

(No Model.)

A. L. KEAN.
SLEEPING CAR SEAT.

No. 317,142.

Patented May 5, 1885.

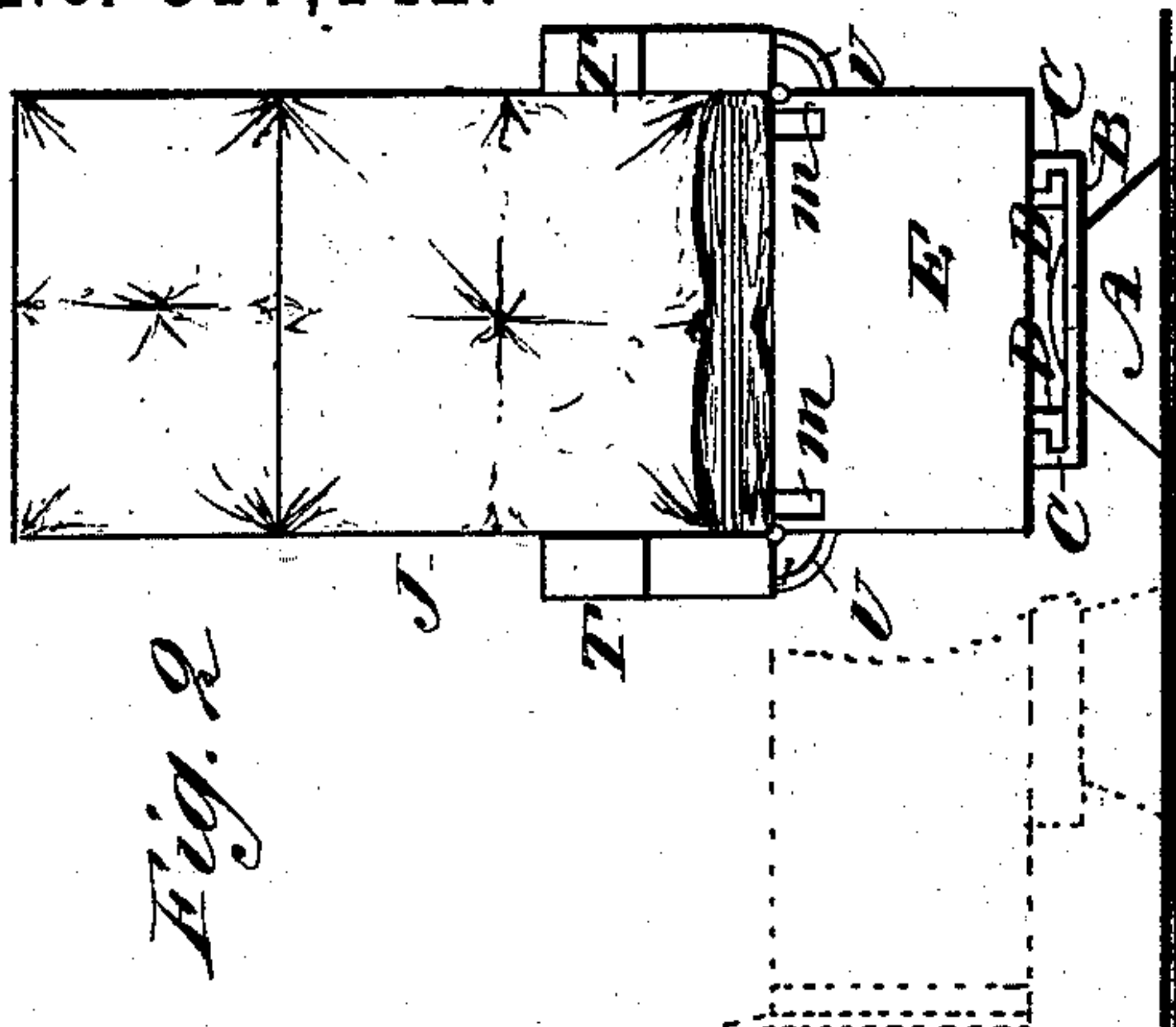


Fig. 2

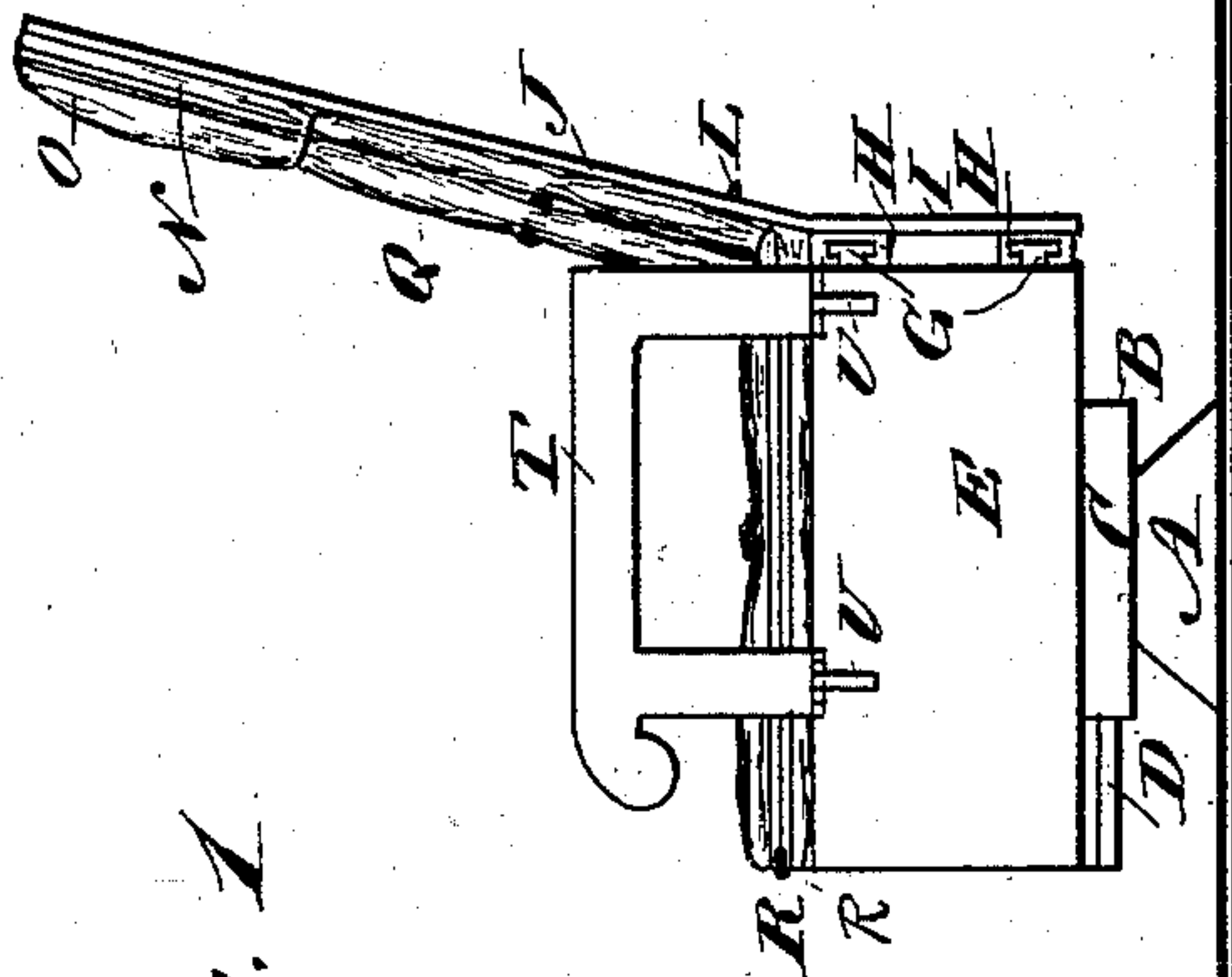
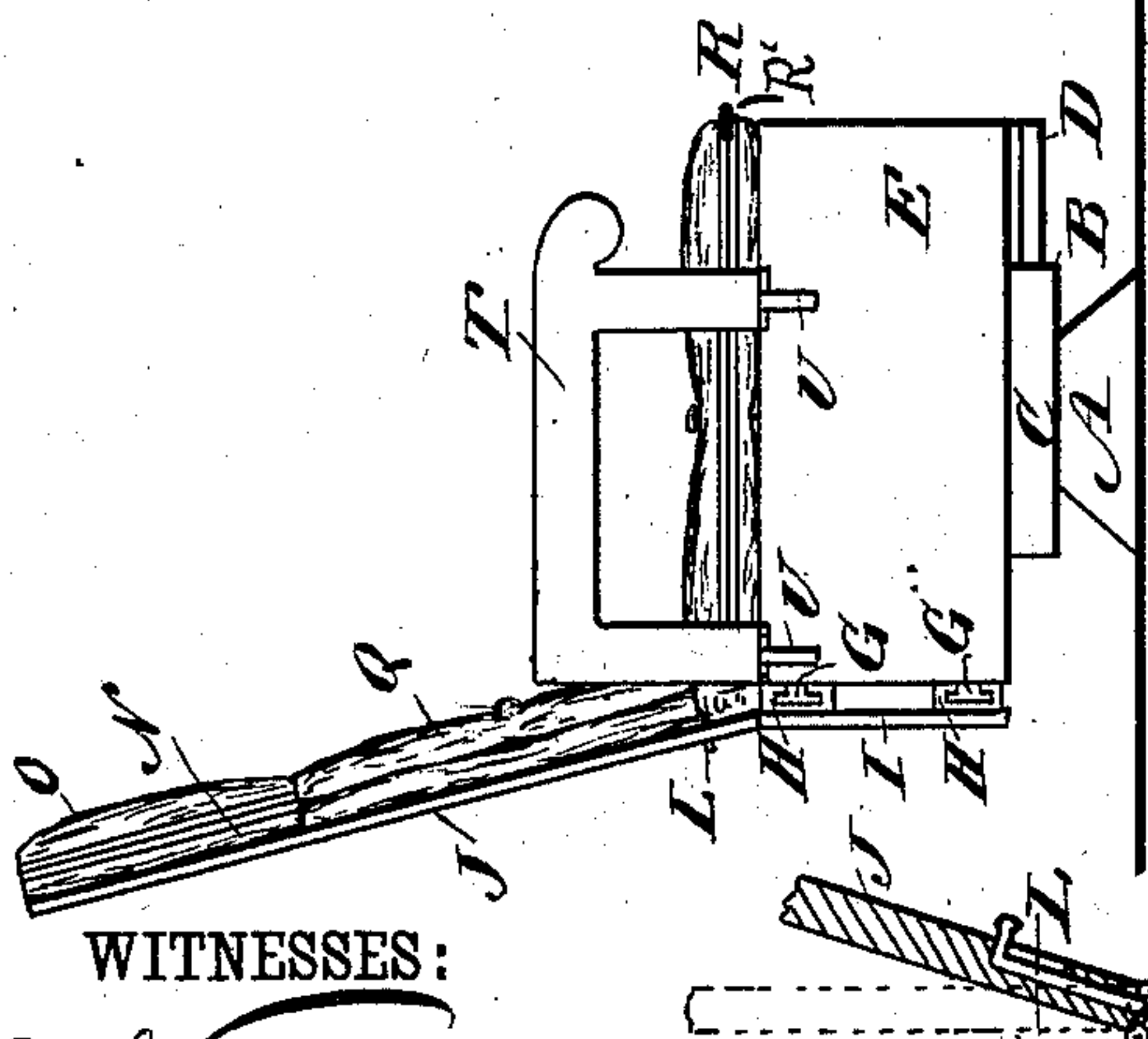


Fig. 1



WITNESSES:

C. Veroux
C. Sedgwick

Fig. 5

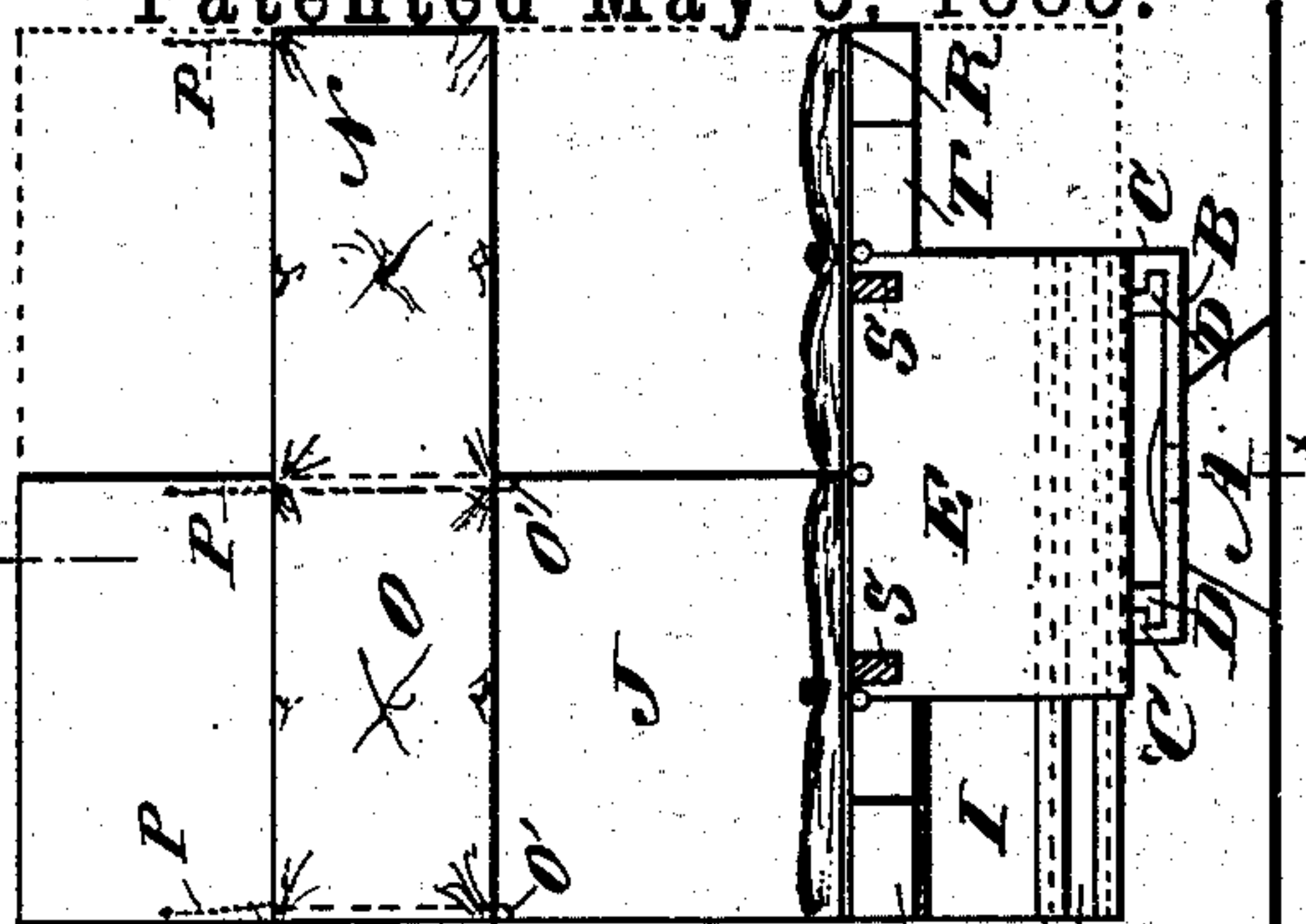


Fig. 4

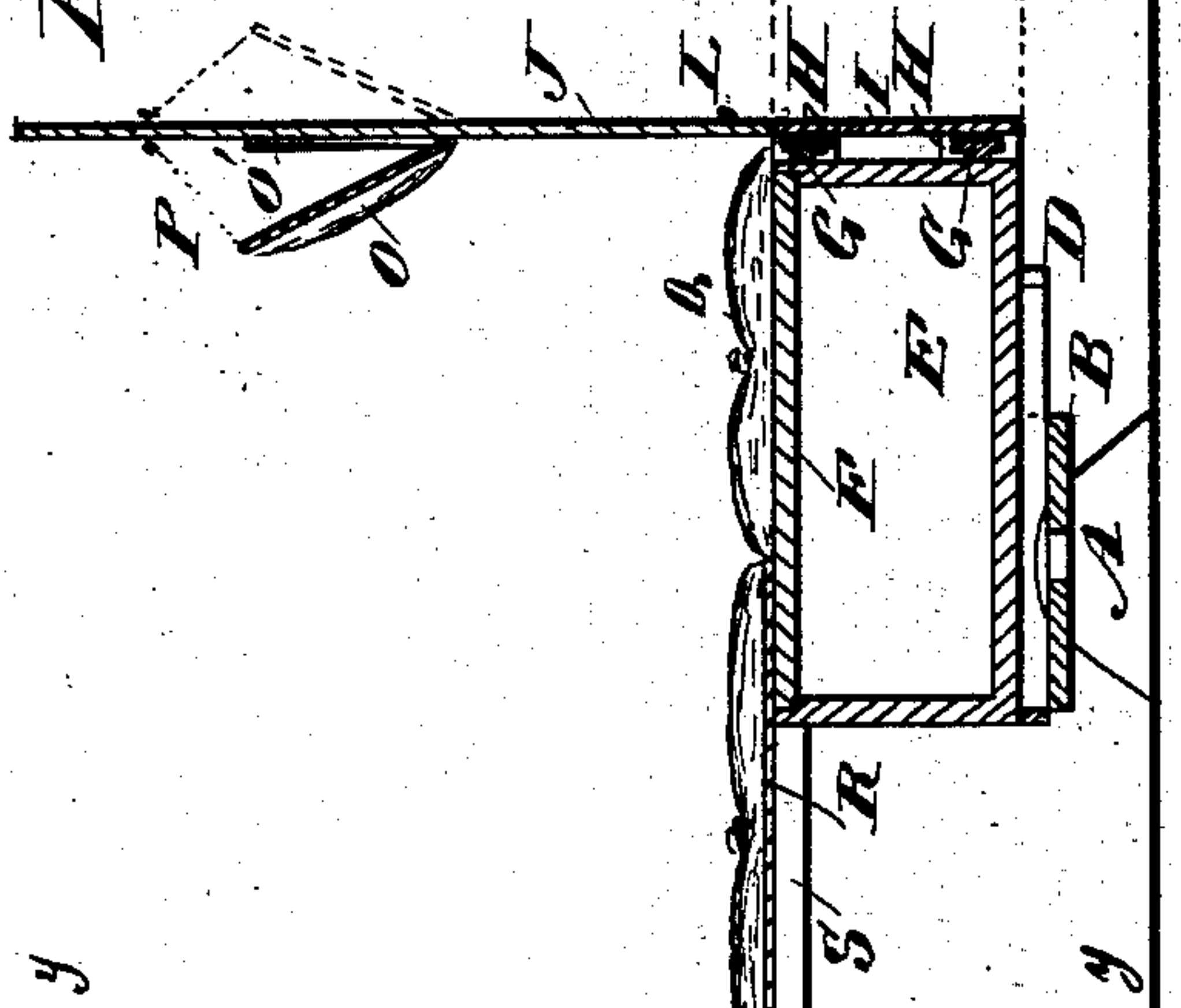
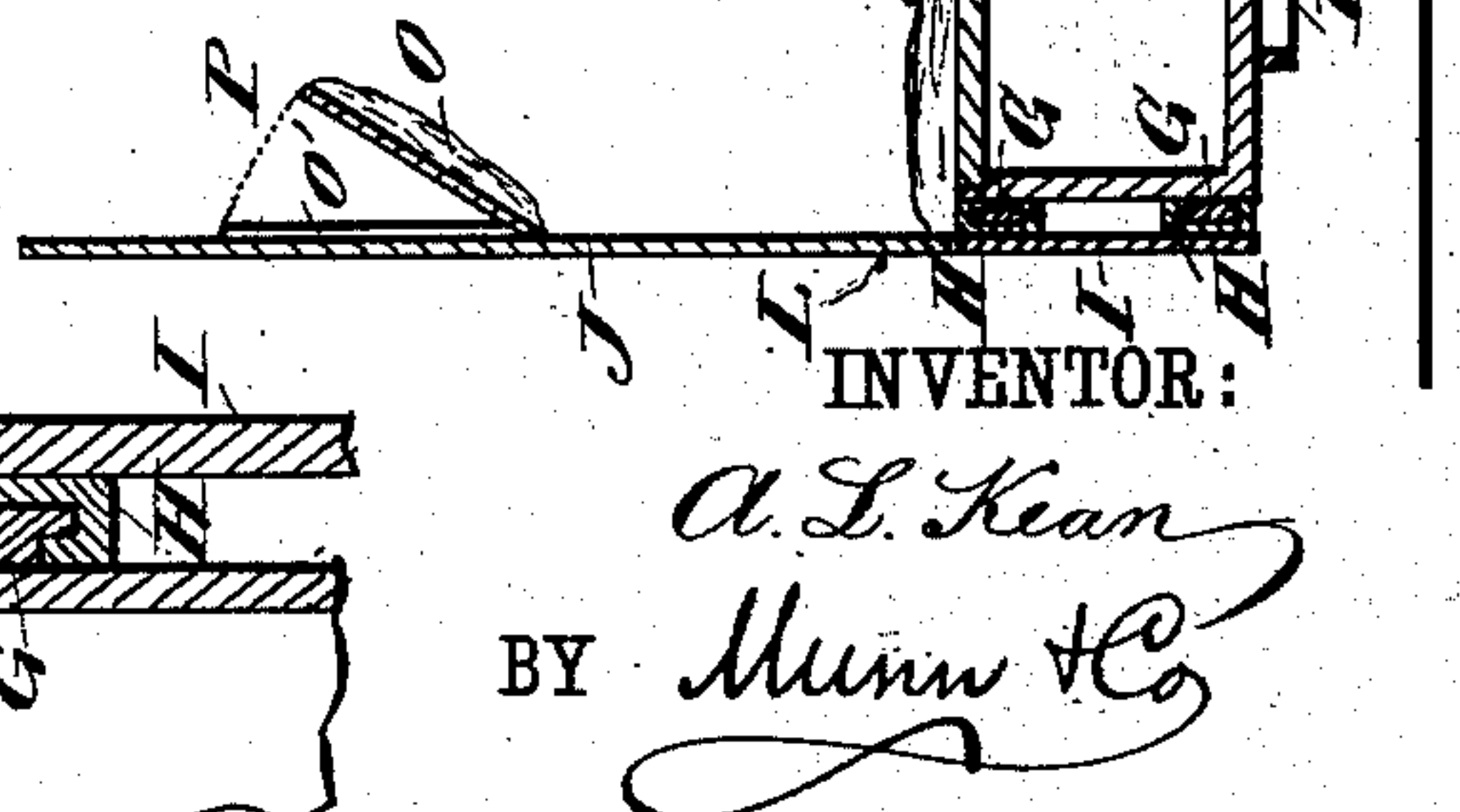


Fig. 3



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ALEXANDER L. KEAN, OF ELIZABETH, NEW JERSEY.

SLEEPING-CAR SEAT.

SPECIFICATION forming part of Letters Patent No. 317,142, dated May 5, 1885.

Application filed May 29, 1884. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER L. KEAN, of Elizabeth, in the county of Union and State of New Jersey, have invented a new and Improved Sleeping-Car Seat, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved sleeping-car seat which can easily be converted into a bed.

10 The invention consists in a car-seat held to slide on a frame pivoted on a base on the car-floor.

15 The invention further consists in the combination, with the car-seat, of a board held to slide on the back of the same in the direction of its length, and of a back-rest hinged to the upper edge of the board, and of means for holding the back vertically on the said board.

20 The invention also consists in various parts and details and combinations of the same, as will be fully set forth and described hereinafter.

25 Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

30 Figure 1 shows side elevations of two of my improved sleeping-car seats. Fig. 2 is a front elevation of the same. Fig. 3 is a longitudinal sectional elevation of two of the same on the line *x x*, Fig. 4, showing them converted into a bed. Fig. 4 is a cross-sectional elevation on the line *y y*, Fig. 3. This figure also shows a side view of the back, the pocket, and the guides and hooks connecting the pocket and back. Fig. 5 is a detail sectional elevation of the joint of the backs and seat.

40 On a base, A, secured on the car-floor, a frame, B, is pivoted, which has internally-grooved upwardly-projecting flanges C along the side edges.

45 Angle bars or tracks D are held to slide in the grooved flanges C, and on the bars D a box, E, is secured, which is provided with a removable cover, F.

50 On the back of the box E two T-rails, G, are secured, and are embraced by clamps or cleats H, secured on the inner surface of a back board, I, which is adapted to be moved on the back of the box E in the direction of the width of the same.

To the upper edge of the board I the back-

rest J is hinged at the inner surface, the lower edge of the said back-rest being beveled, so that when the top edge of the board I and the lower edge of the back-rest J are in close contact the back-rest will be inclined backward slightly, as shown in Figs. 1 and 5. 55

In the lower part of the back-rest J grooves K are formed, in which sliding bolts L are held, which can be passed into apertures M, extending downward from the top edge of the board I. 60

On the front surface of each back-rest J a wing, N, is hinged at one end to a pocket, O, held by hooks *o* to slide vertically at the ends of its bottom edge in guides O' on the sides of the front of the back-rest, the pocket having the same width as the wing. 65

A cord or wire, P, is secured to the top of the pocket and to the back-rest, to prevent the pocket from swinging down too far. Below the pocket and wing two folded cushions, Q, rest against the front of the back. 70

On the cover F of the box E two boards, R, rest, which are hinged to each other, as shown at R', and have their outer surfaces upholstered. The size of each board R is equal to the size of the top of the box. The hinged boards R, when in their extended position, extend at their ends beyond the front edge of the seats, but not to the backs. The cushions Q fill the spaces between the backs and the ends of boards R, as shown in Fig. 3. 80

Bars S, hinged to each other at their ends, are contained in the boxes E. The fronts of the boxes E are provided in the top edges with notches *m*, for receiving the ends of the bars S. 85

To each side of the top of the seat-box E an arm-rest, T, is hinged, which can be held raised by quadrant-braces U, projecting from the sides of the box, which braces pass into grooves in the posts of the arm-rests when the latter are folded down. 90

The arm-rests are hinged at their inner edges, so that their ends rest against the sides of the box when the arm-rests are swung down. 95

Two seats are adjusted to form a bed in the following manner: The seats are turned to face each other, the backs J are brought into the vertical positions and locked in place by means of the bolts L, and the boards I are moved laterally, the boards of two seats placed back to back being moved in opposite direc- 100

tions. The cushions Q are removed, thus permitting the wings N and the pockets O below them to slide down on the guides O'. The wings N are then swung laterally to expose the pockets O, as shown in Fig. 4. The bars S are placed in the notches *m*, the boards R are placed on the bars S and the lowered arm-rests T, the cushions Q are placed on the seats, and the other bedding is placed on the boards R and the cushions Q.

The bedding is stored in the boxes E when not used.

The backs of the seats form the partitions between the beds.

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

1. In a car-seat, the combination, with the box E, of the tracks D on the under side of the same, the frame B, having grooved flanges C, and the base A, on which the frame B is pivoted, substantially as herein shown and described.

2. In a car-seat, the combination, with the seat frame or box, of a board held on the back to slide in the direction of the length of the

back, and of a back-rest hinged on the upper edge of the said board, substantially as herein shown and described.

3. In a car-seat, the combination, with the seat frame or box, of a board held on the back of the seat to slide in the direction of its length, a back-rest hinged to the upper edge of the board, and bolts or analogous devices for locking the back-rest vertically on the said board, substantially as herein shown and described.

4. In a car-seat, the combination, with the back-rest, of a laterally-swinging wing held to slide on the same, and of a pocket to which the wing is hinged, substantially as herein shown and described.

5. In a car-seat, the combination, with the back-rest, of a laterally-swinging wing and a pocket held to slide on the back-rest, and of cushions on the back-rest below the wing, substantially as herein shown and described.

ALEXANDER L. KEAN.

Witnesses:

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ALFRED BERNHEIM.