

(No Model.)

J. S. KILGORE.
FOLDING SEAT.

No. 488,436.

Patented Dec. 20, 1892.

Fig. 1.

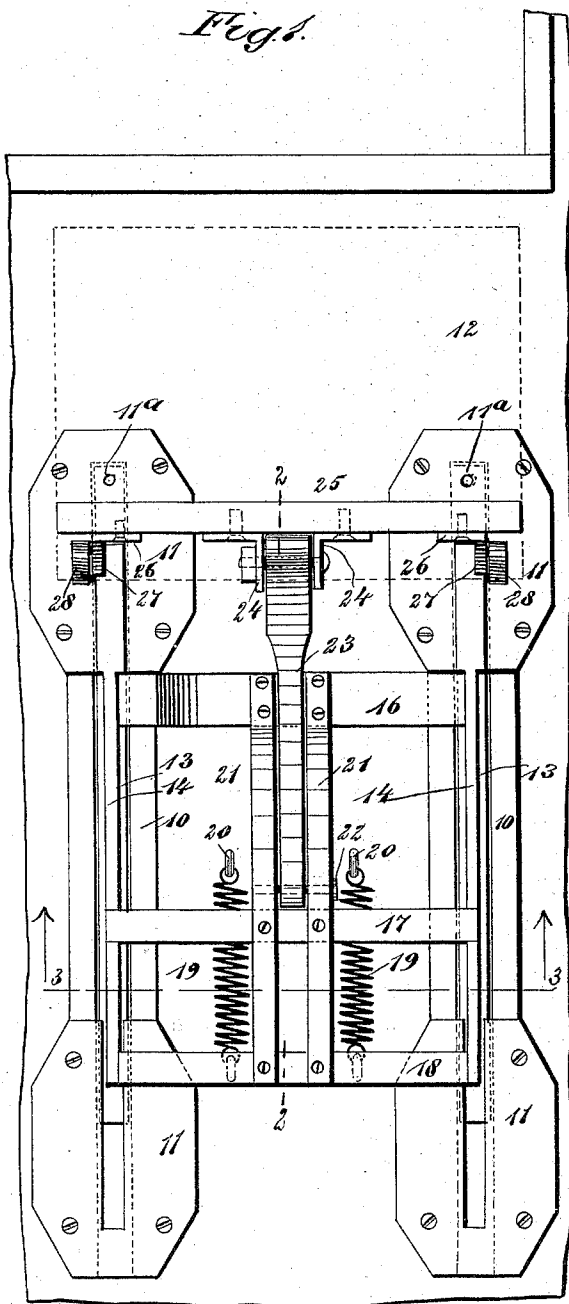


Fig. 2.

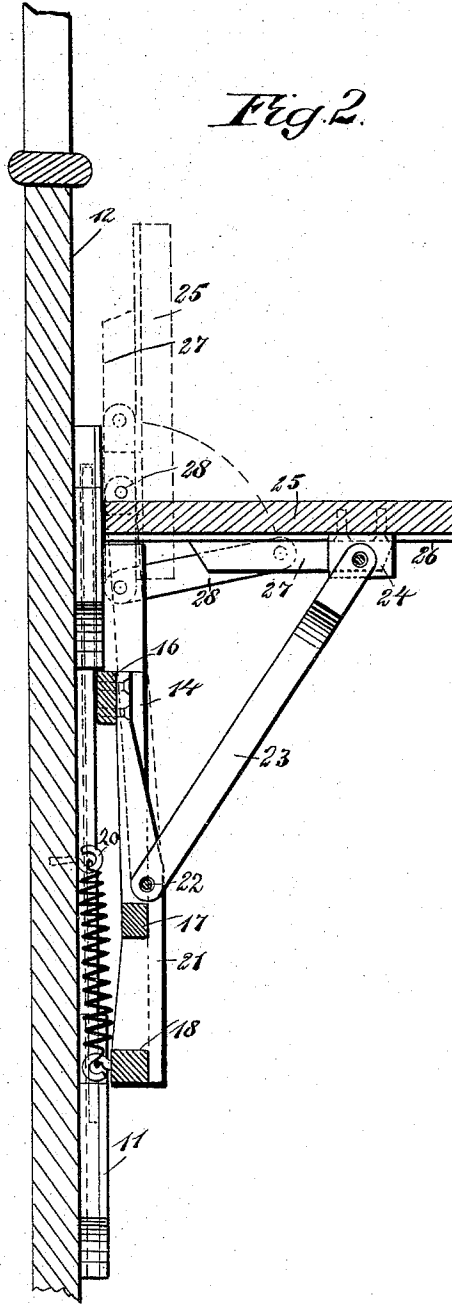
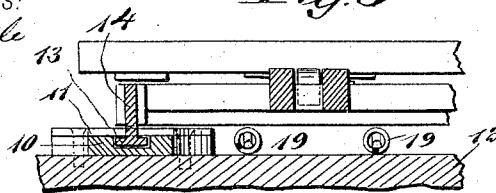


Fig. 3.

WITNESSES:
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JOHN S. KILGORE, OF SALIDA, COLORADO.

FOLDING SEAT.

SPECIFICATION forming part of Letters Patent No. 488,436, dated December 20, 1892.

Application filed March 1, 1892. Serial No. 423,366. (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, and the object of my invention is to produce a safe, easy and convenient seat of this class, which is especially adapted for use in locomotive cabs, and which may be applied to any cab 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 figures of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation of a seat in position for use; Fig. 2 is a vertical section of the same, on the line 2—2 in Fig. 1, the folding position of the seat being indicated by dotted lines in this figure; and Fig. 3 is broken sectional plan on the line 3—3 in Fig. 1.

The seat is supported on parallel slide-ways 10, which have at their upper and lower ends vertically slotted plates 11, which partially overlap the slide-ways so as to prevent the falling out of the frame as hereinafter described, and the slide-ways are firmly secured to the wall 12 of a locomotive cab. The slide-ways are adapted to receive the flat flanges 13 of the side pieces 14 of the seat frame, and as these flanges project beneath the overlapping plates 11, the seat is held securely in place. Oil holes 11^a are provided in the upper of the plates 11, so that the same may be conveniently oiled, and oil may also be inserted beneath the lower plates to the end that the frame may slide very easily.

The side pieces 14 of the frame are connected by cross bars 16, 17 and 18, thus making the frame rigid, and the frame is supported by spiral springs 19, the upper ends of which are secured to screw eyes 20 or equivalent supports in the walls 12, and the lower ends of which are attached to the cross bar 18 of the

frame. Near the center of the frame are parallel guide bars 21, which are rigidly secured to the cross bars 16, 17 and 18, and pivoted on a pin 22 between these bars and near the center of the frame is brace 23, which extends upward and is thickened at its upper end, this thickened end being pivoted between angle clips 24, which are secured to the under side of the seat bottom 25, these guide bars 21 act as guides for the swinging brace 23 and prevent it and the seat from having any sidewise movement.

The seat bottom 25 is provided near the ends with strengthening cleats 26, which are secured to the under side of the bottom, and these cleats have depending ribs 27 to which are pivoted the links 28, the inner ends of the links being pivoted to the upper ends of the side pieces 14 of the sliding seat frame.

When the seat is used its lower edge is pulled out slightly and the seat will then drop to place, its back edge resting upon the upper ends of the side pieces 14 of the sliding frame and the brace 23 swinging out into position to support the seat.

The seat frame will slide easily in the slide-ways 10 and the spiral springs 19 will support it in a way to make a very easy and comfortable seat.

When the seat is to be folded up, it may almost be done by merely rising, as the person sitting upon it may grasp the inner sides of the seat with his hands, thus raising it, and the inward pressure of the limbs upon the front edge of the seat will cause the seat bottom to swing up into a vertical position, as shown by dotted lines in Fig. 2, while the links 28 will also assume a vertical position and the whole apparatus will occupy but very little space. For this reason, the seat is very valuable for use in the cab of a consolidated locomotive, that is, a locomotive having the cab placed above the boiler, as room is limited in a cab of this kind, and in case of danger the occupant of the seat can easily fold it up out of the way and get out of the cab.

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

1. A folding seat comprising a fixed support, parallel slideways secured to the sup-

port, a spring suspended frame held to slide in the slideways, an upwardly folding seat bottom, links pivoted to the seat bottom, near its ends, and also pivoted to the sliding frame, 5 and an end brace pivoted centrally to the sliding frame and pivotally connected with the under side of the seat bottom, substantially as described.

2. A folding seat, comprising a fixed support, parallel vertical slideways secured to the support, a sliding frame held to move in the slideways, spiral springs secured to the sup-

port and to the sliding frame, parallel bars secured centrally and vertically to the frame, a seat bottom having links pivotally connecting 15 its ends with the sliding frame, clips secured to the seat bottom, and a main brace pivoted at one end between the clips and at its opposite end between the frame bars, substantially as described.

JOHN S. KILGORE.

Witnesses:

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