F. MARTIN.

Car Seat and Couch.

No. 62,047. Patented Feb. 12, 1867.

Fig. 1.

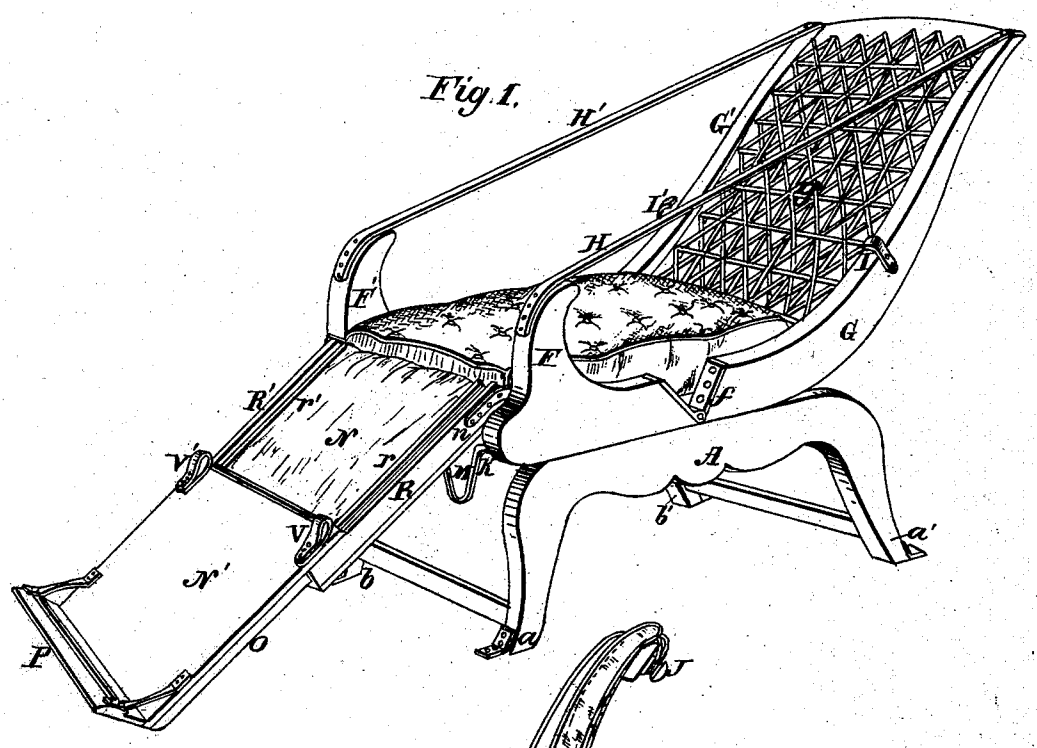



Fig. 2.

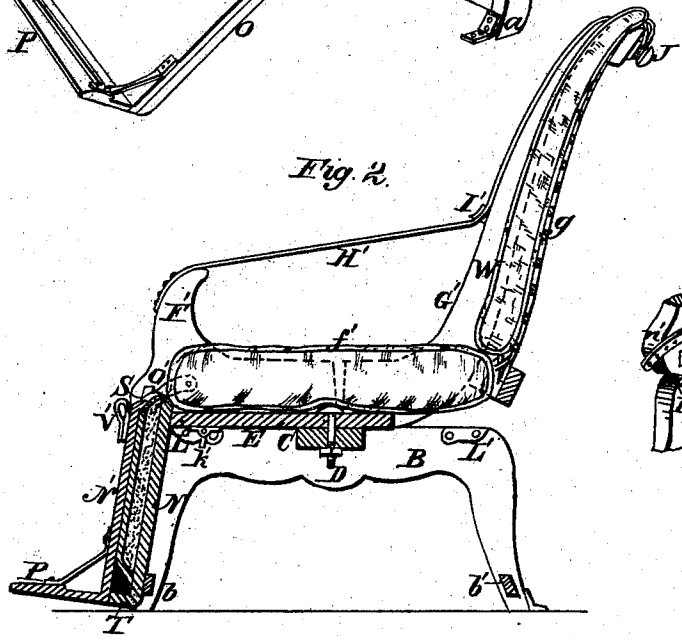
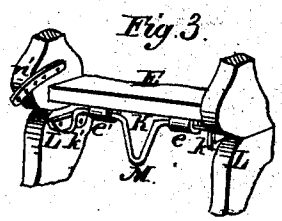



Fig. 3.

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FRANK MARTIN, OF AURORA, INDIANA.

*Letters Patent No.* 62,047, *dated February* 12, 1867.

## IMPROVED CAR SEAT FOR RAILWAY CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, FRANK MARTIN, of Aurora, Dearborn county, Indiana, have invented a new and useful Railroad Car Seat; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My improvements relate to the class of railroad car seats which are so arranged as to enable the occupant to sit in the ordinary position when desired, or to recline in a more comfortable one for the purpose of sleeping; and my invention consists in certain devices for retaining the seat either to its ordinary or inclined condition, and also to an extension foot-board for supporting the feet and legs of the occupant.

Figure 1 is a perspective view of a car seat embodying my improvements, the same being represented in its opened or recumbent position.

Figure 2 is a vertical section of the same in its erect or sitting position, and with the seat arranged for winter use.

Figure 3 is a detached view of the devices for locking the seat to its frame.

My car seat is composed of two distinct members, to wit, a lower or fixed one, and an upper and revolving one, which latter constitutes the seat proper.

The lower member consists of a frame, A B, whose legs, *a a'*, *b b'*, are secured at their lower ends to the floor of the car. The rails A B are connected together by a beam, C, which is traversed by a bolt, D, the latter serving as a pivot to enable the seat proper to be rotated upon the frame. The seat proper consists of a bottom, E, two arms, F F', and a movable back, G G', the latter being hinged to the seat at *f f'*, while the upper part of the back is connected to the arms F F' by means of flexible stays H H', which may be made of leather or any other suitable material, and be covered and padded. I I' are two hooks attached to the back of the seat, and serving to hold the back in its erect position by simply engaging the stays H H' underneath them. In both the recumbent and the erect position the flexible stays H H', fill the office of arm-rests for the passenger. The back of the seat may be caned, as at *g*, for summer use, and may have a padded cushion, W, laid over it in the winter time, said padded cushion being provided with a loop to engage over the stud J, which stud may be stamped with the number of the car seat. The seat is secured to the frame A B and prevented rotating thereon by the following devices: K is a bar which plays in journal bearings *e e'*, the latter being attached to the inner side of the seat E, and the ends of said bars terminate in hooks *k k'*, which engage under lugs L L', which project from the inner sides of the rails A B. The bar K is bent at M so as to form a handle by which it is operated. My foot and leg support consists of a padded board, N, and a sliding extension one, N'. The board N is attached to the seat by the links or hinges *n n'*, the extension board N' being provided with cleats O O', which traverse grooves *r r'* of the batons R R', the latter being secured to the ends of the padded board N. The extension board N' is prevented from becoming detached from the board N by means of the stop S coming in contact with the shoulder T, the latter being secured to the lower end of said board N. The lower edge of the sliding extension board N' is provided with a ledge, P, for the support of the occupant's feet. V V' are handles attached to the extension board.

When it is desired to use the seat in the ordinary manner, the flexible stays H H' are engaged under the hooks I I' and drawing out the foot-boards N N' to their full extent, the chair is at once converted into its recumbent position, and in this position of the chair the passenger can recline and rest himself as comfortably as in a sleeping-car.

When the car has reached its destination the seats can be reversed by releasing the hooks *k k'* from the lugs L, turning the seat E around on the rails A B, and then engaging the said hooks *k k'* under the other lugs L'. The seat E of the chair may be cane-bottomed, as well as the back G, and a mattress, W, can be placed over them in winter time and at nights, and a comfort can be connected to the mattress. The occupant can open the sliding extension board N' by simply pushing his foot against the ledge P, and the extension board can be retracted by pulling on the handles V V'.

The following is what I claim as new, and of my invention:

1. In combination with the revolving seat E F F', and hinged back G, I claim the flexible stays H H' and retaining hooks I I' or their mechanical equivalents.

2. In combination with the frame A B, and revolving seat E F F', I claim the hooked bar K *k k'*, and lugs L L', employed to secure the seat against rotation, substantially as described.

In testimony of which invention I hereunto set my hand.

FRANK MARTIN.

Witnesses:

GEO. H. KNIGHT,

JAMES H. LAYMAN.