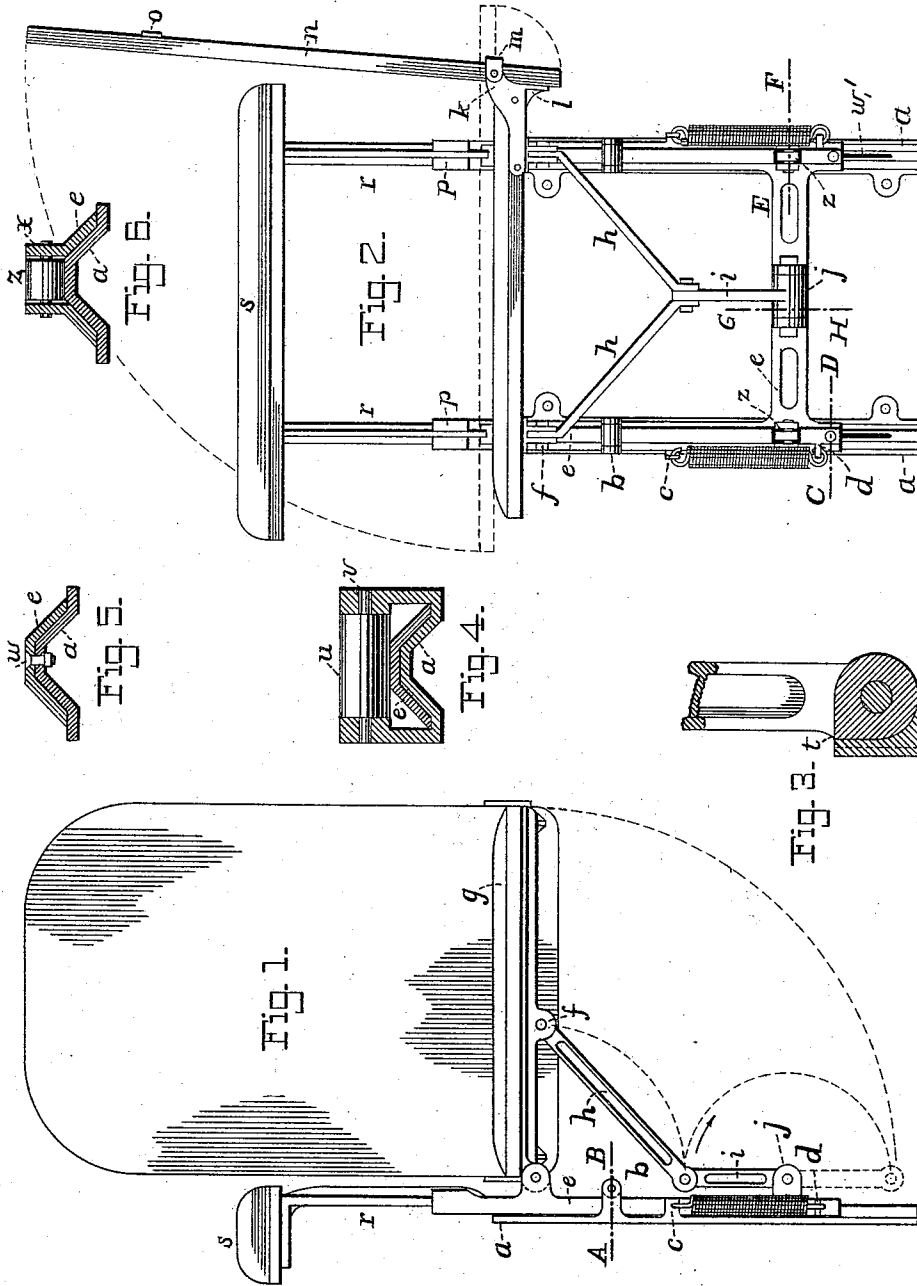


(No Model.)

J. S. KILGORE.
FOLDING SEAT.

No. 543,487.

Patented July 30, 1895.



Witnesses
Cobb (Cay)
Joseph E. Gallup.

Inventor
John S. Kilgore

UNITED STATES PATENT OFFICE.

JOHN S. KILGORE, OF SALIDA, COLORADO.

FOLDING SEAT.

SPECIFICATION forming part of Letters Patent No. 543,487, dated July 30, 1895.

Application filed February 2, 1895. Serial No. 537,139. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. KILGORE, of Salida, in the county of Chaffee and State of Colorado, have invented a new and Improved Folding Seat, of which the following is a full, clear, and exact description.

My invention relates to improvements in folding seats—that is, in seats which are adapted to fold up out of the way when not in use—supported upon springs, and having back and arm-rest attachments, being particularly adapted for use in locomotive-cabs, but may be used in any place, so as to occupy the least possible amount of space.

To this end my invention consists in a folding seat, the construction of which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all of the views.

Figure 1 is a side elevation of the seat in position for use. Fig. 2 is a front elevation of the same, showing the back and arm rest. The dotted lines in Figs. 1 and 2 indicate folding positions of the seat and back-rest. Fig. 3 is a section at G H showing the shoulder *t* on the lower end of link *i*, Fig. 1. Fig. 4 is a section at A B showing the bearing of the rolling frame *e* against the upper roller at *b*, Fig. 1. Fig. 5 is a section at C D showing the bolt *w* stationary to the rolling frame and adapted to work in a slot at *w'*, Fig. 2. Fig. 6 is a section at E F showing rollers *z z*, Fig. 2, attached to the rolling frame.

The main frame *a* is adapted to be fastened to the locomotive-cab wall just under the window by means of bolts. It is provided with lugs *b*, adapted to receive a roller *u*, Fig. 4, which prevents the upper part of the rolling frame *e* from falling out when the seat is in use. The lower part of said frame is held in place by means of bolts *w*, Fig. 5, working in slots *w'*, Fig. 2.

The rolling frame *e* is supported upon springs, the upper ends of which are attached to the main frame *a* at *c*, the lower ends being attached to the rolling frame at *d*. The rear end of the seat-bottom *g* is hinged to the rolling frame, as shown in Fig. 1, at the rear ends of its cleats, and is supported when in position for use by means of links *h h* and *i*. The

links *h h* are pivotally connected at their upper ends to the seat-bottom at *f*, and at their lower ends to the upper end of link *i*, the lower end of link *i* being hinged at J to the lower cross-bar of the rolling frame *e*. The lower end of said link *i* is provided with a shoulder *t*, Fig. 3, which prevents the link from going beyond a vertical position while the seat is being used.

The back-rest *n*, Fig. 2, is attached to the seat-bottom by hinge *k*, and its angle to seat-bottom is regulated by means of braces *l*.

o and *m* are ribs used to strengthen the back, the lower one *m* being provided at each end with a jaw adapted to receive the brace which is attached to the seat-bottom at *k*, forming the hinge.

The side pieces of the rolling frame are provided at their upper ends with sockets *p*, Fig. 2, adapted to receive the shanks *r*, which support the arm-rest *s*.

By reason of the position of the braces, which support the seat when it is in use, the upper part of the rolling frame *e* will tend to pull out, which will throw the bearing upon the rollers *u*, Fig. 4, as shown at A B, Fig. 1, and the lower part of the rolling frame will tend to press in, which will throw the bearing on the rollers *z*, Fig. 2.

To fold the seat, first turn down the back-rest *n*, as shown by the dotted lines in Fig. 2, then raise up the outside edge of the seat and the links will swing out, taking the direction of the dotted lines, as shown in Fig. 1, and upon letting it drop it will remain folded in the position indicated by said dotted lines, while the braces *h h* will pass on either side of hinge J. By increasing the tension on the jaw of the hinge *k*, by screwing up the bolt firmly, which holds the jaw together, the back-rest will be held closely to the seat-bottom when folded, and will be entirely out of the way. If the occupant wishes to use the seat without a back-rest he may let the back-rest remain folded, and sit upon it as a seat-bottom, as, from the construction of its hinge and braces, it will lie parallel with and touch the seat-bottom at all points.

The arm-rest *s* may be removed from the rolling frame by lifting it up, which will raise the shanks *r* out of the sockets *p*.

As the seat, the back-rest, and the arm-rest

are all supported by the rolling frame, which frame is supported upon springs, and as the seat is very quickly folded and takes up very little space when folded it is very valuable
5 for use in locomotive-cabs, or in any carriage where a quick-folding spring-seat is needed.

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

- 10 1. A folding seat comprising a main frame, rollers journaled thereon and slots formed therein, a rolling frame held between said rollers and main frame and carrying rollers bearing against the main frame, bolts carried
15 by said rolling frame and moving in the slots of the main frame, springs connecting the two frames, a seat hinged to the rolling frame,

braces hinged to the under side of the seat and a second brace hinged at one end to the seat brace and at its other end to the rolling
20 frame.

2. A folding seat comprising a main frame, a spring suspended rolling frame carried thereby, an arm rest detachably connected to the rolling frame, a seat hinged to said roll-
25 ing frame, two part folding supporting braces pivoted to each other and to the seat and rolling frame respectively and a support hinged to the seat and adapted to serve either as a back rest or a supplemental seat bottom.

JOHN S. KILGORE.

Witnesses:

ROBT. RAY,

JOSEPH E. GALLUP.