(Model.)

# G. MERZ, Jr.

## CAR SEAT.

No. 249,072. Patented Nov. 1, 1881.

Fig. 1.

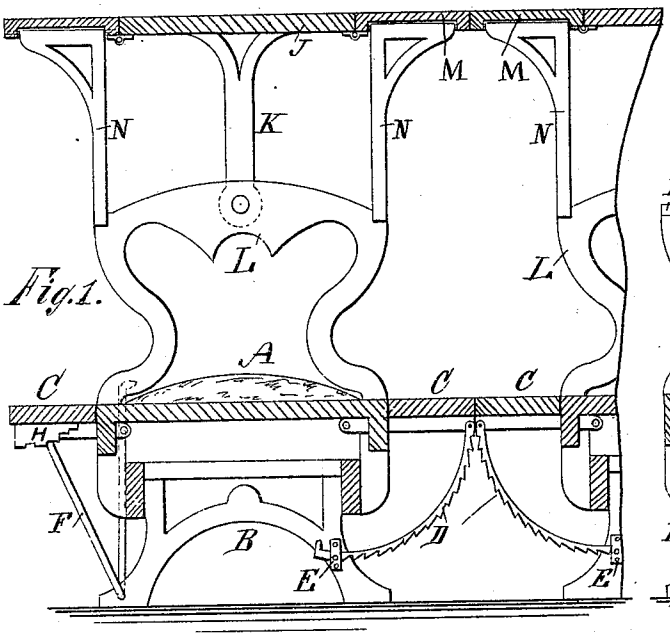



Fig. 2.

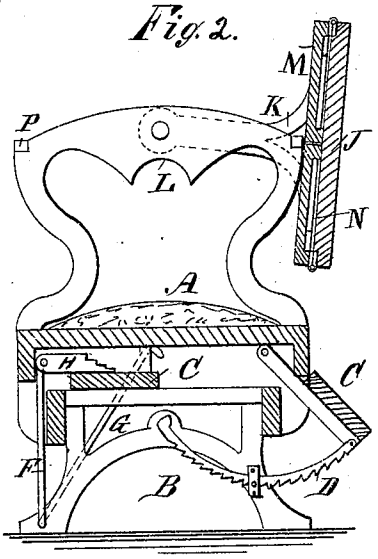
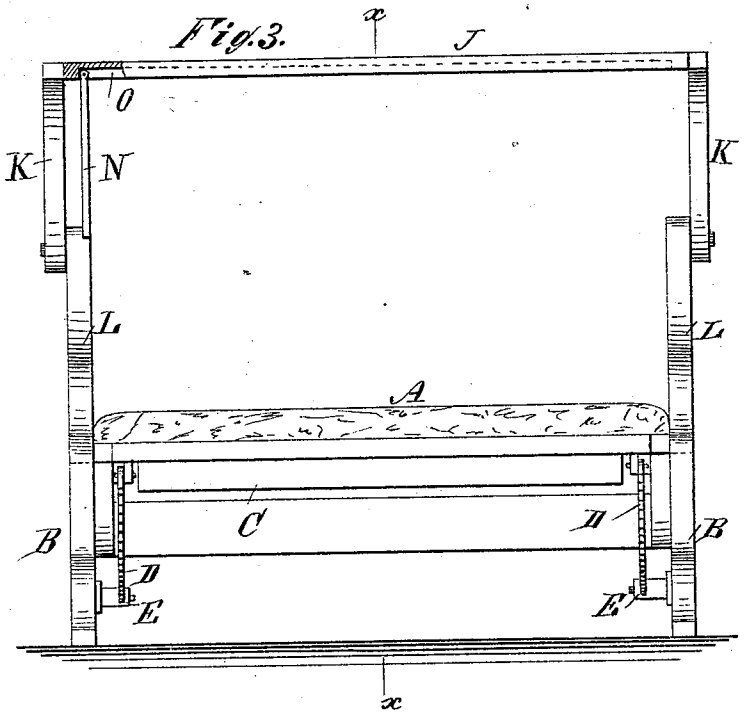



Fig. 3.




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# UNITED STATES PATENT OFFICE.

GEORGE MERZ, JR., OF DENVER, COLORADO.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 249,072, dated November 1, 1881.

Application filed July 1, 1881. (Model.)

*To all whom it may concern:*

Be it known that I, GEORGE MERZ, Jr., of Denver, in the county of Arapahoe and State of Colorado, have invented a new and Improved Car-Seat, of which the following is a specification.

The object of my invention is to provide a new and improved car-seat which can be converted into a double sleeping-berth very rapidly and conveniently.

The invention consists in a car-seat having a board of half the width of the distance from one seat to the opposite seat, pivoted to the front and rear edge, which boards can be held in a raised position to form an extension of the seat by means of a curved rack-brace or other pivoted brace, and the back of said seat having a board pivoted to its upper and lower edge, which boards fold on the inner or outer surface of the seat-back and have folding braces pivoted to their ends, which braces are adapted to extend nearly to the outer or longitudinal edge of the boards, so that when the back is raised above the seat and the pivoted boards are raised to form extensions of the raised back all the several parts will be strongly supported and held in position by the folding braces of the pivoted boards, the lower ends of these braces fitting into notches in the arm-rests of the car-seat.

In the accompanying drawings, Figure 1 is a cross-sectional elevation of my improved car-seat, showing it raised to form a double berth. Fig. 2 is a cross-sectional elevation of my improved car-seat, showing it folded. Fig. 3 is a longitudinal elevation of my improved car-seat, showing it raised to form a double berth.

Similar letters of reference indicate corresponding parts.

The car-seat A is supported by legs B, and has a board, C, of a width equal to one-half the distance between two opposite seats pivoted to its front and rear edges, or to the corresponding ends of the legs B B. A curved rack, D, is pivoted to the under side of the boards C, at the outer edge, and passes through a staple or eyelet, E, on the inner side of the leg B. In place of the curved rack a brace-rod, F, may be used, pivoted to the bottom of the legs B and operated by means of a handle-rod, G. A notched block, H, is attached to the under side of the boards C, and the rod F is passed into one of these notches when the boards C are raised. The back J of the seat is provided with arms K, which are pivoted to the arm-rests L in the ordinary manner. Boards M, of half the width of the back J, are pivoted to the upper and lower edge of the same, these boards folding down on the inner or outer surface of the back, as shown in Fig. 2. Braces N are pivoted to the inner surfaces of the boards M, at the ends of the same, these braces fitting in recesses O in the boards M when the braces are folded. These braces at their upper or pivoted ends are made nearly as broad as the boards, and are arched to give them greater strength. The arm-rests L are provided with notches P for the lower ends of the braces N.

I am aware that car-seats have been provided with a single folding section each, which is adapted to reach to one of the adjacent seats to form a couch, and that a back also has been provided with a single folding section, which is adapted to be supported above the seat by means of a brace, which is pivoted to the section and adapted to rest in a notch formed in the arm of the seat. I therefore do not claim a folding section, broadly; but my invention is a combination of parts by which greater strength shall be secured to the raised back and its folding sections, and a peculiar construction of the sections of the seat by which the sections may be used to form a couch or serve as a foot-rest.

The seat is used in the following manner: When in use as a seat only the boards C are folded under the seat, as shown in the left-hand side of Fig. 2, or they are held in an inclined position by means of the braces D or F, as shown in the right-hand side of Fig. 2, and thus serve as foot-rest for the following seat. If the seat is to be used as a berth, the seat is first raised so that the boards C can swing into a horizontal position, in which they are held by the braces D or F, as shown in Fig. 1, the two boards occupying the space between two opposite seats, so that a continuous platform is formed. The back J is then raised, as shown in Figs. 1 and 3, and is held in this position by the braces N of the boards M, which are raised to form a continuous platform with the

raised back J. Thus the seat and the raised back can be used as sleeping-berths. They may be plain or upholstered, and are to fold outside or in underneath the seat.

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

1. In a car-seat, the combination, with the pivoted back J and arm L, of the narrow sections M M, hinged to the top and bottom of the back and provided with recesses O, and the arched braces N, hinged to the boards M, and made nearly as broad as the boards, substantially as shown and described, whereby each raised back shall be firmly supported on each side.

2. In a car-seat, the combination, with a seat, of two narrow sections, C, hinged to the front and rear edge thereof, the eyelet E, secured to the leg B, and the curved rack-bar D, pivoted to the outer edge of the board or section C, substantially as shown and described, whereby the board C may be elevated to form a couch, or adjusted to serve as a foot-rest, as set forth.

GEORGE MERZ, JR.

Witnesses:
CHAS. LOCHBRUNNER,
GUSTAV OPITZ.