J. HARTMAN, Jr.

Car Seat and Couch.

No. 21,469. Patented Sept. 7, 1858.

Fig: 1.

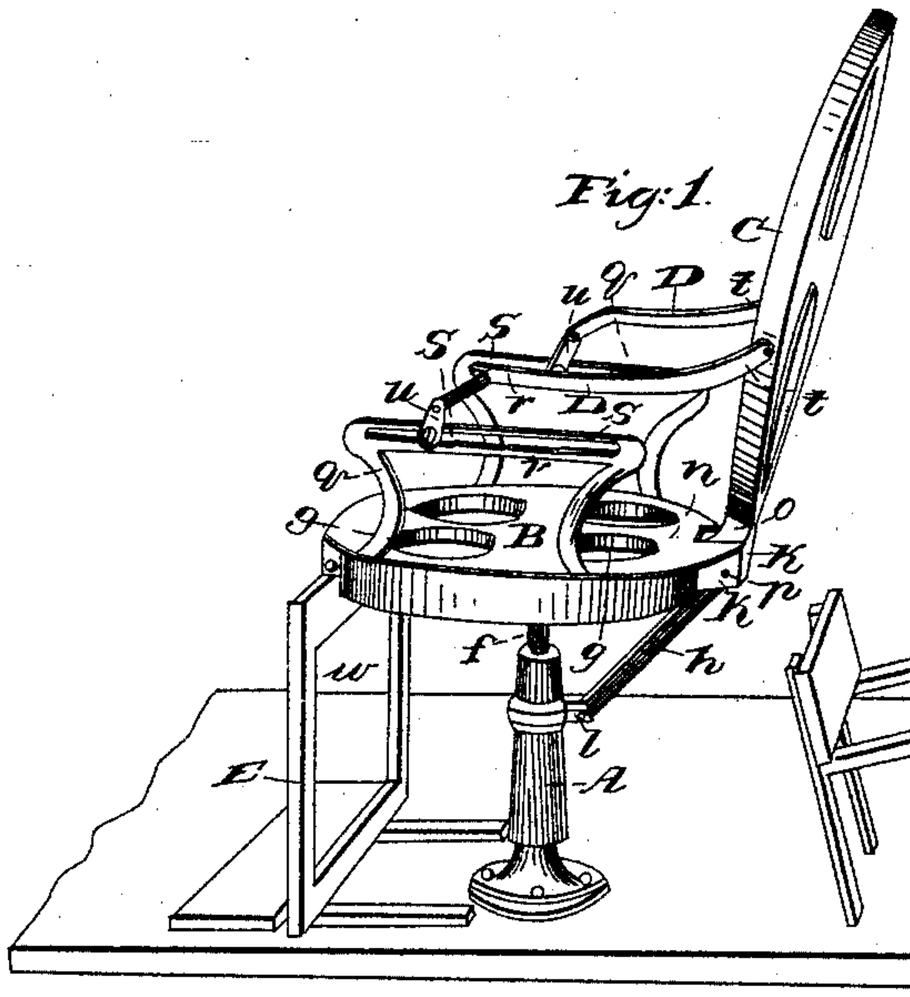


Fig: 2.

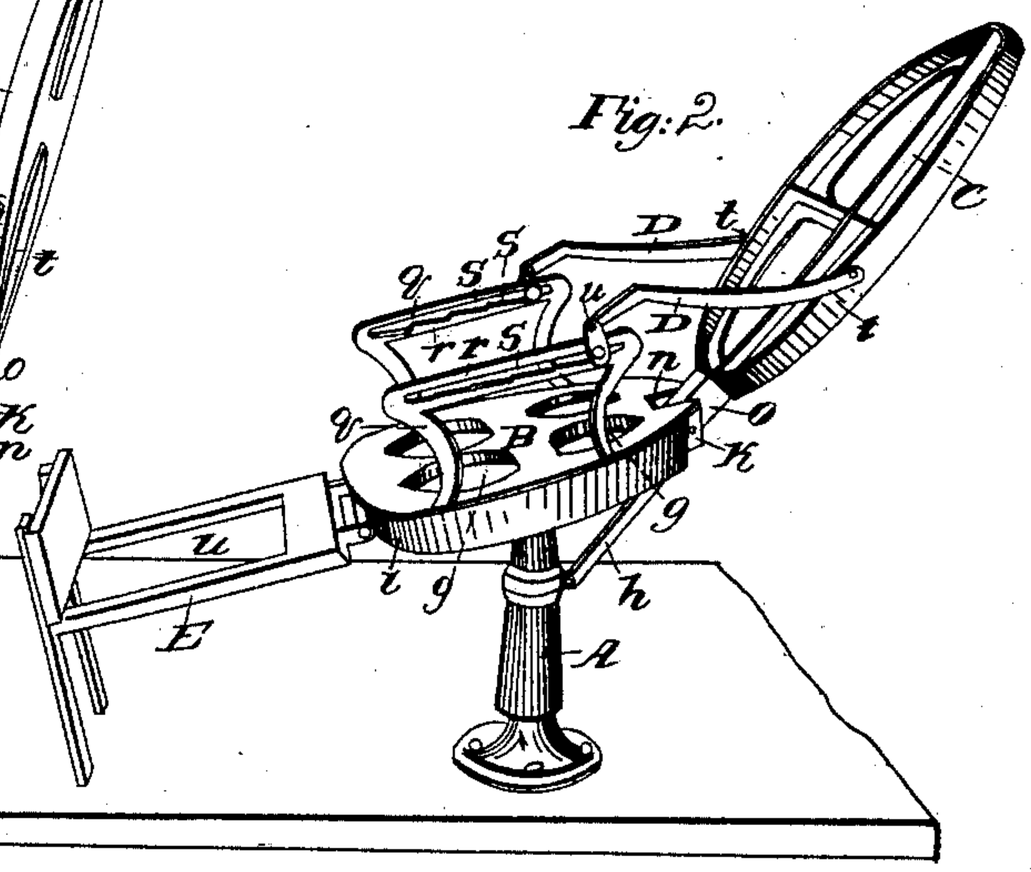


Fig: 3.

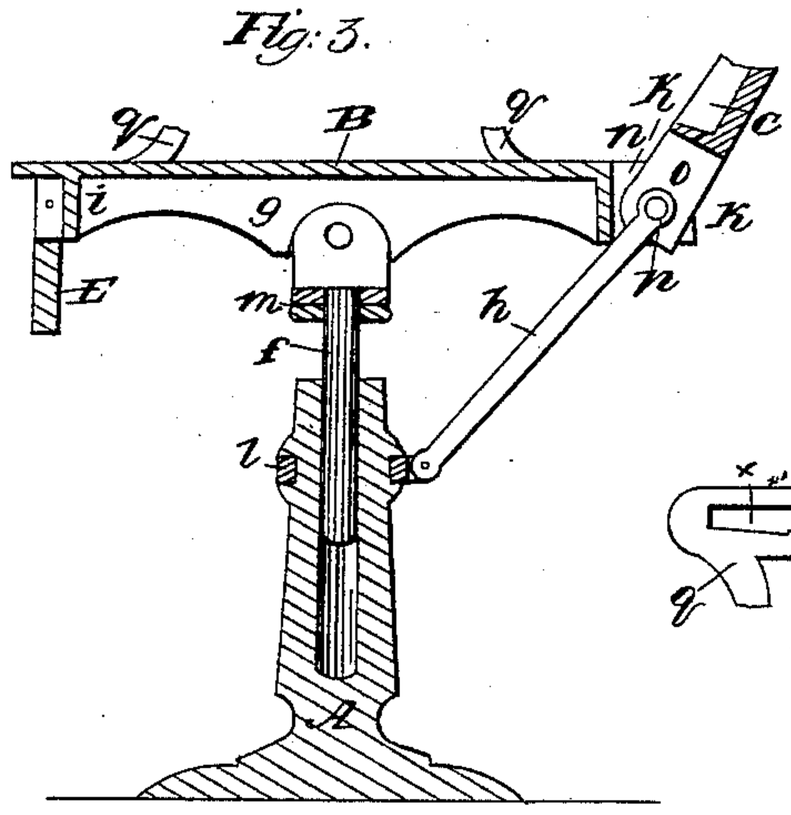
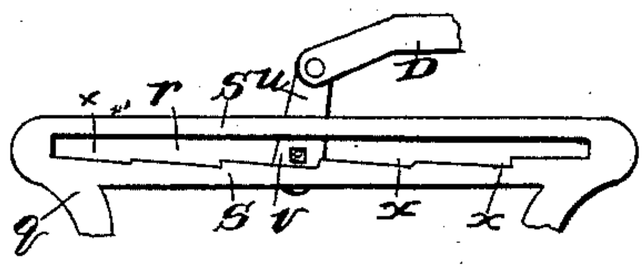


Fig: 4.



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UNITED STATES PATENT OFFICE.

JNO. HARTMAN, JR., OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO JNO. HARTMAN, SR., OF SAME PLACE.

COUCH-SEAT FOR RAILROAD-CARS.

Specification of Letters Patent No. 21,469, dated September 7, 1858.

To all whom it may concern:

Be it known that I, JOHN HARTMAN, Jr., of the city of Philadelphia, in the State of Pennsylvania, have invented a new and useful Improvement in Couch-Seats for Rail-road-Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figures 1 and 2 are perspective views of the said couch-seat as it appears previously to being "upholstered"; and Figs. 3 and 4, sectional representations of parts of the same, like letters in the different figures indicating the same objects.

The nature of my invention consists in a peculiar mode of constructing, arranging and combining together the different parts of a couch-seat so as to better adapt it to the requirements of a rail-road car.

In the drawings, A, is the stationary pedestal; B, the seat proper; C, the adjustable back; D D, the arms, and E, the foot-support frame. The pedestal (A) is bored so as to receive a stem, *f*, which is jointed to the middle rib, *g*, on the under side of the seat (B), so as to allow the latter, with its appendages attached, to be tilted backwardly and forwardly as occasion may require, and at the same time permit it to be swiveled around upon the pedestal (A) so as to be adjustable to the running direction of the car. The seat (B) is maintained firmly in the horizontal position, shown in Fig. 1, by means of the foot-support frame (E) and a diagonal brace *h*. The foot-support frame (E) is constructed substantially as shown in the drawings (Figs. 1 and 2), and is hinged to the front rib, *i*, of the seat (B) so as to be adjusted at pleasure, either to the position in which it is shown in Fig. 1 for the purpose of affording a steadying support to the seat (B) when the same is used as a seat; or, to be extended in the inclined position shown in Fig. 2 when the same is used for producing a couch. The diagonal brace (*h*) has its upper end jointed to the back ribs, *k*—*k*, of the seat (B), and its lower end to a band, *l*, which is adjusted in a groove, made around in the stem of the pedestal (A), so as to be carried around therein by means of the diagonal piece (*h*), when the latter itself is carried around in swiveling the seat (B). Around the stem (*f*) an elastic collar or cushion, *m*, is fixed so as to come in contact with and between the shoulder of the stem (*f*) and the upper end of the pedestal (A), when the seat (B) and footrest frame (E) are placed in the inclined positions shown in Fig. 2. The back (C) is also jointed to the back ribs (*k*, *k*) of the said seat, so that it can be placed in a vertical position, or inclined backwardly so as to come nearly in the same plane with the inclined seat, as shown in Fig. 2. The back part of the seat (B) is slotted, at *n*, so as to receive the part, *o*, of the back (C), which part (*o*) is also slotted so as to receive the upper end of the diagonal piece (*h*), that the one transverse pin (*p*) may serve as a fulcrum for both.

On each side of the seat (B) an upright side frame, *q*, is fixed, which has a long slot *r*, made lengthwise through its horizontal part, *s*, the lower boundary of which slot is serrated, as shown at *x*—*x*, in Fig. 4. These frames (*q*—*q*) and the back (C) are connected together by means of the arms (D—D), which are each pivoted to the sides of the back, at *t*—*t* respectively, and also to the upper end of the short upright piece (*u*) which has, fixed firmly to it, a block, *v*, which is adapted either to slide over, or catch against the notches which form the lower boundary of the said slot (*r*), in each frame (*q*—*q*), securely.

The whole skeleton of this couch-seat is made of iron, and the upper side of the seat proper (B), the inner side of the back (C), and the upper sides of the two arms (D—D), with the open space (*w*) of the foot-rest frame (E), are to be cushioned or "upholstered" in any suitable manner, having in view the comfort of the occupant; and is fastened down to the floor of the car, in pairs as usual, allowing room for each to be swiveled around when it is in the position of a seat with the back vertical, or as shown in Fig. 1; and the pairs, sufficiently far apart to admit of their extension into couches, as shown in Fig. 2.

Operation: The horizontal position of the seat is firmly maintained by its resting upon the foot-rest frame (E) and the diagonal brace (*h*), when the said rest is caused to take the position shown in Fig. 1—which is effected by raising the front of the seat (B) sufficiently to allow the foot-rest frame (E)

to swing under it, and then allowing the said seat—turning upon the joint (*g*) and sliding by the stem (*f*) in the pedestal—to settle down upon it. The inclination of the back (C) is then adjusted to suit the desire of the occupant of the seat by his taking hold of the pieces (*u*—*u*) and turning them in a forward direction sufficiently to cause their blocks (*v*—*v*) to pass over a sufficient number of the notches (*x*—*x*), allowing the back (C) to fall backwardly to the inclination he requires, before letting go of the said pieces (*u*—*u*), which act allows the blocks (*v*—*v*) to catch in the proper notches, and so sustain the back firmly in the position required; thus producing a seat open or ventilating at the sides, and as comfortable otherwise as can be desired. The couch form, shown in Fig. 2, is produced by raising the front of the seat (B) in the manner before described, and with the other hand, turning up the foot-rest (E) and allowing the seat (B) to settle down until it is arrested by the elastic collar (*m*) coming in contact with the upper end of the pedestal (A), and the brace (*h*) being unchangeable in length, the seat (B) necessarily becomes inclined forward; and the foot-rest frame being let go, its cushioned surface comes into the same plane with that of the seat (B) and helps to maintain the latter in a firm and steady position. The back (C) is now adjusted to the inclination suitable for a couch, in precisely the same manner of operation before described—thus producing a couch sufficiently reclined to enable the occupant, with his feet against the foot board of the rest (E), to repose, or sleep as comfortably as the motion of the cars will permit.

I am aware that car-seats have been made before so as to be isolated from each other, and to swivel around upon their bases; I am also aware that the back has been made adjustable to various angles of inclination to a horizontally fixed seat; and also that an office couch-chair has been made with a foot-rest and back so connected together and to a fixed horizontal seat, as to move in unison to any required angle of inclination to the said horizontally fixed seat, by the occupant simply changing his position thereon; but neither of these has been constructed in such a manner as that the seat proper can be inclined into the same plane with an inclined foot-rest frame so as to adapt them as couches to the requirements of a railroad car as herein described: I therefore do not claim broadly, a swiveling seat with an adjustable back and foot rest; but

What I claim as my invention and desire to secure by Letters Patent in adjustable backed, reversable couch seats, is—

The combination and arrangement of devices whereby the seat proper (B) can, at the pleasure of the operator, be arranged and securely maintained either in the horizontal position of a chair seat, as shown in Fig. 1; or, in the same plane with the inclined position of the foot-rest frame (E), as a couch, or as shown in Fig. 2—the same consisting of the pedestal (A), seat (B), stem (*f*), brace (*h*), and foot-rest frame (E), or their equivalents combined and arranged so as to operate substantially in the manner described.

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Witnesses:
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