

(No Model.)

2 Sheets—Sheet 1.

W. H. STEACY.
CONVERTIBLE CAR SEAT.

No. 486,742.

Patented Nov. 22, 1892.

Fig. 1.

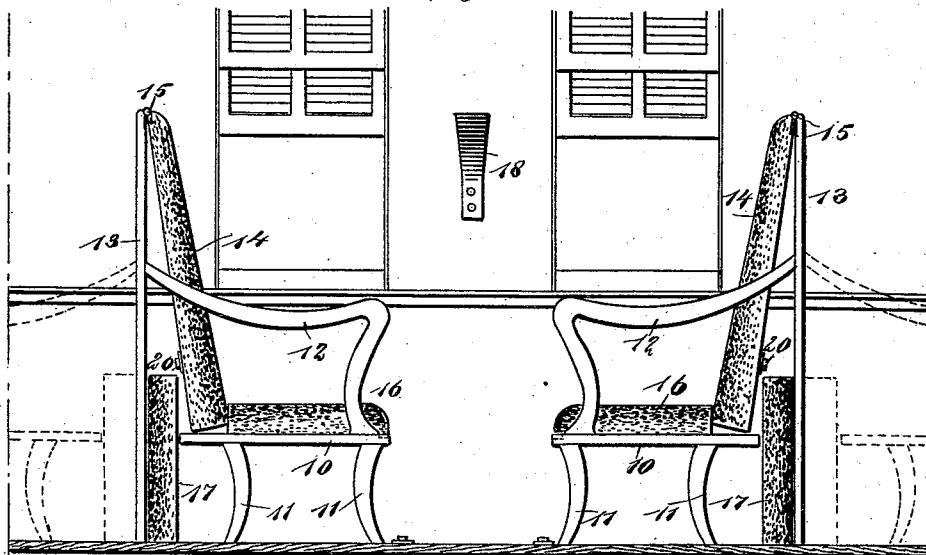
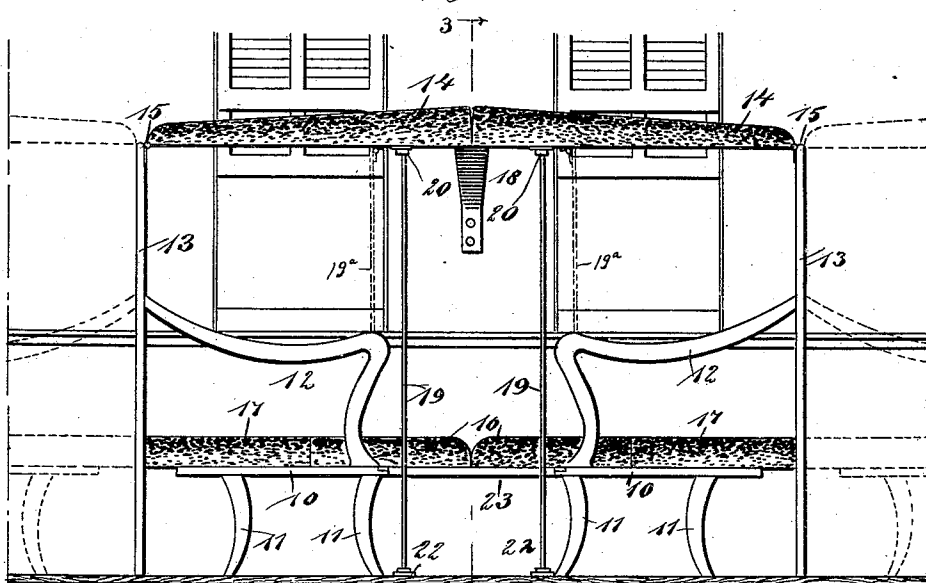


Fig. 2.



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(No Model.)

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Fig. 3.

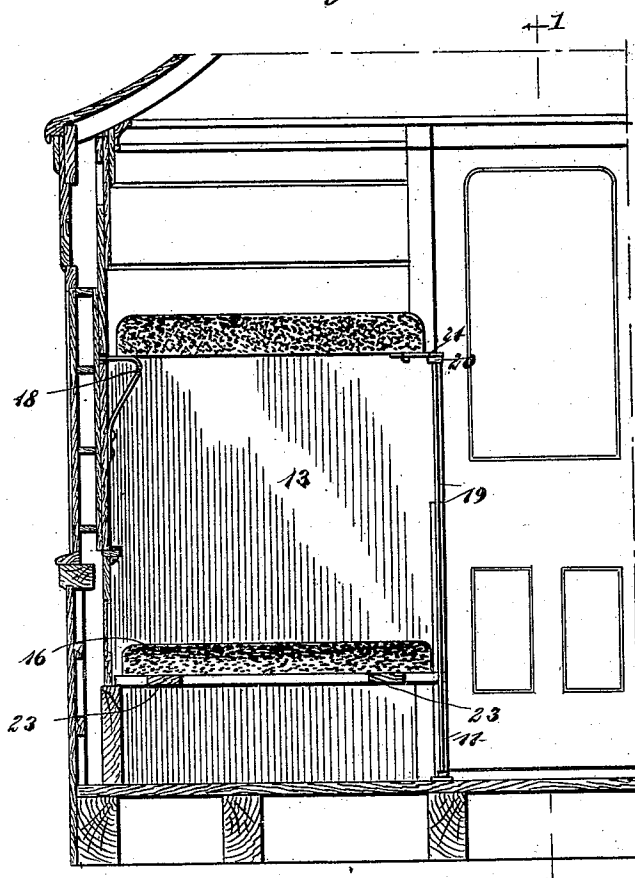


Fig. 4.

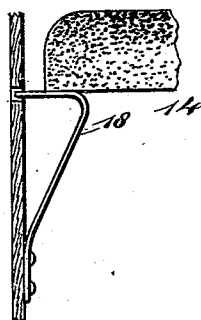
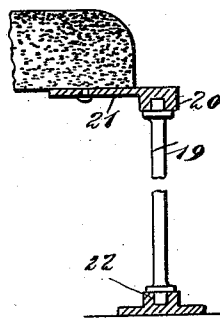


Fig. 5.



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UNITED STATES PATENT OFFICE.

WILLIAM H. STEACY, OF OGDEN, UTAH TERRITORY.

CONVERTIBLE CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 486,742, dated November 22, 1892.

Application filed February 24, 1892. Serial No. 422,610. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. STEACY, of Ogden, in the county of Weber and Territory of Utah, have invented new and Improved
5 Convertible Car-Seats, of which the following is a full, clear, and exact description.

My invention relates to improvements in seats for railway passenger-cars; and the object of my invention is to produce an easy
10 seat, which will cost but little, if any, more than the ordinary seats of railway-cars, and to construct the seat so that two adjacent seats may be easily converted into two berths, thus providing comfortable beds for travelers at
15 but very little, if any, extra expense.

To this end my invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

20 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 side elevation of two seats embodying my invention, showing the same as applied to a car, the car being in section on the line 1 1 in Fig. 3, the view showing the position of the seats when adapted for day use. Fig. 2 is a similar view, but with the seats converted into berths. Fig. 3 is a cross-section on the line 3 3 in Fig. 2. Fig. 4 is an enlarged detail view, partly in section, of the inside support for the upper berth; and Fig. 5 is a detail sectional view of the outside support
35 for the same.

The seat 10 has supporting-legs 11 and an arm 12, and this framework of the seat may be of any of the usual kinds. The seats are arranged in pairs, so that each pair will face
40 each other and each seat shall be opposite a car-window, and between each pair of seats is a vertical rigid partition 13, and the back 14 of each seat is hinged at the top, as shown at 15, to the top edge of the adjacent vertical partition 13, so that the back may drop down into a nearly-vertical but slightly-inclined position, as shown in Fig. 1, thus forming a convenient seat-back; or it may be swung up into a horizontal position, as shown in Fig. 2,
45 thus forming one end of the upper berth.

The seats are provided with the usual upholstered bottom 16 and with extra cushions

17, which are used when the seats are converted into berths. When the seat-backs 14 are tipped up into a horizontal position, they
55 are supported on the inner sides by a spring-catch 18, which is arranged so as to come opposite the free edges of the two seat-backs, as in Fig. 2, the catch being secured to the wall of the car, and the outer sides of the seat-backs are supported by rods 19, the upper ends
60 of which enter sockets 20, formed in outwardly-swinging arms 21, pivoted to the seat-backs, the lower ends of the rods being seated in sockets 22, secured to the car-floor. The object of the swinging arms 21 is to enable the
65 sockets 20 to be brought slightly outside of the seat-back 14, as shown in Fig. 5; but the sockets may be formed rigidly on the seat-back, if desired. Instead of the rods 19 for supporting the seat-backs 14 rods 19^a may be
70 hinged to the seat-backs, as shown in dotted lines in Fig. 2, the lower ends of the rods being made to rest on the arms or other portions of the seats.

To enable a continuous mattress to be formed for the bottom berth, cross-bars 23 are used and arranged as in a Pullman car—that is to say, they are placed between two adjacent seats with their ends resting on the seat-frame—and the cushions 16 may thus be
80 pushed out upon the cross-bars, as shown in Fig. 2, and the extra cushion 17 may be placed upon the seats, as shown in the same figure, the cushions 16 and 17 thus forming a continuous mattress.

When the seats are arranged for day use, the seat-backs 14 are dropped down in the manner described, the cushions 16 are placed upon the seats 10, so that the passengers may
90 sit upon them, and the extra cushions 17, the supporting-rods 19, and the cross-bars 23 are packed beneath and behind the seats, so as to be out of the way.

The partitions 13 are made high enough so
95 that when the seat-backs are swung upward to form the upper berths there will be sufficient space between them and the lower cushions for people to conveniently occupy both berths. To form the upper berth, the seat-backs are swung up and fastened in the manner described, and the two adjacent backs 14 will form an easy mattress for the upper berth. It will be understood that movable partitions

may be placed above the partitions 13, as is usually done in Pullman cars, and bedding may be provided for the two berths, and the berths may be provided with curtains hung in front of them, so as to shield the occupants from observation.

From the foregoing description it will be seen that the seats constructed as described are extremely simple, so that they will cost but little, if any, more than an ordinary car-seat, and it will also be understood that they may be very easily converted into berths.

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

1. The combination, with the seat-frames and the partitions, of the seat-backs hinged at their upper edges to the partitions and provided with sockets 20, the removable rods 19 to rest at their upper ends in said sockets, and the sockets 22 for the lower ends of the rods, substantially as set forth.

2. The combination, with the seat-frames

and the partitions, of the seat-backs hinged at their upper edges to the partitions and provided with swinging arms 21, having sockets 20, lower sockets 22, and removable rods 19 to engage said sockets with their opposite ends.

3. The combination, with the seat-frames and the cross-piece 23 for connecting them, of the partitions having seat-backs hinged at their upper edges thereto and provided with sockets 20, removable supporting-rods 19, sockets 22 for the lower ends of the rods, a supporting-spring 18 for the backs when swung up, the partitions terminating at the upper edges of said backs, the outwardly-movable seat 16, and the separate and independent seat-sections 17, resting behind the seat-frames and adapted to rest on the seat-frames when the seats 16 are moved outward, substantially as set forth.

WILLIAM H. STEACY.

Witnesses:

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