

(No Model.)

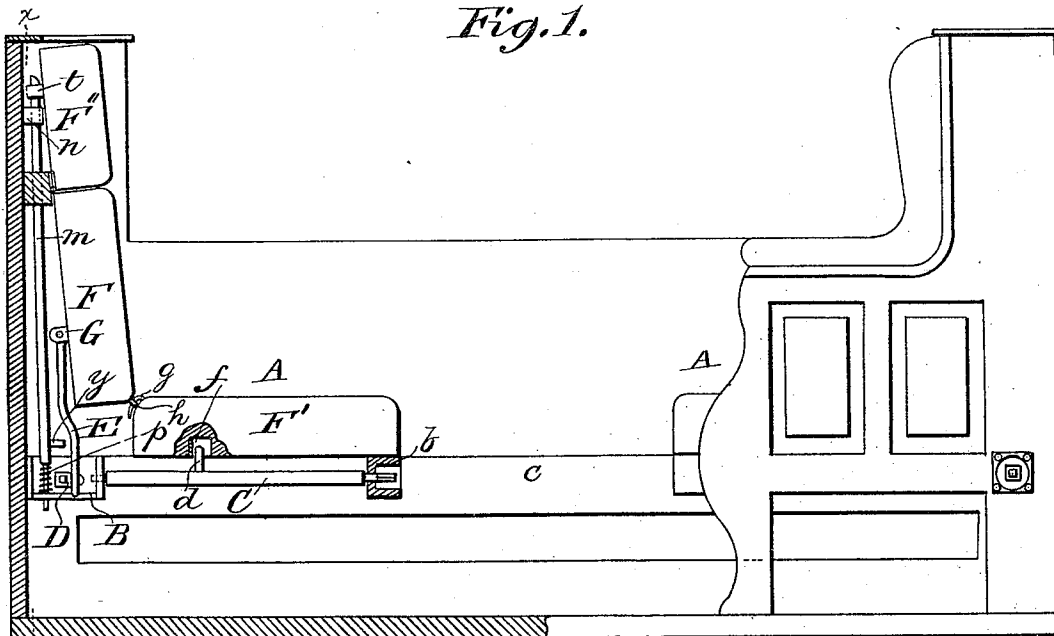
2 Sheets—Sheet 1.

A. SEKYRA.  
CAR SEAT.

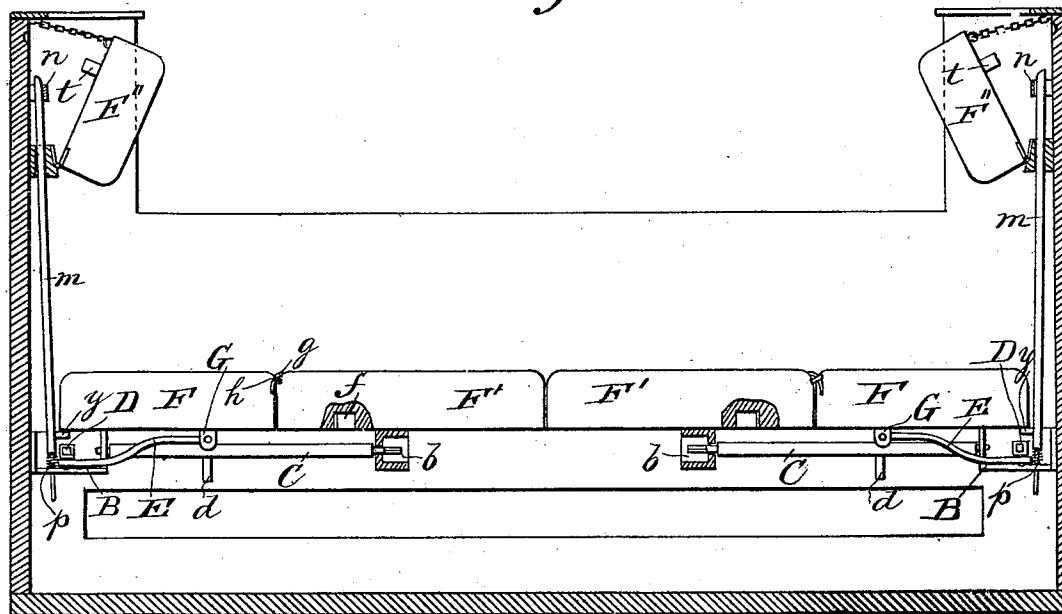
No. 515,098.

Patented Feb. 20, 1894.

*Fig. 1.*



*Fig. 2.*



Witnesses  
Jos. H. Blackwood  
Albert B. Blackwood

Inventor  
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per *W. H. Kargin.*  
Att. & Attorney.

(No Model.)

2 Sheets—Sheet 2.

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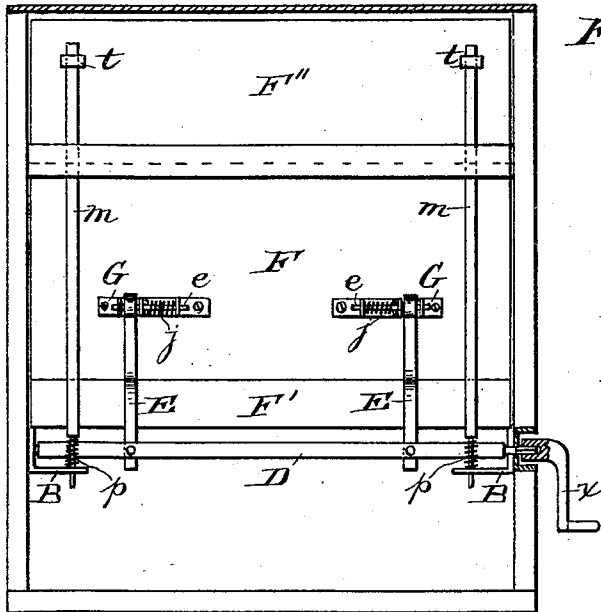


Fig. 3.

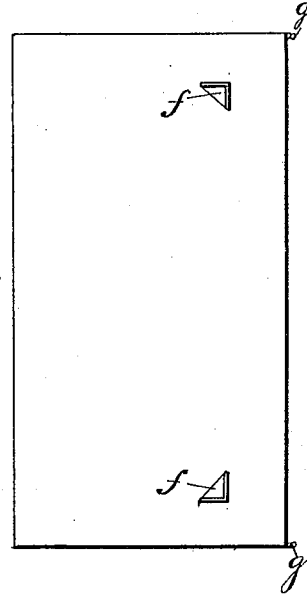


Fig. 5.

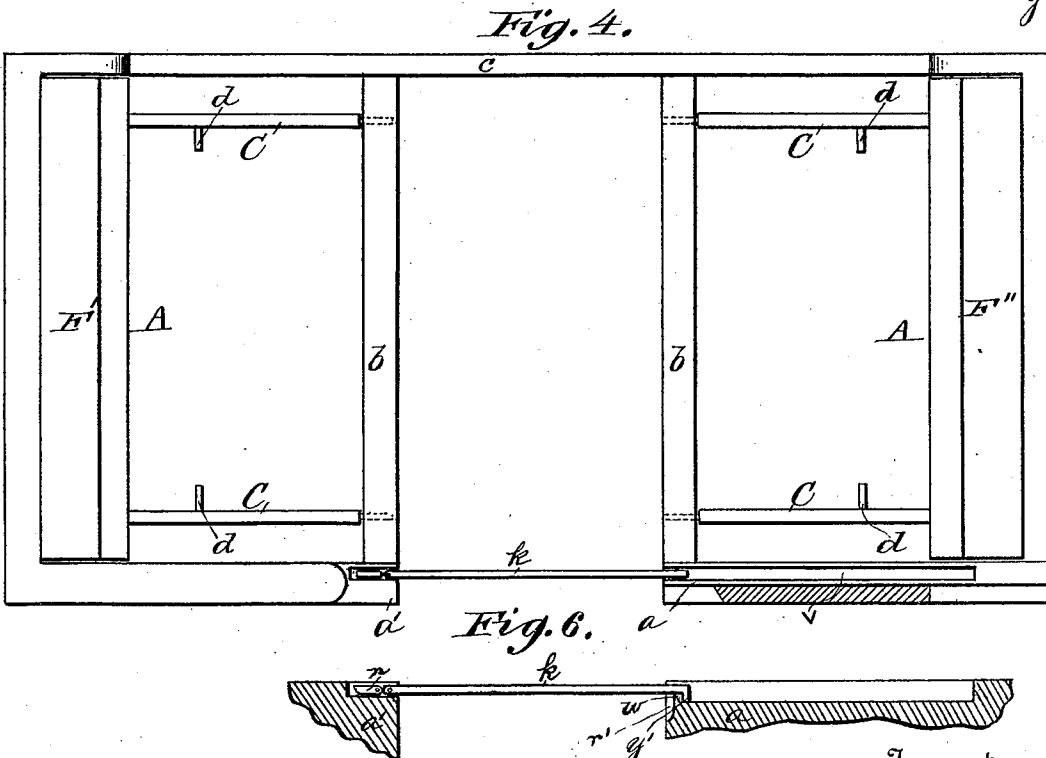


Fig. 4.

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# UNITED STATES PATENT OFFICE.

ANTHONY SEKYRA, OF DAYTON, OHIO.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 515,098, dated February 20, 1894.

Application filed October 18, 1893. Serial No. 488,501. (No model.)

*To all whom it may concern:*

Be it known that I, ANTHONY SEKYRA, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Car-Seats; and I do 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to a novel construction of railway car seats and is especially adapted to form by a shifting of the parts the lower berth of a sleeping car.

In the construction of my seats they are intended to be placed in the car in sets of two each, facing each other, and when used as seats are locked and stationary. When intended to be used as a sleeping berth the seats are unlocked and sections of the cushioned backs and the seats are shifted toward each other by means of a crank, to form a bed between the seat backs, a supporting bar and the frame work of the seats holding the cushions. The same movement that shifts the sections of the cushioned backs and seats allows the remaining top sections of the back to fall forward, and, being held by supporting chains and hinged to the back, form pockets to receive articles of clothing. To change the bed back to seats again the operation is reversed. The cushions of my seat and back are made in sections and are so constructed that they may be detached from their connecting parts and easily taken out and returned in cleaning them.

Although the description of the parts of my device as herein stated appertains especially to car seats and berths I claim also its adaptation to a double seat and double-headed bed lounge combined for use in families, the back of the lounge being the equivalent of the car casing as hereinafter described; also by using the same parts in a single seat to form an extensible chair. I attain these objects by the mechanism hereinafter described and shown by the drawings in which—

Figure 1. is a side elevation, partly in section. Fig. 2. is a vertical section. Fig. 3. is

a like view on line  $x-x$ , Fig. 1. Fig. 4. is a plan view of the cushion supporting frame work. Fig. 5. is a bottom view of cushion F'. Fig. 6. is a detail in broken section.

Similar letters refer to similar parts throughout the several views.

The letters A. represent my double car seats of the ordinary pattern, placed a sufficient distance apart and facing each other, having closed backs and one closed side formed by the side of the car. Rails  $a, a'$ , cross beams  $b, b.$  and casing  $c$  along the side of the car, placed at a proper and equal distance from the floor within the seats together with sliding bar  $k$  form the supporting frame work for the cushioned seats. Cross beams  $b, b.$  are mortised into casing  $c.$  at one end and tenoned at right angles to rails  $a, a'$ , attached to the seat ends, at the other end; and these beams are so placed to leave a proper aisle between the seats. Within the angle formed by the seat backs with the car casing and the angle formed by the seat backs with the seat ends inside of rails  $a, a'$  are securely fastened U-shaped metal corner supports B. B each having one laterally extending free end; these angle pieces are used for bearings and supports for the parts of my seat-locking and cushion-shifting device hereinafter described. The letters C. are cross bars two of which extend from cross beam  $b$  at either end and at right angles to it, to corner supports B. B and are journaled in the beams and corner supports for bearings, and intended to be turned as hereinafter described. Below the cushions at either end, at right angles to the seat ends, are rods D, journaled at one end in the corner supports B, for a bearing, the other end passing through the outer side of the seat to permit the turning of the rods by means of a movable attached crank  $x$ ; at proper points on rods D, are suitably attached arms E. of equal length to engage with cushioned seats F. hereinafter described. F. F'. are portable cushions of the ordinary kind intended to fit snug within the seat frame between the car casing and seat ends and within the seat-backs, the snug fitting of cushions F between the cushioned car casing and seat ends assisting by friction at their ends the turning and shifting of these cushions on their axes as hereinafter described. Cushions F'. are provided

with angular recesses *f*, open toward the seat backs, extending below the seat bottoms so as not to interfere with the shifting of the cushions, and are so placed as to be directly over bars C. to permit pins *d* attached to these bars at right angles to engage within the recesses to hold and to prevent the shifting of these cushions when used as seats and to release and unlock them when shifted to form a bed, by the rotation of bars C. by the crank. Cushions F' are further provided at their upper corners, toward the seat backs, with hooks *g* to engage with eyes *h* in the outer, upper corners of cushions F, from the seat backs, to form the coupling for my portable cushions. Cushions F, are further provided on their under sides with plates G. having lugs, journaled to receive pins *e* through the lugs and spaced to receive coil springs *j*. on the pins between the lugs and arms E. between the lugs to be movably attached thereto, and which together with a pin to hold the spring when actuated comprise a spring catch by means of which arms E are attached to the cushions F. to shift them when desired. Plates G. are placed beyond the medial horizontal line of cushions F. from the seat backs as is seen in Fig. 3 for leverage so that when rods D. are actuated by crank *x* in shifting the cushions from a bed to seats, as is seen in Figs. 1, 2 and 3, cushions F. are raised from their beds and pulled against the seat ends, their forward sides sliding up rods *m* until the pivotal point of the axis of arms E. with rods D is reached and the dead point passed, when they are pulled into position in the seat backs and by the same movement pulling cushions F' into position to form the seat when they may be locked as heretofore described.

F'', F'' are swinging head cushions similar to F. F' hinged to the seat backs at proper points between the seat ends, to permit a forward incline of these cushions and chained to the seat backs at the top to hold them in the inclined position. These cushions are so placed in the seat backs that cushions F. in forming the seat back will strike the lower incline of the swinging cushions on their lower outer edges, and by the same movement that pulls cushions F into the seat backs will also close the swinging cushions into position in the seat backs and they may be locked as hereinafter described.

Letters *m*, are like perpendicular bars of proper length extending from corner supports B. B up between the seat backs and cushions F. F''. and intended near the upper end to engage in latch plates *n*, attached to the seat backs, to guide the direction of the bars when actuated therein. These bars are made with a shoulder at the bottom to receive coil springs *p* upon the shaft, the spring resting upon the corner supports B provided with a hole to receive the shaft and to guide the direction of the bars when actuated by the springs. Bars *m*. are further provided with a beveled top

to easily latch head cushions F'' to the seat back by engaging with eyes *t*. placed on the inner back sides of the cushions in the tracks of the bars when the cushions are pressed against the seat backs. Inserted in bars *m*. at proper points and at right angles to them are pins *y* so placed that when cushion F falls down upon the seat frame to form the bed it will strike the pins and unlatch cushions F'', which fall forward by gravity until stopped by the stay chains. It will be readily seen that by raising cushions F. and releasing rods *m* from the pressure they assume their first position by the action of the springs beneath them. Rail *a* is provided along its top with a longitudinal groove *v* and stops at its outer end *w*; the groove is to receive the sliding bar *k* intended to be actuated therein. On the underside bar *k* at one end turns down at *y'* to a proper length so as not to interfere with its proper working, to engage with the stop *w* in the outer end of the groove to prevent the bar from passing wholly without the groove. Bar *k*. at its free end is broken and the short part *r* is hinged to it for convenience in handling the bar, and the broken part may be hid within a groove *r'* in the end of the rail *a* when the bar is not in use. Rail *a'* is likewise provided with horizontal groove along its top to receive bar *k* and its broken part when the bar is drawn out to act as a support for the cushions in the bed form. The action of my device is as follows: In changing my seats to form a bed, crank *x* is used to unlock cushion F' by turning rods C. until pins *d*. are entirely out of contact with the cushion, bar *k* is pulled out and inserted in the opposite rail, crank *x*. is then made to turn rod D. pushing the bottom of cushion F. outwardly sliding along the seat frame until the dead point of the axis of arms E and rod D is passed, when cushion F. falls down upon the seat frame and pins *y* of rods *m*, thus unlocking the head cushion which falls by gravity to the length of the stay chains. A like movement of the parts in the other seat brings the cushions together in the center of the bed and the bed is formed. To change the bed back to seats the action of the parts is reversed, cushions F. in being pulled into position by the movement of the crank, strikes the incline of the head cushions forcing them up and back against the seat backs and automatically locks them by the action of the spring latch of bar *m* and connecting parts. When the head cushions are unlocked and held by the stay chains the intervening space between them and the seat backs may be used as a receptacle for clothing and like articles.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination with a suitable support, of seat and back cushions, a rod actuated by a crank, and an arm extending from said rod and connecting with one of the cushions, sub-

stantially as shown, whereby said cushions may be drawn out to form a bed, or pushed back to form a seat, as set forth.

2. The combination with a suitable support, 5 of turning cross-bars provided with a pin, and the seat cushion having recesses underneath, whereby said cushion is locked or released, as set forth.

3. The combination with the head-cushion, 10 attached substantially as shown, and having an eye on the rear thereof, of an upright, spring seated rod for locking said cushion, as set forth.

4. The combination with the head-cushion, 15 attached substantially as shown, and having an eye on the rear thereof, of an upright, spring seated rod having a lateral pin or projection to engage with the falling back-cushion and

cause the rod to release the head cushion, as set forth. 20

5. The combination with a suitable support and actuating mechanism, of the seat-cushion having hooks *g*, and the back-cushion having eyes *h*, as set forth.

6. The combination with the grooved side 25 rails *a. a'*, of the sliding bar *k* extending between the seats when drawn out, said bar having a pivoted extension or latch for drawing it out and a depending stop to prevent its being entirely pulled out, as set forth. 30

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

ANTHONY SEKYRA.

Witnesses:

JOHN WILL,

HENRY TEIGLER.