PATENT OFFICE.

JAMES W. PATERSON, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE ADAMS & WESTLAKE COMPANY, OF ILLINOIS.

FOOT-REST.

SPECIFICATION forming part of Letters Patent No. 502,752, dated August 8, 1893.

Application filed November 9, 1891. Serial No. 411,279. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. PATERSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Foot-Rests, of which the following is a specification, reference being had to the accompanying drawings.

My device is shown as applied to car-seats though it is applicable to other similar situations in which the foot-rest attached to any particular seat is to be used by the occupant immediately behind.

The object of my invention is to provide for the ready adjustment of the height of the foot-rest by the user.

In the drawings: Figure 1 shows two car-seats in cross-section to which my improved foot-rest is attached. Fig. 2 is a cross-section of the foot-rest itself on a larger scale than it is shown in Fig. 1. Fig. 3 shows a portion of the seat and the foot-rest as seen from the rear.

A is the bar, extending the length of the car-seat, upon which the foot is supported. It is connected to the seat by arms B, B, rigidly fastened at each end of the bar A and pivoted to the seat-frame.

At the lower side of the bar A is a shaft C which has a bearing at each end in the arms B and is provided with a pawl D at one or both ends.

Formed upon, or attached to, the frame of the seat is an arc E provided with a series of notches *e* in which the pawls D may engage. Upon the shaft C is also secured rigidly an arm F which projects sufficiently from the lower surface of the bar B to afford a hold for the toe. The pawls D are counter-weighted by their projecting ends *d* (or they may be projected by springs as equivalents for said counter weights) so that they will normally be in position to engage with the ratchet teeth *e*, but if it be desired to lower the foot-rest, the depression of the arm F by the toe will release the pawls so that the foot-rest is freed. The pawls D and ratchet E offer no resistance to the raising of the foot-rest but hold it securely in any desired position.

What I claim as new, and desire to secure by Letters Patent, is as follows:

In a car seat, the combination of upright segment-racks one at each end of the seat, a foot rest extending between said racks, pivoted arms secured to the ends of said rest, a shaft journaled in said arms, pawls on the ends of said shaft engaging said racks, and a toe piece for rotating said shaft, substantially as set forth.

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Witnesses:
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