E. WILLIFORD.

ATTACHMENT FOR THE BACKS OF SEATS.

APPLICATION FILED OCT. 7, 1920.

1,379,499. **Patented May 24, 1921.**

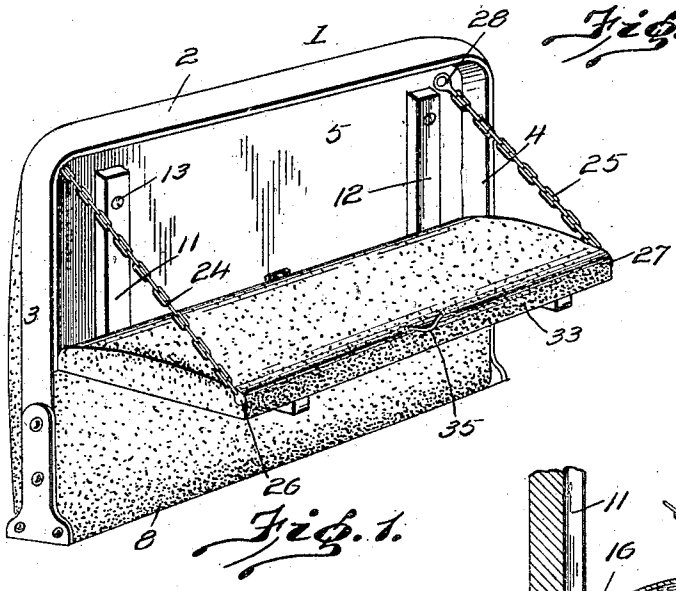


Fig. 1.

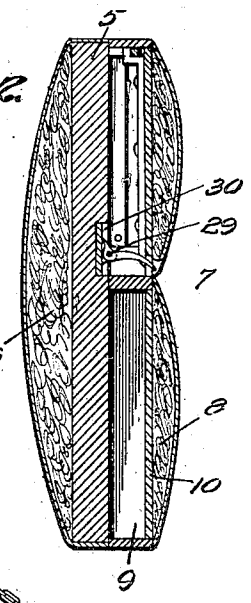


Fig. 2.

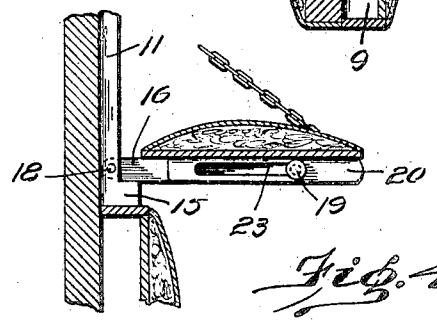


Fig. 4.

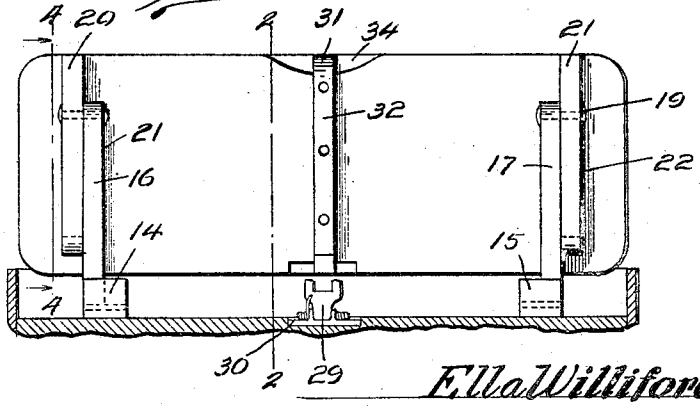


Fig. 3.

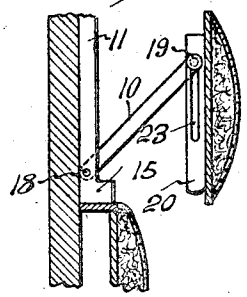


Fig. 5.

Ella Williford INVENTOR.

Witness

BY Geo. P. Kimmel ATTORNEY.

UNITED STATES PATENT OFFICE.

ELLA WILLIFORD, OF DETROIT, MICHIGAN.

ATTACHMENT FOR THE BACKS OF SEATS.

1,379,499. Specification of Letters Patent. Patented May 24, 1921.

Application filed October 7, 1920. Serial No. 415,364.

To all whom it may concern:

Be it known that I, MRS. ELLA WILLIFORD, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Attachments for the Backs of Seats, of which the following is a specification.

This invention relates to train seats and more particularly to an attachment for the back of a seat or chair universally used in railway trains and parlor cars.

One object of my invention is directed to a sectional back for a train seat whereby one of the sections may be opened and form a cushioned support.

Another object of my invention is the provision of a sectional back for a train seat whereby one of the sections may be opened for various uses, and particularly adapted to support an infant or a baby.

With these objects in view and others which will be manifest and suggested as the nature and purpose of my invention are revealed in the following specification and drawing wherein I have shown a practical, preferred embodiment thereof.

Figure 1 is a perspective view of a train seat back showing the section open.

Fig. 2 is a vertical sectional view through the seat back when closed.

Fig. 3 is a fragmentary view of the seat back and showing the movable section in elevation.

Fig. 4 is a view partly in section taken on the line 4—4 of Fig. 3.

Fig. 5 is a detail view of the link connection.

Reference being had to the accompanying drawing wherein like and corresponding parts therein refer to like parts in the specification, numeral 1 designates a metallic frame structure, having a top edge 2 and vertical sides 3, 4 which support a central vertical, wooden partition 5 separating the front cushion 6 from the sectional cushion 7 as clearly shown in Fig. 2 of the drawing.

The lower half 8 of the cushion 7 conforms to the lower portion of the cushion 6 and is somewhat reduced in thickness leaving a narrow space 9 between the back 10 and the wooden partition above referred to. A pair of parallel, metallic attaching members 11, 12, permanently fastened by screws 13 to the rear partition 5 are provided with horizontal abutments 14, 15. A pair of flat, metallic connecting links 16, 17 pivoted at 18 to the inner sides of the attaching members and adapted to overlie said abutments are pivotally connected at their opposite ends by studs 19 to a second pair of attaching members 20, 21 secured to the underside cut out portions of the back of the movable section.

Elongated slots 23 formed in the attaching members 20, 21 permit the same to be moved outwardly with respect to the links 16, 17 and flexible chains 24, 25 attached to the corners 26, 27 of the movable section and permanently fixed eyes 28 on the partition 5, support the said section in its outward or horizontal position.

A U-shaped spring 29 retained in the cut out portion 30 of the partition is adapted to engage the beveled terminal 31 of the central attaching member 32 and lock the section when in its closed position. The top edge 33 of the movable section is preferably cut away as at 34 wherein is positioned a hand strap 35 whereby the movable section may be opened and closed.

When it is desired to open the sectional back, the passenger will pull the hand strap outwardly and in its horizontal position, the connecting links will lie on the abutments of the attaching members and support the sectional back. Similarly, in closing the same, as the back is raised, the pivoted links will lie close to the attaching members and flush with the partition as the back is swung on its pivots 19. The chains of course fall behind the movable section and the spring 29 securely holds it in an inoperative position as shown in Fig. 2.

From the foregoing description, it is obvious that I have provided an attachment for the back element of a train seat or chair which is adapted for various uses and which when especially employed on passenger railway cars is particularly serviceable as a support or a crib for an infant. In the accompanying drawings, I have illustrated my invention embodied in one form by way of example, and which in practice has been found to be highly satisfactory in obtaining the desired results. It will be obvious however that other embodiments may be adopted, and that various changes in the details of construction may be resorted to by those skilled in the art without departing from the spirit and scope of the invention. It is furthermore understood that the invention is not necessarily limited or restricted to the

precise elements shown except in so far as such limitations are specified in the subject matter being claimed.

What I claim is:

The combination with the back element of a railway seat, or chair, a sectional back, a central partition, attaching members secured within recesses in said partition, abutments on the ends of said attaching members, a vertically movable section supported by said abutments, slotted attaching members also secured to the movable section, links pivoted to said attaching members, studs carried by said links and slidable within the slotted attaching members whereby the movable section may be moved at right angles to the partition, auxiliary supporting chains connecting said movable section with said partition, and locking means for said movable section.

In testimony whereof, I affix my signature hereto.

MRS. ELLA WILLIFORD.