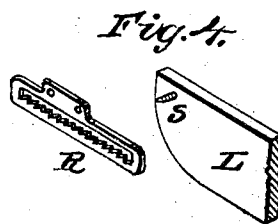
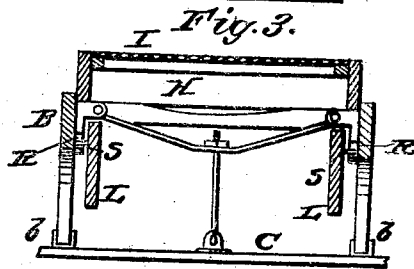
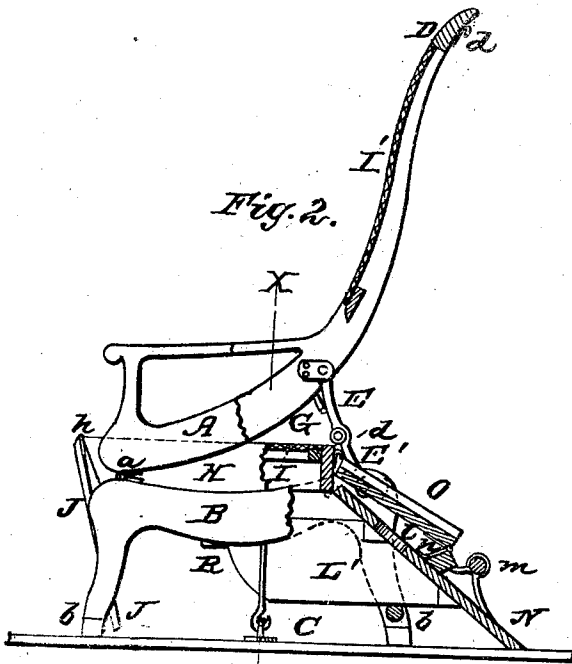
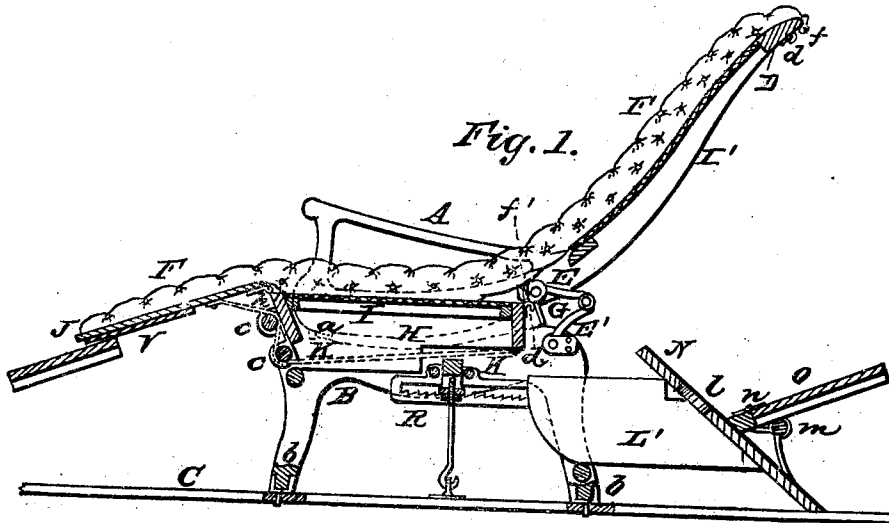


M. M. MARTIN.
 Railroad-Car Seat.

No. 78,304.

Patented May 26, 1868.



Witnesses:
 Jas. H. Gayman
 C. H. Pills.

Inventor:
 M. M. Martin
 by H. Knight & Co.
 Attys.

United States Patent Office.

MARK M. MARTIN, OF COCHRAN, INDIANA.

Letters Patent No. 78,304, dated May 26, 1868.

IMPROVED RAILWAY-CAR SEAT.

The Schedule referred to in these Letters Patent and making part of the same.

TO WHOM IT MAY CONCERN:

Be it known that I, MARK M. MARTIN, of Cochran, Dearborn county, and State of Indiana, have invented a certain new and useful Railroad-Car Seat; and do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention relates to that class of car-seats which can be converted from the ordinary sitting position into a recumbent one, for sleeping purposes; and my improvements consist in constructing the seat in such a manner as to admit of a greater number of changes, so as to render it comfortable to all classes of the travelling community.

In the accompanying drawings—

Figure 1 is a vertical section of a car-seat embodying my improvements, the seat being shown in the recumbent position.

Figure 2 is a partially-sectionized side elevation of the same in the sitting position, with the mattress removed.

Figure 3 is a transverse section at the line $x x$.

Figure 4 is a perspective view of a portion of one of the wings of the foot-rest, and its accompanying rack.

The body, A, of the seat is hinged at a to the frame B, the lower ends of whose legs, $b b'$, are anchored to the car-floor C by any suitable device.

The top, D, of the body has hooks, d , which enter suitable holes or loops, f , at the upper edge of the mattress F.

The body of the seat is elevated to the sitting position, shown in fig. 2, by simply opening the knuckle-joints E E', and, by closing them, the body is lowered, and rests upon the cushioned stumps G, as in fig. 1.

The seat proper consists of a box, H, secured to the frame B, and provided preferably with a cane webbing or bottom, I. The back of the chair is also provided with a cane webbing, I'.

Hinged to the box, at h , is a flap, J, which serves to support the legs of the occupant when the seat is placed in the reclining position, and when not in use, this flap drops down, and is maintained in a backward position by an India-rubber thong, K, which, after passing over the rollers $c c'$, is secured to the under side of the box H.

My foot-rest consists of side-pieces or wings, L L', to which is attached an inclined board, N, and this latter has hinged to it, at n , a leaf, O, which may be placed in either of the two positions shown in figs. 1 and 2, as may be found most convenient for the passenger.

The inclined board N has also attached to it the customary foot-rail m .

The foot-rest is adjusted to or from the passenger by the following devices: Secured to the inner sides of the frame B are rack-bars R, which are adapted to receive suitable-shaped lugs, S, which project outwardly from the wings L L'.

By simply drawing the foot-rest out to any desired position, the lugs S will retain it there, and it can be moved back by inserting the hand in the hole I, and lifting the rest so that the lugs will clear the racks.

The mattress F has attached to its rear side, at the junction of the back and seat, loops f , which engage over hook d , on the rear side of the box H, thereby securing the mattress down on the seat.

The lower end of the mattress has attached to it an enlarged loop or slip, V, which, passing over the flap J, secures the lower end of said mattress in its proper position on the said car-seat.

By unhooking the loops $f f'$, and withdrawing the loop V, the mattress can be removed from the seat in a few seconds, and as readily replaced.

The facility with which the mattress can be removed will permit of its being aired and cleaned at the termination of each trip of the cars.

The provision of the knuckle-joints maintains the seat in its proper position, and without any liability of its becoming displaced by the motion of the cars, and it also enables the seat to be lowered in a moment's time.

The mattress should be jointed at the angles h and f , where the flap J and back l , respectively, join the seat, in order to enable it to bend at those points.

I claim herein as new, and of my invention—

1. In combination with the seat-body A, hinged at a to the frame B, the knuckle-joint E E', arranged and adapted to operate in the manner stated.
2. The combination of the car-seat A B, leg-supporting flap J, and elastic thong K, for the object explained.
3. The combination of the foot-rest, consisting of the wings L L', inclined board N, and hinged leaf O, with the neck-bar R and stud S, for the purpose explained.
4. I also claim the combination of the rail D, hooks $d d'$, and flap J, adapted to receive and enable the ready removal of the mattress F, in the manner herein described and set forth.

In testimony of which invention, I hereunto set my hand.

MARK M. MARTIN.

Witnesses:

GEO. H. KNIGHT,
JAMES H. LAYMAN.