(No Model.)

P. W. MORRIS.

ATTACHMENT FOR CAR SEATS.

No. 290,344. Patented Dec. 18, 1883.

Fig. 1.

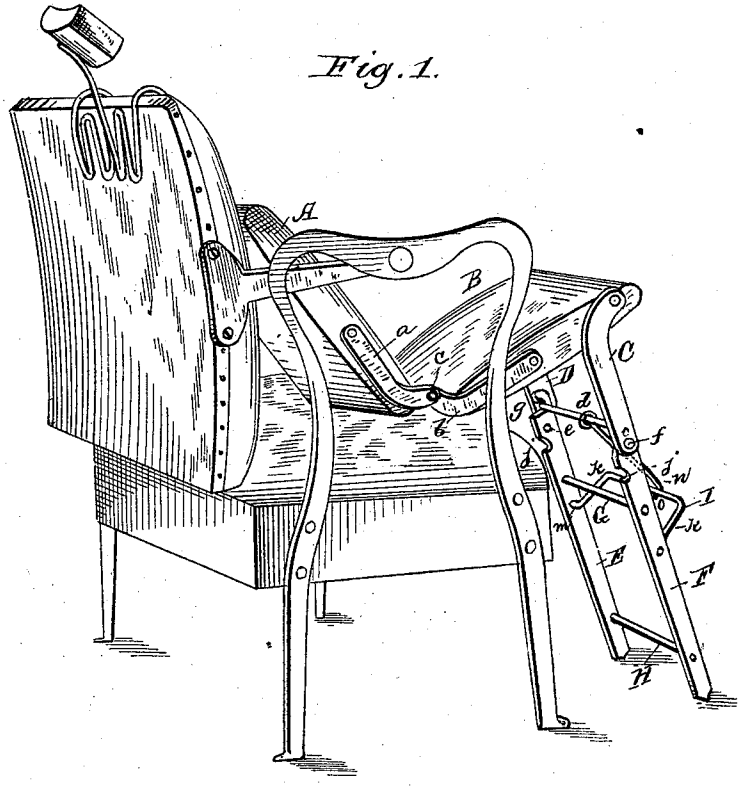
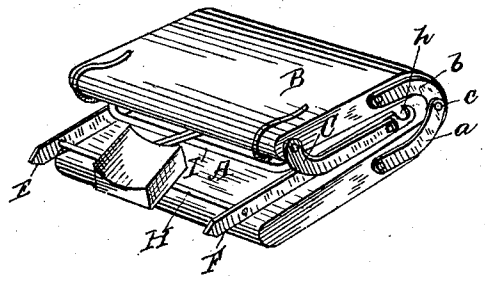


Fig. 2.



Witnesses:

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ATTACHMENT FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 290,344, dated December 18, 1883.

Application filed August 14, 1883. (No model.)

To all whom it may concern:

Be it known that I, PRESLEY W. MORRIS, a citizen of the United States of America, residing at Ritchie Court-House, in the county of Ritchie and State of West Virginia, have invented certain new and useful Improvements in Attachments for Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to passenger-chairs for railway-cars; and it consists of the improvements fully described hereinafter, whereby a device is secured that is capable of application to an ordinary chair to convert the same into a sleeping-chair, and whereby all the advantages and comforts of the latter class of chairs are derived therefrom, and the device, when not in use, is capable of being folded up within a small compass to admit of convenient portability and stowage.

In the accompanying drawings, Figure 1 is a perspective view of an ordinary railway passenger-chair having my improved device applied thereto. Fig. 2 shows the improved device folded up.

A B represent two sections, pivoted together by means of curved plates *a b* and pivot *c*. The plate B has hinged to its sides, near its front edge, two bars, C D, which are connected together near their lower ends by a rod, *d*. Two legs, E F, are pivotally secured to the bars C D by pivots *e f*, which pass through the ends of the bars C D below the rod *d*, the ends of the legs E F having notches or recesses *g h*, which embrace the rod *d* when the said legs occupy a position in line with the bars C D, as clearly shown in Fig. 1. The legs E F are provided with additional notches or recesses, *j j*, beneath their pivotal connection with the bars C D, and arranged to embrace the rod *d* when they are swung around in a reverse or rearward direction. Two reenforcing rods, G H, respectively connect the legs E F together near their top and bottom. A bar or rod, I, is curved at its ends *k k*, and each terminates in a hook, *m m*, adapted to engage respective openings therefor in the legs E F. This bar I, when dependent, is in a line with the legs E F, but can be turned to a position at right angles thereto, and there retained by a hooked link, *n*, pivoted to the rod *d*, the hook *o* of which engages the bar I.

When it is desired to use the device described, the rear portion of the section B, forming the bottom or seat, rests on the seat of the chair to which it is applied, and the legs E F are swung in line with the bars C D, the notches *g h* of the former engaging the rod *d* of the latter. The combined length of the bars C D and legs E F is sufficient to tilt the front portion of the section B up, as shown in Fig. 1, and permit the rear or back portion, A, to be inclined rearward, its lower edge resting on the seat of the chair, and its upper edge bearing against the chair-back, thus in connection with said chair-back presenting a reclining structure. The rod I, swung up at right angles to the legs E F, and secured by the hook *o* in such position, affords a comfortable support for the feet, the bars *d* and G forming a rest for the back of the limbs.

When the device is not in use, the step I is unhooked and turned down to a vertical position between the legs E F, the hook *o* hanging pendent, and the bars C D, together with the legs turned up parallel with and resting on the section B, when the section A can be turned down upon the arms C D and legs E F, parallel with the section B, the entire device presenting a compact structure for stowage or transportation, as clearly shown in Fig. 2.

If it is desirable, the head-rest shown, having a spring-clamp, may be attached to the back of the chair for additional comfort.

I claim—

1. The supplemental attachment for railway passenger-chairs, consisting of a seat, A, and back section, B, hinged to each other, and seat-supporting means, with curved sections C D, having pivoted thereto the legs E F, and means, substantially as described, for connecting the legs.

2. In combination with the cushioned back and seat sections A B, hinged to each other

as shown, the seat-supporting means, consisting of curved members C D, connected to each other by a transverse bar, and supports E F, pivoted thereto, and provided with hooks and recesses *g j*, and a foot-rest, the parts being organized so as to be folded, substantially as shown.

In testimony whereof I affix my signature in presence of two witnesses.

PRESLEY W. MORRIS.

Witnesses:
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