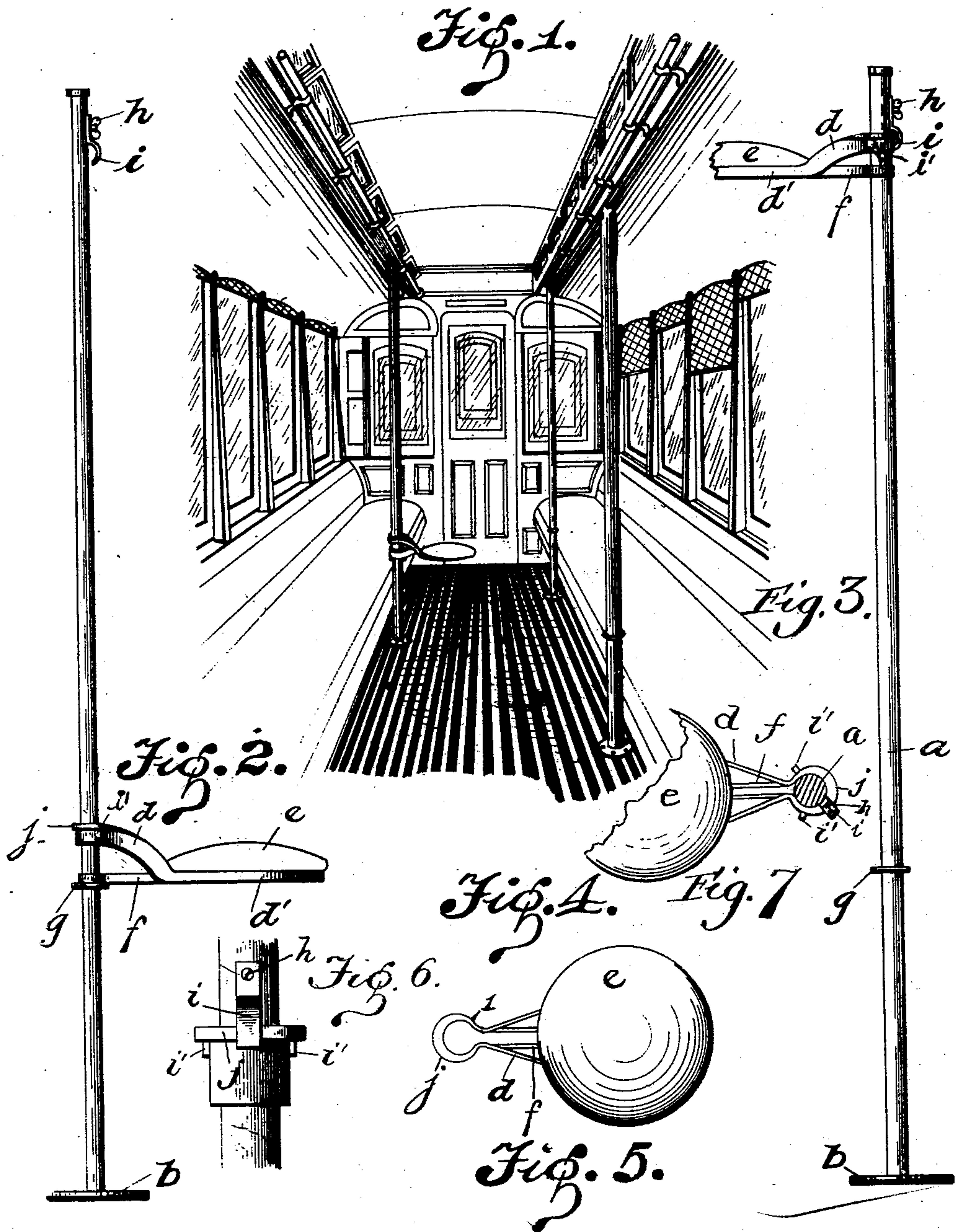


(No Model.)

J. B. GOODWIN.
SEAT.

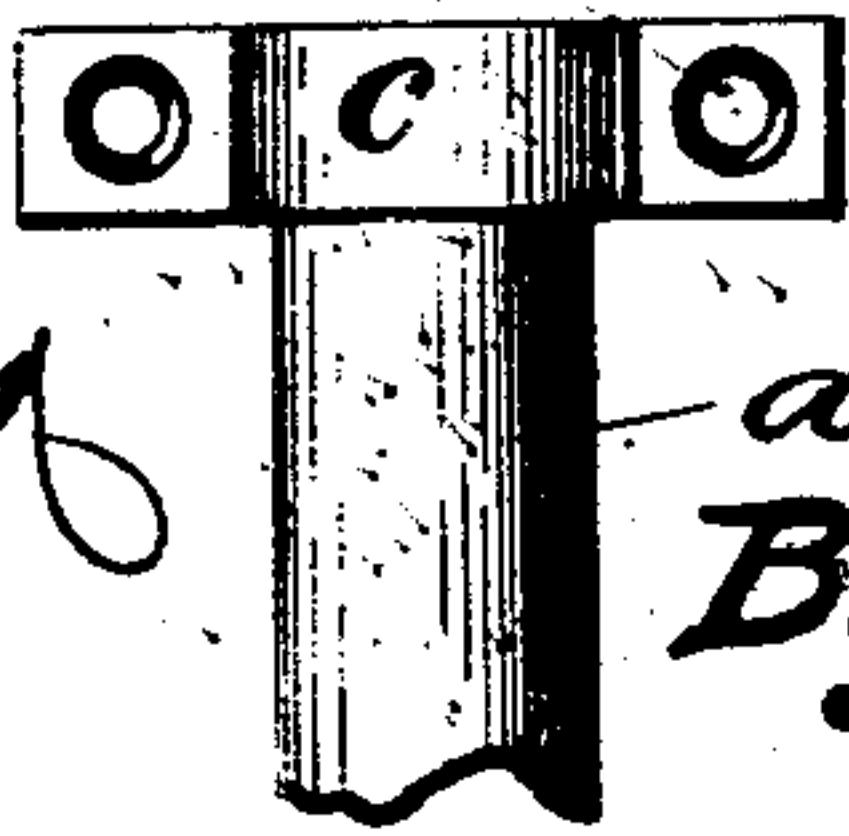
No. 569,153.

Patented Oct. 6, 1896.



Witnesses:

A. R. Appleman,
Attorney



Inventor.

John B. Goodwin.

By Henry C. Evert

Att'y.

UNITED STATES PATENT OFFICE.

JOHN B. GOODWIN, OF PITTSBURG, PENNSYLVANIA.

SEAT.

SPECIFICATION forming part of Letters Patent No. 569,153, dated October 6, 1896.

Application filed December 19, 1895. Serial No. 572,688. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. GOODWIN, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Seats, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to certain new and useful improvements in seats in general, and relates more particularly to a seat adapted to be employed in street, elevated-railway cars, and the like.

15 The invention has for its object the provision of new and novel means whereby a seat may be constructed for the above-described purpose that can be readily attached to the ordinary car and used when desired, and when
20 not required for use can be suspended at a point out of the way of the passengers.

A further object of the invention is to provide a seat of the above-referred-to class whereby the seating capacity of a car may
25 be doubled without requiring any additional room in the car and that can be attached to the car with but slight expense.

A still further object of the invention is to provide a seat of the above-referred-to class
30 that will be extremely simple in its construction, strong, durable, and effectual in its operation, and comparatively inexpensive to manufacture.

With the above and other objects in view
35 the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more particularly described, and specifically pointed out in the claims.

40 In describing the invention in detail, reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views, in which—

45 Figure 1 is a view of a portion of a car, in perspective, showing my improved seat in position. Fig. 2 is a side view of my improved seat and the supporting-rod. Fig. 3 is a side view of the supporting-rod, showing seat suspended at top. Fig. 4 is a top plan view of
50 the seat and supporting-arms. Fig. 5 is a front view of a portion of the upright rod and

the securing-clamp for top of same. Fig. 6 is a rear view of the seat applied to the hook. Fig. 7 is a sectional view of the post, taken
55 above the hook, to show the manner of applying the flange to the hook.

In the drawings, *a* represents an upright rod extending from the floor to the car-ceiling, and is secured to the floor by a plate *b*,
60 which engages the rod, said plate being fastened to the floor by means of bolts or screws. The top of the rod is adapted to fit in a clamp *c*, which is bolted or screwed to the car-frame at the top of the rod. An arm *d* is swiveled
65 to the rod, said arm being provided with a circular portion *d'*, adapted to receive the seat *e*. An arm *f* is also swiveled to the rod *a* and joins the extension *d'* at the seat *e*, and a collar *g* is secured on the upright rod *a* on
70 which the arm *f* is adapted to rest when the seat is in position and supports the same. Near the top of the rod *a* is secured by means of a thumb-screw *h* a catch *i*, which is adapted to engage a flange *j* on the portion of
75 the arm *d* which surrounds the rod.

The operation of my improved seat is as follows: The upright rods *a* are secured in the car, as described, directly in front of the
80 seats on both sides of the car. The seats having been previously placed on the upright rods, before placing them in position, the same will extend outward into the aisle of the car, as shown in Fig. 1 of the drawings. When
85 it is not necessary or desired to use these additional seats, they can be suspended out of the way by raising them up to the catch *i*. In so doing the seat should be turned until the reduced portion of the flange *j* registers with the catch *i* and lifted high enough to
90 allow the end of the catch to pass the lugs *i'*, formed on the arm *d*, after which the seat is turned until the lug on the side to which it is turned passes the end of the catch, when the seat is lowered until the hook engages the
95 flange *j* on the arm *d* and retains the seat in this position. By the use of the lugs *i'* the seat is prevented from falling, as the lugs will have to be lifted above the end of the hook before it can be lowered. When it is desired
100 to again lower the seat, it must be raised until the end of the catch *i* will pass beneath the lugs *i'*, so that the seat may be turned to the point *l*, where the flange merges with the col-

lar, when the seat can be lowered, as the end of the catch will allow it to pass at this reduced end; but so long as the seat is not elevated, as stated, the end of the catch would
5 abut the lug *l'* if turned.

It will be noted that by the use of my improved seat the seating capacity of the car may be doubled, if it is desired to place so many seats in position, and the seats are arranged in such a manner that the passengers occupying the seats extending in alinement with the car will not be inconvenienced, as my improved seats being swiveled on the upright rods will allow of their being turned to
15 one side or the other and readily permit the passengers occupying the rear seats to readily vacate the same.

It will also be noted that the straps usually provided for passengers to hold to are dispensed with, as by this construction of seats the passengers may all be seated in the car to its full capacity, and while passing through the same while in motion they can use the upright rods as a support instead of the straps.

Should it be found desirable, two or more seats could be arranged on the supporting rods, and, if desired, these could be arranged in the center of the aisle instead of next to the seats, as shown in the drawings, and the
30 catch can be made long enough to engage the

flange on the lowermost seat, thus retaining all of the seats at the top of the rod when thus suspended.

It will be noted that various changes may be made in the details of construction of my improved seat without departing from the general spirit of my invention. 35

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is— 40

1. In a seat for cars the combination of an upright rod, a catch arranged on said rod, a seat having arms embracing the rod, a flange arranged on one of the arms and merging therewith at its sides, and lugs below the flange, as and for the purpose described. 45

2. In a seat for cars, the combination with an upright rod, an arm having an end embracing the rod, a flange arranged on the arm and swinging therewith at the sides, lugs below the flange and a catch near the top of the rod to sustain the arm, as and for the purpose described. 50

In testimony whereof I affix my signature in presence of two witnesses.

JOHN B. GOODWIN.

Witnesses:

H. E. SEIBERT,
H. C. EVERT.