

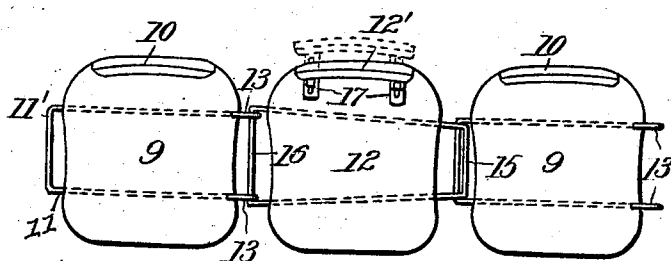
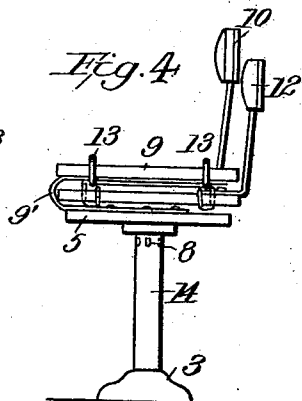
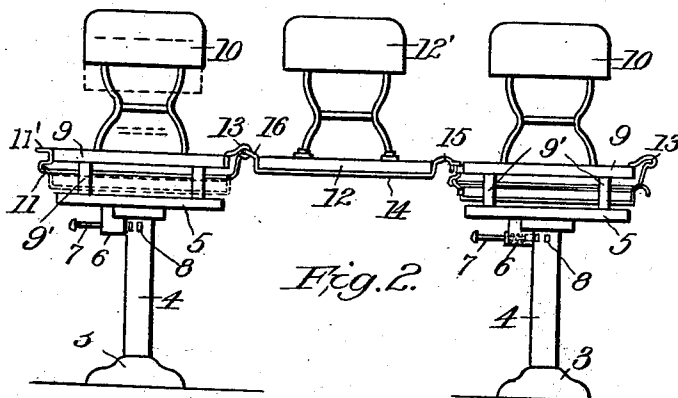
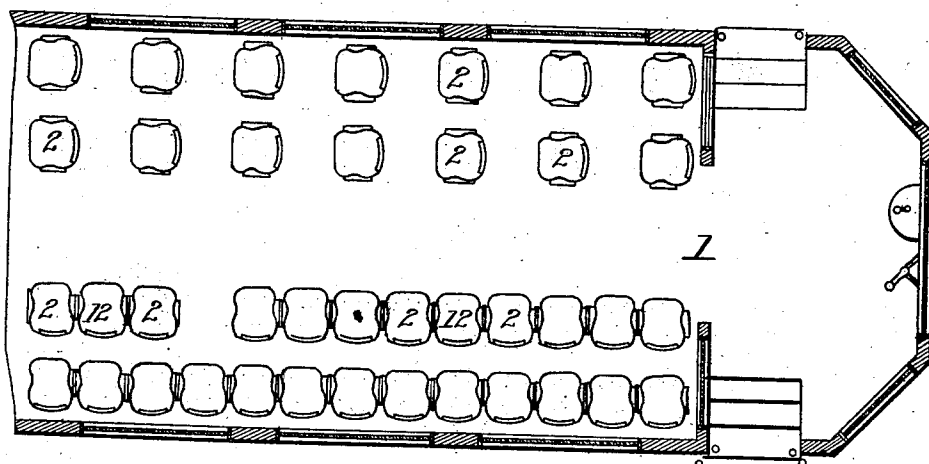
No. 883,929.

PATENTED APR. 7, 1908.

S. J. BAXTER.
CAR CHAIR.

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Fig. 1.



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UNITED STATES PATENT OFFICE.

SEELEY J. BAXTER, OF WAMEGO, KANSAS.

CAR-CHAIR.

No. 883,929.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed March 5, 1907. Serial No. 360,665.

To all whom it may concern:

Be it known that I, SEELEY J. BAXTER, a citizen of the United States, residing at Wamego, in the county of Pottawatomie and State of Kansas, have invented certain new and useful Improvements in Car-Chairs, of which the following is a specification.

This invention relates to car chairs, and the primary object involved is to provide for the construction and arrangement of chairs in a passenger or other car or vehicle whereby the usual seating capacity may be maintained or increased as may be desired.

Another object of the invention resides in the provision of parlor car chairs constructed and arranged whereby the occupants thereof may position themselves in the usual manner and with means whereby auxiliary emergency chairs may be connected to adjacent regular chairs to increase the seating capacity of the vehicle.

With the above and other objects in view the present invention consists in the combination and arrangement of parts herein-after more fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes may be made in the form, size, proportion, materials and minor details within the scope of the appended claims without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings:—Figure 1 is a horizontal sectional view of a portion of a railway coach illustrating the emergency or auxiliary chairs not in use on one side of the aisle and in use on the opposite side of the aisle. Fig. 2 is a front elevation of two regular chairs with an emergency chair seat supported between them, the position of the emergency chair when removed from between the regular chairs being shown in dotted lines at the left of this figure and in full lines at the right thereof. Fig. 3 is a plan view of two regular chairs and one emergency chair connected therewith, as shown in Fig. 1. Fig. 4 is a side elevation illustrating a regular and an emergency chair with the latter carried beneath the former.

Referring now more particularly to the accompanying drawings, the reference character 1 illustrates a portion of a railway coach or other vehicle in which is disposed a series of main chairs, each consisting of a foot 3 in which is mounted a standard 4 for the sup-

port of the seat base 5 rotatably mounted upon the standard and carrying a bearing 6 for the support of the spring actuated locking element 7 designed to have normal engagement interchangeably with the series of recesses 8 of the standard 4. The main seat 9 of each regular chair is supported upon the seat base 5 and in spaced relation therewith by means of a pair of U-shaped or other springs 9' there being a back 10 secured to the main seat 9 of each regular chair in any suitable manner. The chair thus described is rotatable and possesses among other characteristics the feature of resiliency or cushioning effect essential to chairs of the present character.

Secured in any suitable manner at each end to the sides of the seat 9 of each regular chair 2 is a combined supporting and guiding member 11 for the guidance and support of the emergency chairs 12, the latter provided with suitable backs 12'. Each combined guiding and supporting member 11 is preferably of U-shaped heavy wire or rod-metal with its body portion spaced from the under surface of the main seat 9, the bight end extending beyond one side of the seat and directed inwardly and secured thereto with its bight extended away from and beyond the side of the seat to form a supporting end 11', the free ends of the legs of said member 11 being formed into oppositely disposed eyes 13, at the opposite side of the seats 9.

Secured to the under face of each bottom of the emergency chair 12 is a connecting attachment consisting of a substantially rectangular shaped element 14 whose opposite sides converge slightly with its ends directed upwardly upon opposite sides of the emergency chair bottom or seat, one end being formed into a hook 15 for detachable engagement over the bight end of the guiding and supporting member 11 of one regular chair, and the opposite end 16 of said member being preferably permanently engaged in the eyes 13 at one end of the member 11 of the corresponding adjacent regular chair, as clearly shown, in Fig. 2. The back 12' of each auxiliary or emergency chair 12 is preferably secured to or has secured to it one or more slotted plates 17 with a bolt or other fastening passed through the slot of each plate, the slot and bolt or the like cooperating to permit of a backward and forward adjustment of the back 12'.

When the emergency chairs are not in use,

the chairs are preferably arranged to face the direction of movement of the car, as shown at the upper side of Fig. 1, and when it becomes necessary or expedient to arrange for the accommodation of an increased number of passengers the spring controlled locking rods 7 are operated to permit the chairs to face the aisle, and when thus arranged they are locked in this position. The emergency chairs are then moved from between the main and seat bases of the corresponding regular chairs by pulling the former over the combined guiding and supporting member 11 until the end 16 of the attaching frame of the emergency chairs engage the eyes 13 of the corresponding member 11 of one chair when the hooked end 15 of the former may be dropped over the bight end 11' of the guiding and supporting member of the next adjacent regular chair as clearly shown in Fig. 2.

From the foregoing it will be seen that when the emergency chairs are not in use that they may be put away under the seats or bottoms of the regular chairs, and in order to dispose the backs thereof, if they are in alinement with the backs of the regular chairs, they are adjusted so that they may pass behind the latter, as clearly shown in Fig. 3.

What is claimed is:—

1. In a device of the class described, standards spaced apart, a seat base mounted for rotation upon each of said standards, a main chair seat for each of said bases and spaced therefrom, means for connecting said main chair seats to said seat bases, guides spaced apart and supported between said

base and main seat and extending outwardly and upwardly at one end, an emergency chair seat removably carried by said guides, and means whereby said emergency chair seat is supported in its withdrawn position by the extended portions of said guides.

2. Two chairs spaced apart, guide devices carried by one of said chairs and terminating in eyes, an emergency chair seat movably disposed beneath one of said chairs and having a member engaging said guide devices when the emergency chair is withdrawn and engaging said eyes when the emergency chair is projected, and means for detachably coupling the free end of said emergency chair to the other of said spaced chairs when projected.

3. In a device of the class described, chair structures including main chair seats spaced apart and provided with seat backs, guide devices carried by one of said main chair seats, an emergency seat movably disposed beneath one of said main chair seats and having a member engaging said guide devices when the emergency seat is withdrawn, means for supporting said emergency seat upon said main chair seats when projected, a back to said emergency seat, and means for adjusting said emergency seat back to cause it to aline with or pass to the rear of the backs of the main chair seats.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SEELEY J. BAXTER.

Witnesses:

LOUIS LEACH PARSONS,
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