

J. RICHARDSON.
Railroad Car Seats.

No. 152,169.

Patented June 16, 1874.

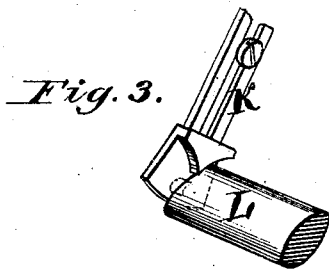
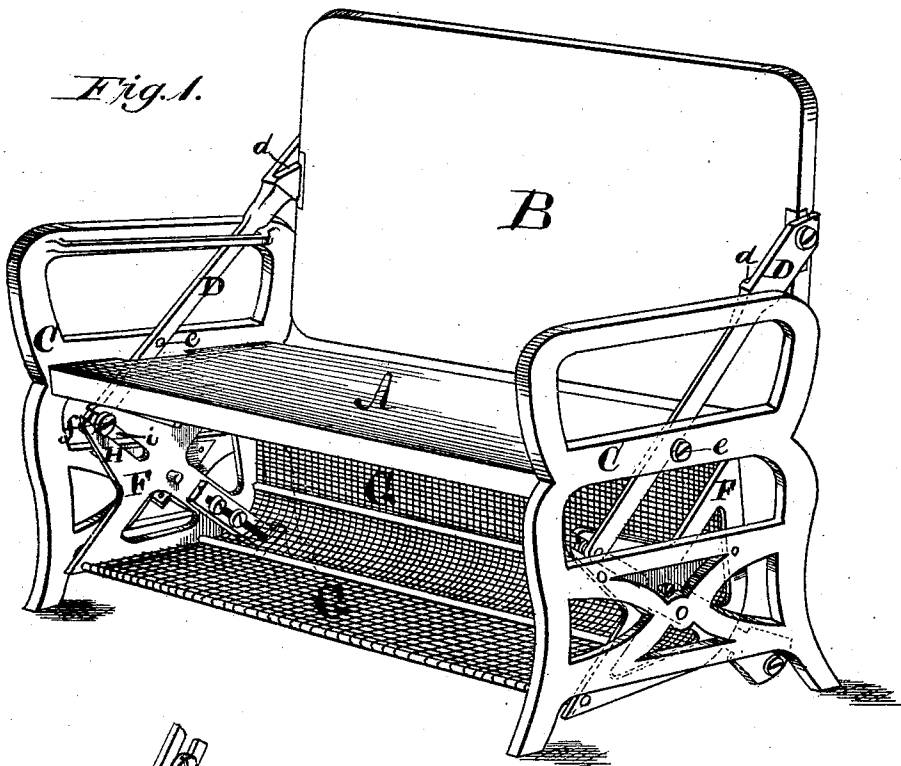
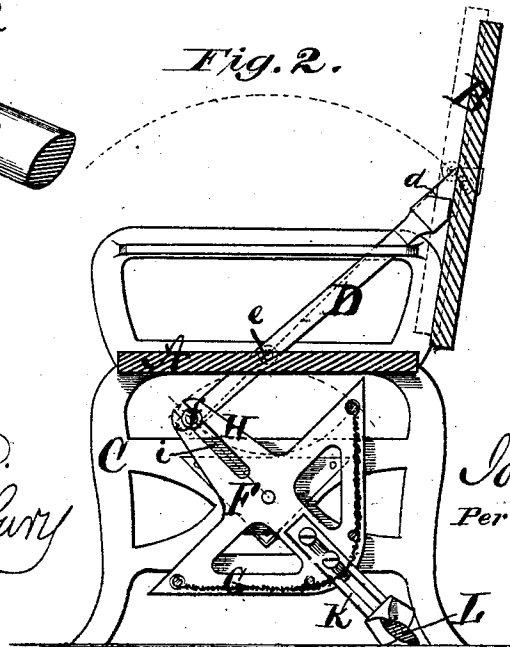


Fig. 2.



Witnesses.
H. L. Perrine.
Chas. F. Mansbury

Inventor.
John Richardson
Per
C. M. Parks
Atty.

UNITED STATES PATENT OFFICE.

JOHN RICHARDSON, OF NEW YORK, N. Y.

IMPROVEMENT IN RAILROAD-CAR SEATS.

Specification forming part of Letters Patent No. **152,169**, dated June 16, 1874; application filed October 24, 1873.

To all whom it may concern:

Be it known that I, JOHN RICHARDSON, of the city, county, and State of New York, have invented an Improvement in Railroad-Car Seats; and I do hereby declare the following to be a full and correct description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a railroad-car seat with my improvement attached. Fig. 2 is a sectional view, showing the mechanism of the end; and Fig. 3 is a detailed view of the end of the foot-rest.

The object of my invention is to provide a basket or receptacle beneath a railroad-car seat for the reception of baggage, clothing, hats, &c., which will be secluded and safe, and at the same time clean and convenient.

My invention consists in attaching to the braces that support the back of a reversible car or other seat a revolving open wire-work basket, which is made to revolve or oscillate by means of slots and arms, so that it will automatically take its position when the car-seat is reversed, and will lock itself in position, so that its contents cannot be abstracted by parties in the seat in the rear. Attached to this basket is a foot-rest, which travels with it when the seat is being reversed.

In the drawings, A is an ordinary railroad reversible car-seat, with the reversible back B; and C C are the ends, and D D are the braces which support the back, and to which the back is pivoted, and between which it oscillates, being stopped by the beveled shoulders *d* upon the ends of the braces. The opposite ends of the braces D are elongated beyond the fulcrum *e*, and upon this end is placed a wrist-pin, *f*, the object of which will hereafter more fully appear. Pivoted to the center of the ends or the supports of the car-seat are metallic plates or frames F F, of the form shown. To the base and altitude of the triangular part of the plate F are applied the ends of the wire basket G, suitably secured, and also strengthened with rods. At right angles to the hypotenuse of the triangular part of said plate F projects an arm, H, which contains a slot, *i*, running its whole length, or nearly so, and into which the wrist-pin *f* operates. Pivoted between two sliding, slotted

arms, K, sliding upon pins upon the plate F, is the foot-rest L, which is also prevented from revolving and secured by a stop-shoulder similar to the seat-back before referred to, said shoulders being upon the ends of the arms K, as seen at Fig. 3.

The operation of my invention is as follows: In the act of reversing the back B of the seat A, the braces D are turned upon the fulcrums *e*, and the wrist-pins *f* are caused to travel through the slots *i* until they reach nearly to the center of the plates F, the length of the short arms of the braces D being less than the distance between the fulcrums *e* and the pivots of the plates F, carrying with them the arms H, and causing the ends F and basket G to revolve until the horizontal side becomes vertical, and the vertical side horizontal, and the basket is in proper position to receive baggage from the opposite side of the seat. It will be noticed that the edge of the basket reaches the bottom of the seat before the back B reaches the top of the seat; or, in other words, before the brace D becomes at right angles with the slot *i*, or tangent to the circle of motion described by the plate F. In this position the basket is loose, and can be revolved by force being applied to it; but, when the back B is brought down upon the seat A, the wrist-pins move out in the slots *i* until they pass the point at which the slots and braces D are at right angles, and in this position the basket is securely locked to the bottom of the seat, and its contents cannot be removed by persons sitting in the seat behind. The foot-rest L slides up toward the pivots upon which the basket swings by means of pins in the slotted arms K, for the purpose of allowing the basket to oscillate, and at the same time, when down, to be comfortable for the feet. When the basket is being rotated, the foot-rest moves over the floor, sliding upon the pins, and sliding down again upon the opposite side.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A reversible car-seat provided underneath with a revolving or oscillating basket or receptacle, G, for baggage, substantially as described.

2. A revolving or oscillating basket, G, for baggage, in combination with a reversible backed car-seat, substantially as described.

3. The combination of the elongated braces D, slotted frame F, and wrist-pin *f*, by which the basket G is reversed automatically with the reversing of the car-seat back.

4. The method for locking the basket in its position, essentially by means of the slot *i* and wrist-pin *f*, substantially as set forth.

5. The foot-rest L, in combination with a revolving basket, G, substantially as and for the purpose set forth.

The above specification of my said invention signed and witnessed, at New York city, this 21st day of October, A. D. 1873.

JOHN RICHARDSON.

Witnesses:

W. G. BERGEN,
JNO. VINCENT.