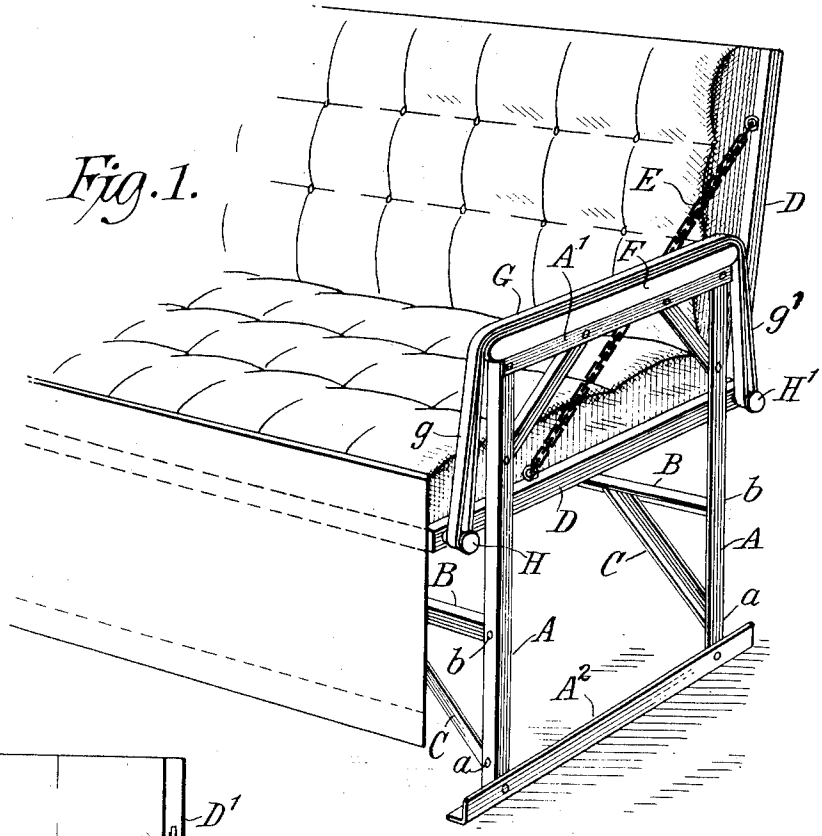
G. F. SISBOWER AND L. E. PITTONI.

COUCH HAMMOCK.

APPLICATION FILED MAR. 11, 1921.

1,401,286. Patented Dec. 27, 1921.

Fig. 1.



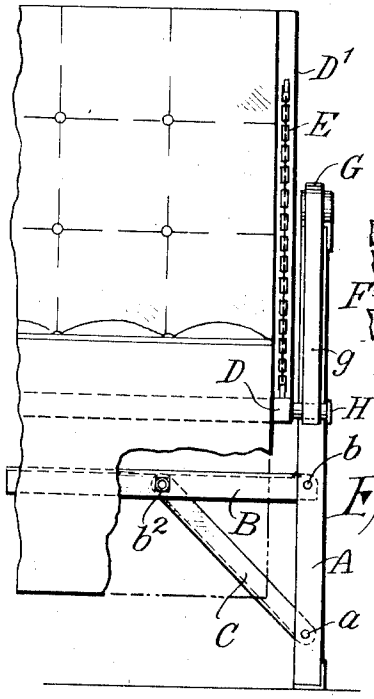


Fig. 2.

Fig. 3.

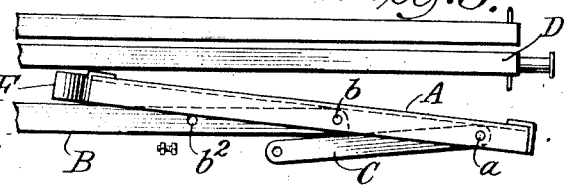
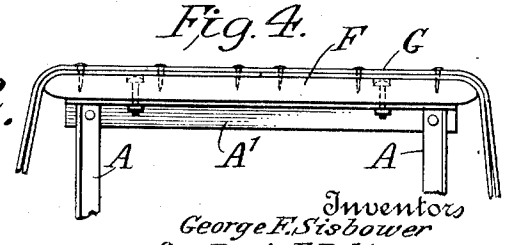


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE F. SISBOWER, OF FLUSHING, AND LOUIS E. PITTONI, OF NEW YORK, N. Y., ASSIGNORS TO MANHATTAN-ROME COMPANY, BRANCH OF ROME METALLIC BEDSTEAD CO., OF LONG ISLAND CITY, NEW YORK, A CORPORATION OF NEW YORK.

COUCH-HAMMOCK.

1,401,286. Specification of Letters Patent. Patented Dec. 27, 1921.

Application filed March 11, 1921. Serial No. 451,511.

To all whom it may concern:

Be it known that we, GEORGE F. SISBOWER, a citizen of the United States, residing at Flushing, in the county of Queens and State of New York, and LOUIS E. PITTONI, a subject of the King of Italy, residing at New York city, in the county of Queens and State of New York, have invented certain new and useful Improvements in Couch-Hammocks, the following being a full, clear, and exact disclosure of the one form of our invention which we at present deem preferable.

For a detailed description of the present form of our invention, reference may be had to the following specification and to the accompanying drawings forming a part thereof, wherein—

Figure 1 is a perspective view of one end of our device;

Fig. 2 is a front elevation thereof partly in section;

Fig. 3 shows the folding arrangement of the end standards, and

Fig. 4 shows the arm rest in detail.

Heretofore couch-hammocks have been in the nature of a sling, complete in itself by a seat frame with a strip of flexible fabric at each end adapted to be hung from the ceiling of a room or from an overhead ridge pole having diverging legs at each end. The flexible end-strip has been provided with a pocketed wooden bar along its upper edges from which ropes or chains converge to a ring. This ring is the point of attachment of the rope or chain by which the hammock is slung.

It is our purpose to organize a couch hammock into a chair-like structure that in many cases can take the place of a davenport while still retaining much of its hammock character. To this end we combine a hammock seat with a framed support having upright members at its ends that closely embrace the ends of the hammock seat and are joined by a longitudinal connection underneath the seat. On the front and back of each upright there is a depending link leading to one corner of the seat.

Referring to the drawing, A A are two vertical bars connected with each other at the top by a cross-bar A^1 and at the bottom by a floor-bar A^2. These bars thus connected form an upright frame or standard fitting the seat frame at each end of the hammock. Each bar A is joined at *b* to a bar B which extends longitudinally under the hammock seat to the corresponding frame-bar A at the opposite ends. Also, at *a*, is jointed a diagonal brace link C which is detachably connected to bar B at B^2 by means of a bolt and nut. By this means the end frame can be folded up against B, when the bolt at B^2 is removed, and, together with the hammock seat and the folded-down back, make a flat package, as shown in Fig. 3, for convenient transportation.

On the upper side of the cross bar A^1 is secured a carrier F, which may be a flat strip of wood, and a doubled strap of leather or fabric G is nailed on the top of the carrier. The looped ends $g\ g^1$ of the strap form links that depend downwardly and outwardly from points on the upright spaced apart in a fore-and-aft direction and support the hammock seat, the two links being looped over pins H and H^1 that project from the bar D of the hammock-seat frame at the two corners of the seat. These links $g\ g^1$ give the seat a swinging capacity, which is, however, of short range. It should be observed that the strap G is in the plane of the carrier F and that the pins H H^1 project into the same plane whereby there is a direct pull of the hammock seat through the strap-links g, g^1 on the carrier F which, in turn, transmits the stress directly down on the end frame or standard which rests on the floor. The two end standards or uprights, together with the longitudinal bars B B under the hammock-seat constitute an underlying yoke or U-framework with its upright ends embracing the seat end in which the hammock is suspended, being given a swinging support therein by means of the short depending strap-links $g\ g^1$.

While we do not restrict ourselves to the illustrated height of the end frames we prefer to make them as shown in order that their upper parts may form a stationary arm-rest. In the form illustrated the strap G lying on the carrier F constitutes the top surface of the arm rest.

What we claim as new and desire to secure by Letters Patent is:

1. A couch-hammock comprising in combination a hammock-seat, an underlying sup-

port having a longitudinal member under the seat with two uprights embracing the ends of the seat and forming arm-rests, and depending strap links bearing on the upper surface of said uprights and engaging the respective corners of the seat.

2. A couch-hammock comprising in combination a hammock-seat, an underlying support having a longitudinal member under the seat with uprights embracing the ends of the seat and links in the plane of said uprights depending from the front and back thereof to projections from the respective corners of the seat extending into said plane.

3. A couch-hammock comprising in combination a hammock-seat, an underlying stationary support having a longitudinal member under the seat with upright arm-rest members embracing the ends of the seat and links depending from the front and back of the said arm-rest members and in line therewith to the corresponding corners of the seat.

4. A couch-hammock comprising a hammock-seat, a support having a longitudinal member under the seat with upright ends between which the seat may swing, and a link connection betwen the seat and each upright located in the plane of said upright.

5. A couch-hammock comprising a seat-frame and off-set links at its ends, together with a support having uprights extending into the plane of and between said off-set links and embracing the ends of the seat with clearance therein for the fore-and-aft movement of said links.

Signed at Long Island City, county of Queens and State of New York, this 10th day of March, 1921.

GEORGE F. SISBOWER.
LOUIS E. PITTONI.