

W. KALITZKY.
FOLDING SEAT.
APPLICATION FILED FEB. 17, 1908.

916,379.

Patented Mar. 23, 1909.

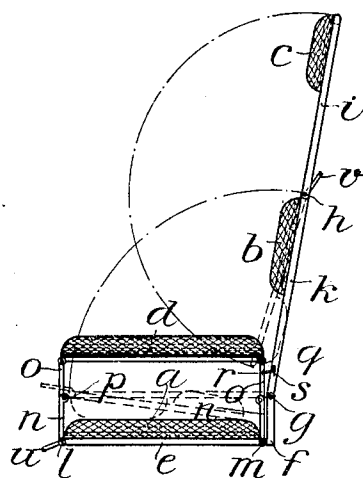


Fig. 1.

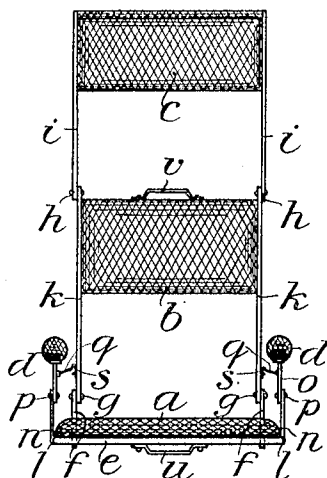


Fig. 2.

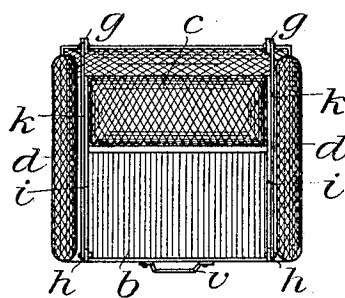


Fig. 3.

Witnesses

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WILHELMINE KALITZKY, OF HAMBURG-BARMBECK, GERMANY.

FOLDING SEAT.

No. 916,379.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed February 17, 1908. Serial No. 416,286.

To all whom it may concern:

Be it known that I, WILHELMINE KALITZKY, a citizen of Hamburg, and resident at Flotowstrasse, Hamburg-Barmbeck, in the Empire of Germany, have invented a new and useful Improved Folding Seat, of which the following is a specification.

The present invention relates to an improved seat, that can be folded to the size of an easily portable hand-parcel and which is provided with a back-cushion, a head cushion and elbow-cushions.

The improved seat is primarily destined for use in railway traveling affording a comfortable seating accommodation especially in the third and, where it exists, in the fourth class. The seat may, however, be employed to similar advantage in the first and second class of railway carriages and at all such places, where, commanded by hygienic and esthetic considerations, the direct contact with the ordinary seat is to be avoided.

Special objects of the invention are to simplify and cheapen the construction and to render more efficient, serviceable and durable in operation devices of the kind referred to.

With these ends in view the invention consists in the novel combination, arrangement and adaptation of parts, all as more fully hereinafter explained, shown in the accompanying drawings and then specifically set out in the appended claim.

In the drawings Figure 1 shows in side elevation the improved folding seat ready for use. Fig. 2 is a front elevation of Fig. 1. Fig. 3 is a plan of the improved folding seat in its collapsed condition.

The improved folding seat comprises the actual seat *a*, the back-cushion *b*, the head-cushion *c* and the two elbow-cushions *d*. These constituent parts of the seat, which are responsible for the comfort of the latter, may be produced in simple or elegant construction and in accordance with desire or requirement the cushions can be covered with ordinary or costly material, such as shirting, calico, satin, cloth, plush, silk, leather or the like, the back of the cushions being suitably closed by the same material or by wax-cloth or the like. The padding or quilt-work of the cushions may consist of horse-hair seaweed or other stuffing material suitable for upholstery purposes. Feathers and downs may likewise be employed as stuffing in more elegant constructions of the seat.

The several constituent parts *a*, *b*, *c*, *d* of

the seat mentioned above are mounted in a common frame composed of a plurality of sections, which can be folded in such a manner, that an easily portable hand-parcel of comparatively small size and convenient shape is produced.

The folding frame of the seat is constructed of metal bars or of rolled steel tubes, so as to insure a minimum of weight combined with a maximum of strength and durability.

The seat proper *a* is preferably of square shape in plan-view and is attached with its marginal edge portions in a frame *e* of corresponding shape surrounding same. The two side members of the seat frame *e* are bent upwardly at their rear ends or provided with rectangular upturned arms *f* respectively. To these upturned arms *f* is pivotally attached in hinges *g* the frame for the back-cushion *b* and for the head cushion *c*. This frame is constructed of two parts, hinges *h* pivotally connecting the two parts, at a distance from the joint *g* in accordance with the length of the side members *e* of the seat frame. The top portion *i* of the two-part frame which carries the head cushion *c* as well as the lower portion *k* which carries the back cushion *b* correspond in size and shape to the seat frame *e*, in order to enable same to be folded down upon the seat *a*. In so folding the two-part frame *i*, *k* in the hinges *h* and *g*, the head cushion *c* is placed adjoining the back cushion *b* as indicated in dotted lines in Fig. 1 and as shown in full lines in Fig. 3. From the last mentioned figure it is apparent that the improved folding seat in its collapsed state constitutes an easily portable hand-parcel of comparatively compact structure that is bordered laterally by the parallel frame members *e* and *k*. In order to give the parcel a closed exterior similar to a bag, the entire surface between the parts *f*, *i*, *k* of the frame may be covered by leather, cloth or the like to which the back cushion *b* and the head cushion *a* may be attached in any convenient way.

At the front and at the rear of the two side members *e* of the seat frame are pivotally attached in hinges *m* the supports for the two elbow-cushions *d*. These supports are constructed in two parts *n* and *o* pivotally connected together by means of the hinges *p*. For staying the two-part supports in their extended working position suitable abutting studs or spring bolts or the like may be employed. In folding down the two parts *n*, *o*

of the supports, the elbow-cushions *d* are brought down to the seat *a*, forming in this manner a lateral closure to the hand parcel constituted by the seat *a*, the back cushion *b* and the head cushion *c*.

Hooks *q* are pivotally attached at *r* to the rear parts *o* of the supports beneath the elbow-cushions *d* which are to be engaged in eyes *s* in connection with the frame members *k* for the purpose of securing the working position of the elbow-cushions *d* when the seat is to be used.

At the front edge of the seat *a*, or of the frame surrounding same respectively, and preferably situated at the middle portion thereof is arranged a handle *u*. A similar handle *v* is attached at the middle portion of the top edge of the back-cushion *b* or of the rail bordering same respectively. Both handles *u* and *v* facilitate the transport of the improved folding seat in its collapsed state. It may also serve as a bed or mattress in railway carriages and at other places, the relative position of the head cushion *c*, of the back cushion *b* and of the seat *a* being suitable for comfortably resting the body.

What I do claim as my invention, and desire to secure by Letters Patent, is:

An improved folding seat especially for

use in railway traveling comprising a seat cushion, a frame structure for holding and bordering the seat cushion, a collapsible frame structure at each side of the seat, elbow cushions carried by the aforesaid collapsible frame structures and adapted to fold down on the seat, a two-part frame structure pivotally connected to the seat frame structure at the rear side thereof, a back cushion connected to the lower part of said frame structure, a head cushion connected to the upper part of said frame structure, the two parts of the back rest and head rest frame structures corresponding each in size to the seat, so as to be folded down on the latter between the elbow rests, the back rest and the head rest being situated at the top end of their respective frame structures so as to lie adjacent to one another when folded down on the seat and means for steadying the elbow rests in their working position, substantially as described and shown.

In witness whereof I have hereunto signed my name this 3d day of February 1908, in the presence of two subscribing witnesses:

WILHELMINE KALITZKY.

Witnesses:

ERNEST H. L. MUMMENHOFF,
OTTO W. HELLMRICH.