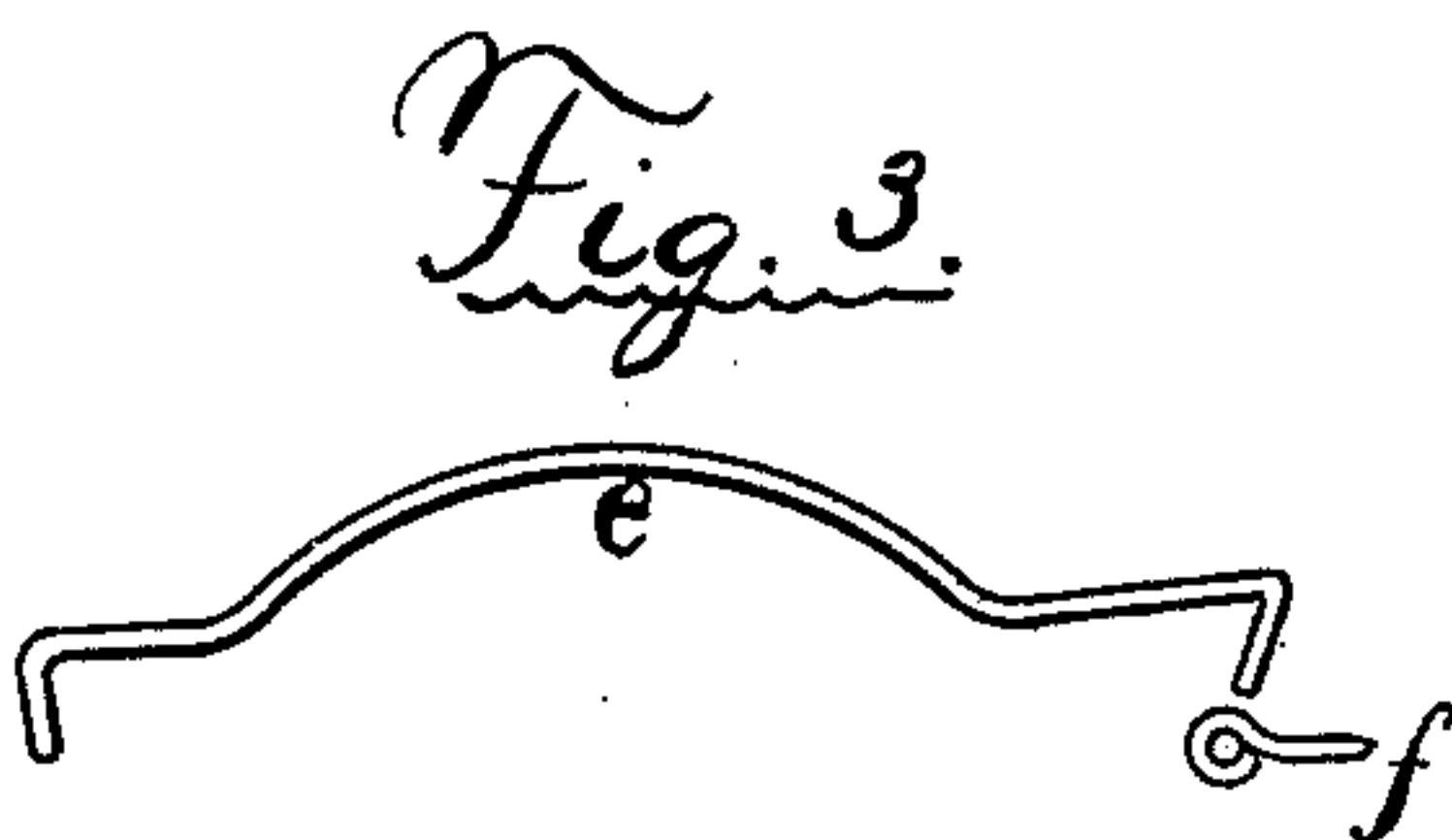
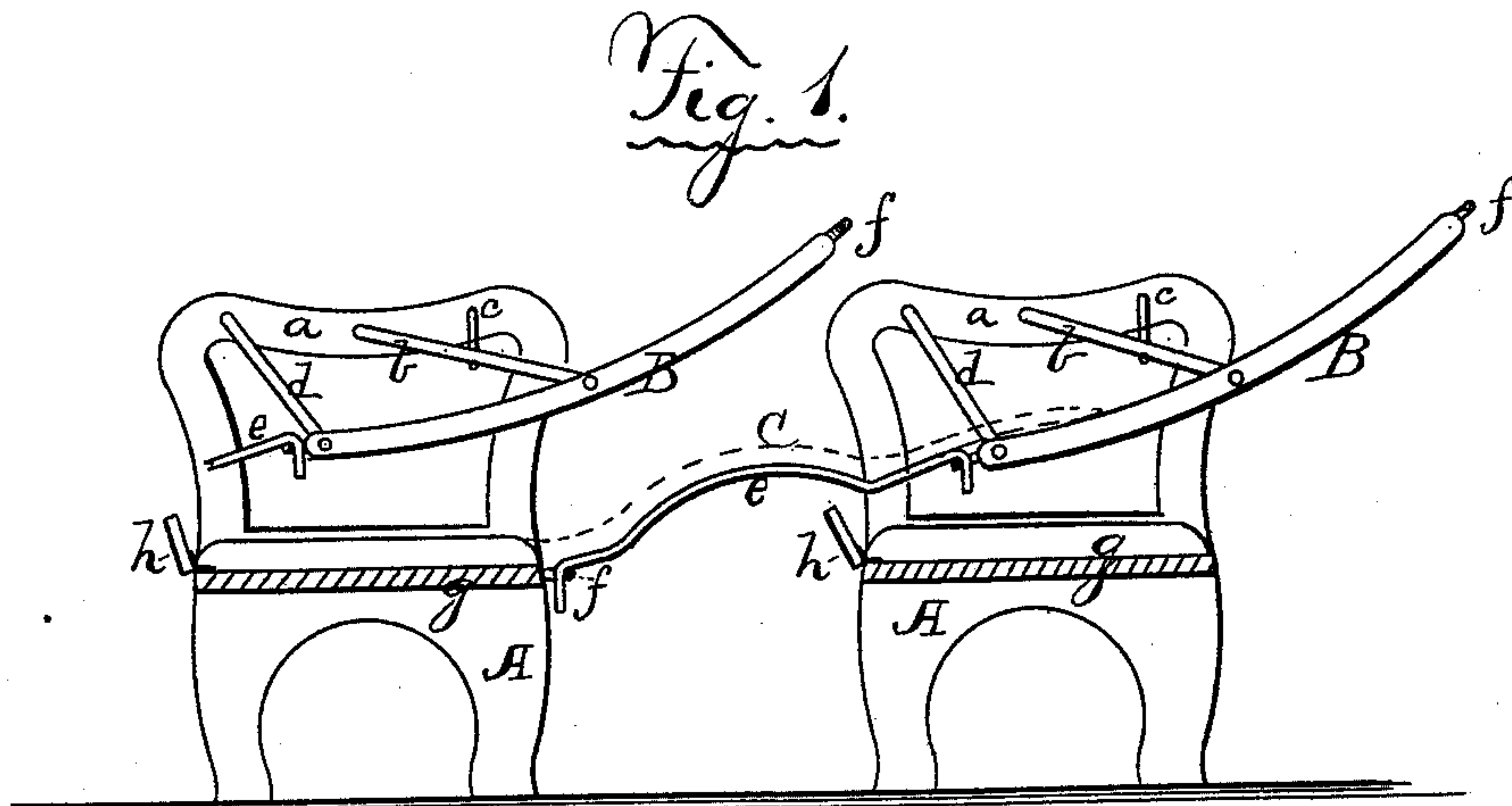


C. KOEHL.
Reclining-Seat for Cars.

No. 214,301.

Patented April 15, 1879.



Witnesses:
T. H. Parsons.
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UNITED STATES PATENT OFFICE.

CHARLES KOEHL, OF BUFFALO, NEW YORK.

IMPROVEMENT IN RECLINING-SEATS FOR CARS.

Specification forming part of Letters Patent No. **214,301**, dated April 15, 1879; application filed March 5, 1879.

To all whom it may concern:

Be it known that I, CHARLES KOEHL, of Buffalo, in the county of Erie and State of New York, have made certain Improvements in Seats of Passenger-Cars, of which the following is a specification.

The invention relates to converting the ordinary car-seats into lounges, or changing them from an upright to a reclining position at will.

The discomfort of the present car-seats to passengers, and the impossibility of keeping an upright position within the contracted space between the seats, are the disadvantages I wish to overcome; and the object of this invention is to so arrange the ordinary car-seats and backs that they may be easily turned into lounges, so that passengers, when tired of sitting upright, may recline thereon, thereby, besides being more comfortable, avoiding the objections and expense of sleeping-cars.

The invention consists in swinging the back-piece at an angle partly over the seat, and holding it there by the pivoted swinging side bars, the lower ends of the back being held by hooks or hangers attached to the inside of the seat-arm. A series of metal rods unite the lower end of this back to the edge of the next seat in front, and the usual seat-cushion, which is made so as to double or fold together, is unfolded and spread over these bars, making a continuous lounge. A foot-board is hinged to the front end of each seat, all as hereinafter fully described.

In the drawings, Figure 1 is a side elevation of two car-seats, partly in cross-section, showing the seats arranged as lounges. Figs. 2 and 3 are detail views of the folded cushion and the connecting bars or rods.

A A represent two car-seats with the ordinary side arms, *a a*. BB are the backs, made in the usual manner, except they may be a little wider, and upholstered as usual. These are attached to the swinging side bars, *b b*, by being pivoted to the center of the arms *a a*, and to the center of the back at the sides. These side bars rest in catches *c c* on the arms, holding the back in place at that point; but to hold up the inner end of the back when ar-

ranged for a lounge, and to prevent sagging, extra hooks *d d* will be provided, attached to the side arms and to the lower ends of the back. These hooks *d d* will be removable.

To make a connection between the back and next seat, I provide a series of (three or more) metal rods, *e e e*, (see Figs. 1 and 3,) acting as slats, with both ends bent down at right angles, so as to sit into the eyes or loops *f* on the edge of the back-piece B, and also on the edge of the seat-frames *g*. The center of these connecting rods or slats is curved up, as shown, so as to better uphold the body of the person lying on them and prevent their sliding down, as they otherwise might.

The seat-cushion C is made much longer than usual, so as to be opened over the rods *e*, and thus forming a mattress, the lower part that rests on the seat *g* being stiff, and the part that goes on the slats or rods *e* flexible.

When simply used as a cushion it is doubled or folded so as to properly fit the car-seat, and in appearance looks like an ordinary cushion. (Shown folded in Fig. 2.)

A foot-board, *h*, will be hinged to the edge of the car-seat, folding under the cushion when not in use; and when the seats are used as a lounge it will stand up, as shown in Fig. 1, so that the feet of those reclining will touch it and prevent their slipping too far down under the seat.

The backs B are reversible, so that they can be swung over for riding either way; and both ends being provided with the loops or eyes *f*, and the car-seats also, they allow the slats *e* to be connected thereto either way.

By these simple appliances the seats of any ordinary day-car can, in a few moments, be changed into lounges to rest the tired limbs of passengers wearied by continuous sitting, and without being forced to the alternative of an expensive palace-car or sleeping-car.

It is well known that many persons cannot use the "sleepers" at all, being made ill by their closeness, &c., and many others object to sleeping in berths that are used by any one and every one.

My invention is intended to obviate all these objections, and to provide a comfortable lounge

as well as seat, and at little or no expense to the railroad companies or to passengers.

I claim—

The combination of a car-seat or frame, A, back B, with pivoted rods *b b*, the curved rods *e e*, loops or eyes *f f*, and a seat-cushion, C, the latter made so as to fold, and when unfolded forming a mattress, and arranged at an angle on the slats or rods *e e*, all substantially as and for the purpose specified.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

CHARLES KOEHL.

Witnesses:

J. R. DRAKE,
JOHN GERMAN.