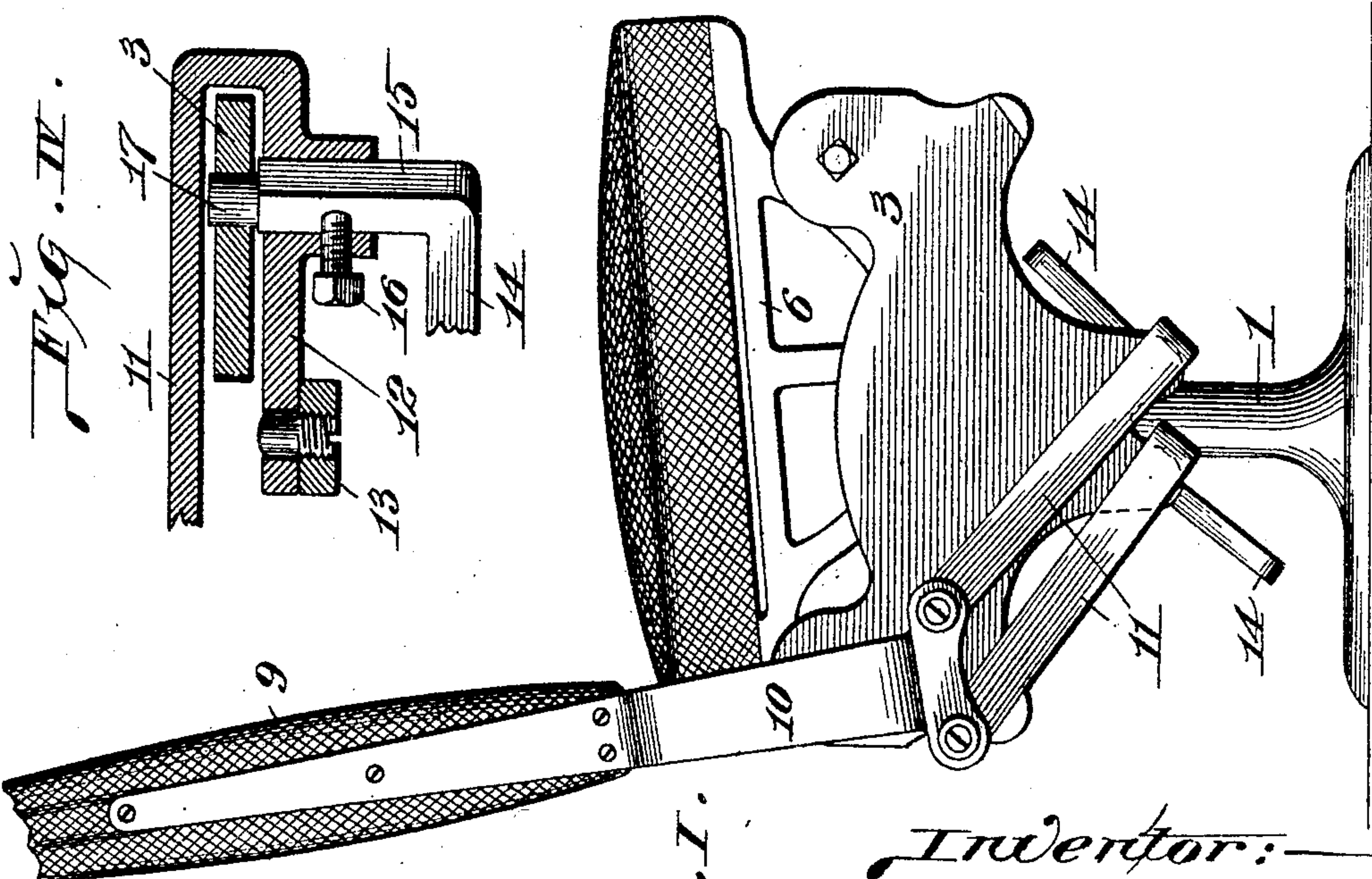
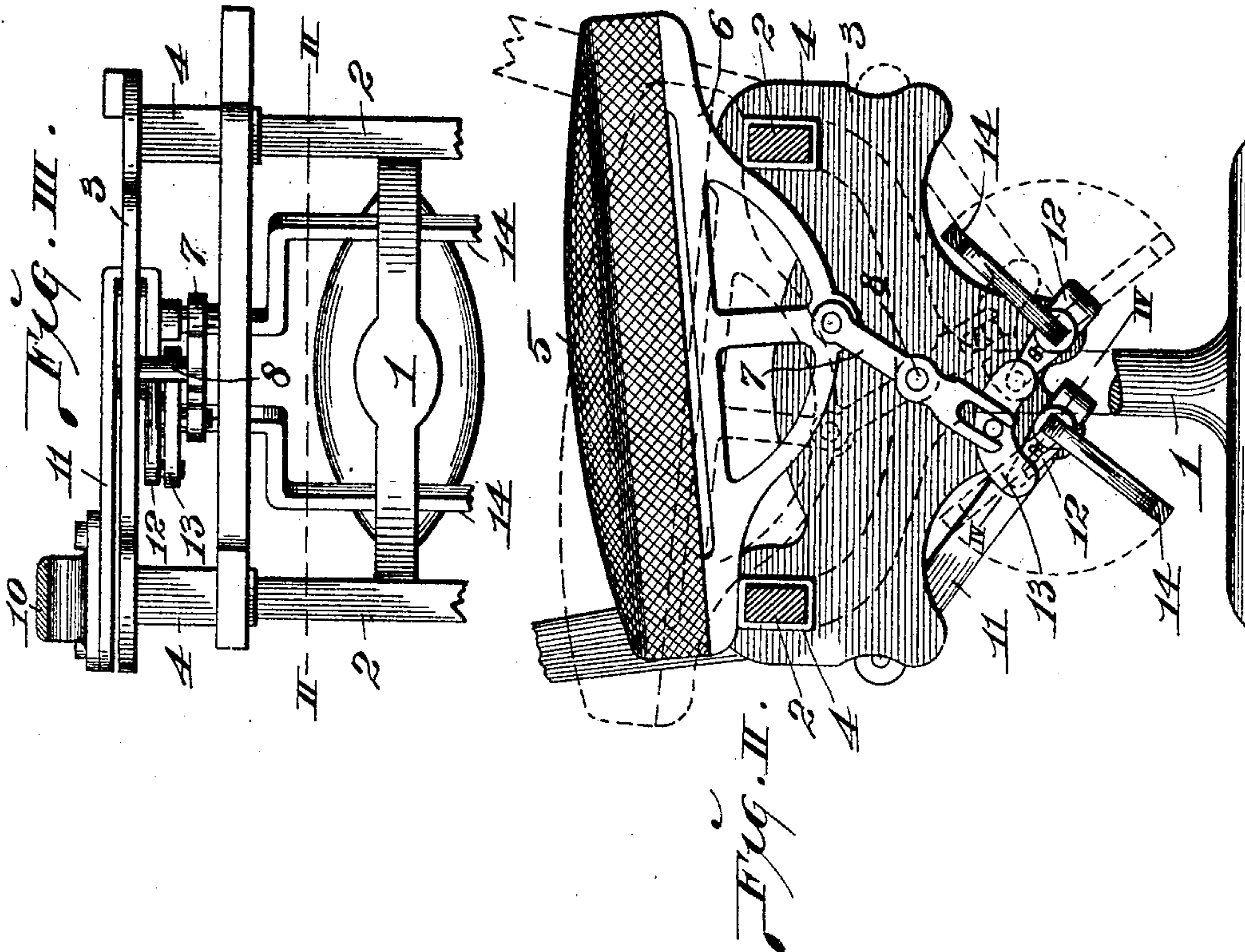


No. 805,802.

PATENTED NOV. 28, 1905.

F. KOHOUT.
CAR SEAT.

APPLICATION FILED DEC. 5, 1903.



Attest:
M. Smith,
Blanche Hogan.

Fig. I.

Inventor:
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attys.

UNITED STATES PATENT OFFICE.

FREDERICK KOHOUT, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS
CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

CAR-SEAT.

No. 805,802.

Specification of Letters Patent.

Patented Nov. 28, 1905.

Application filed December 5, 1903. Serial No. 183,990.

To all whom it may concern:

Be it known that I, FREDERICK KOHOUT, a citizen of the United States, residing in the city of St. Louis, and State of Missouri, have
5 invented certain new and useful Improvements in Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

10 My invention relates to an improvement in that class of car-seats commonly known as "walk-over" seats, the invention being an improvement applicable to the construction illustrated in Letters Patent of the United
15 States, issued to the St. Louis Car Company June 9, 1903, No. 730,853.

The present improvement embodies shifting foot-rests applied to the car-seat illustrated in the patent above mentioned.

20 The invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Figure I is an end elevation of my car-seat. Fig. II is a vertical cross-section taken on line
25 II II, Fig. III, with the seat-cushion in position. Fig. III is a top or plan view of one end of the seat with the cushion omitted. Fig. IV is an enlarged section taken on line IV IV, Fig. II.

30 1 designates the pedestals of the seat—two in number—which are united by tie-bars 2, the ends of which project outwardly beyond the pedestals.

35 3 designates end frames situated outwardly from the pedestals 1 and furnished with sockets 4, that receive the tie-bars 2 for the support of the end frames.

40 The seat-cushion 5 is mounted upon a pair of shifting supports 6, which rest in the sockets 4. These cushion-supports have pivoted to them levers 7, rockingly supported at 8 and projecting downwardly from the points of their rocking supports.

45 9 designates the back of the seat that bears downwardly-extending arms 10, and 11 designates links pivotally connected in pairs to the lower ends of the back-arms 10. The links 11 bear at their lower ends upturned
50 arms 12, that extend in lines parallel with the main portions of the links, and thereby render the lower ends of the links of bifurcated

form to straddle the end frames 3. The terminations of the link-arms 12 are united by connecting-bars 13, that are pivoted to said arms and receive the engagement of the lower
55 ends of the levers 7, which lead thereto.

The parts thus far described are illustrated in the Letters Patent hereinbefore referred to, and no invention *per se* is herein claimed for them, description being furnished only
60 for an understanding of my improvement, which I will proceed to describe.

14 designates foot-rest bars that extend longitudinally of the seat and have their ends 15 positioned in the link-arms 12, being held from
65 turning therein preferably by set-screws that are inserted through said arms to bear against the ends of the foot-rest bars. At the terminations of the foot-rest-bar ends are gudgeons 17, (see Fig. IV,) that are loosely mounted in the
70 end frames 3 for rocking movement.

In the use of my car-seat when the back of the seat is thrown from side to side and the cushion simultaneously shifted the links 11 and their arms 12 are rocked during their
75 movement, turning at their lower ends upon the pivotal points furnished by the gudgeons 17 of the foot-rest bars 14, which support the lower ends of said links. It will therefore be seen that any movement imparted to the links
80 is communicated to the foot-rest bars which, as explained, are secured to the link-arms 12. As a consequence when the back of the seat is thrown forwardly from its previous position the foot-rest bar at what was previously
85 the rear of the seat is elevated from the lowered position illustrated in dotted lines, Fig. II, to the position seen in full lines, and the foot-rest bar at the opposite side is lowered from the position seen in dotted lines, Fig. II,
90 to that seen in full lines. By this arrangement the foot-rest is always thrown into lowered position for utility beneath the rear side of the seat, and the foot-rest at the opposite front side of the seat is always placed in ele-
95 vated position to afford a clear unoccupied space beneath the front of the seat, as is desirable.

I claim as my invention—

100 In a car-seat, the combination of end frames, a seat-back, a cushion-carrying frame, a lever pivoted intermediate of its length to each end

frame and having its upper end pivotally secured to the cushion-carrying frame, a cross-piece loosely connected to the lower end of each lever, a pair of links having their lower
5 ends upturned to straddle the end frame and pivotally secured to each cross-piece and having their upper ends pivotally secured to the

seat-back, foot-rest bars rigidly secured to the upturned ends of said links and having gudgeons loosely seated in the end frames.

FREDERICK KOHOUT.

In presence of—

A. DIEKMANN,

H. F. VOGEL.