

(No Model.)

3 Sheets—Sheet 1.

J. M. OSGOOD.
CONVERTIBLE CHAIR OR SEAT.

No. 575,977.

Patented Jan. 26, 1897.

Fig. 1.

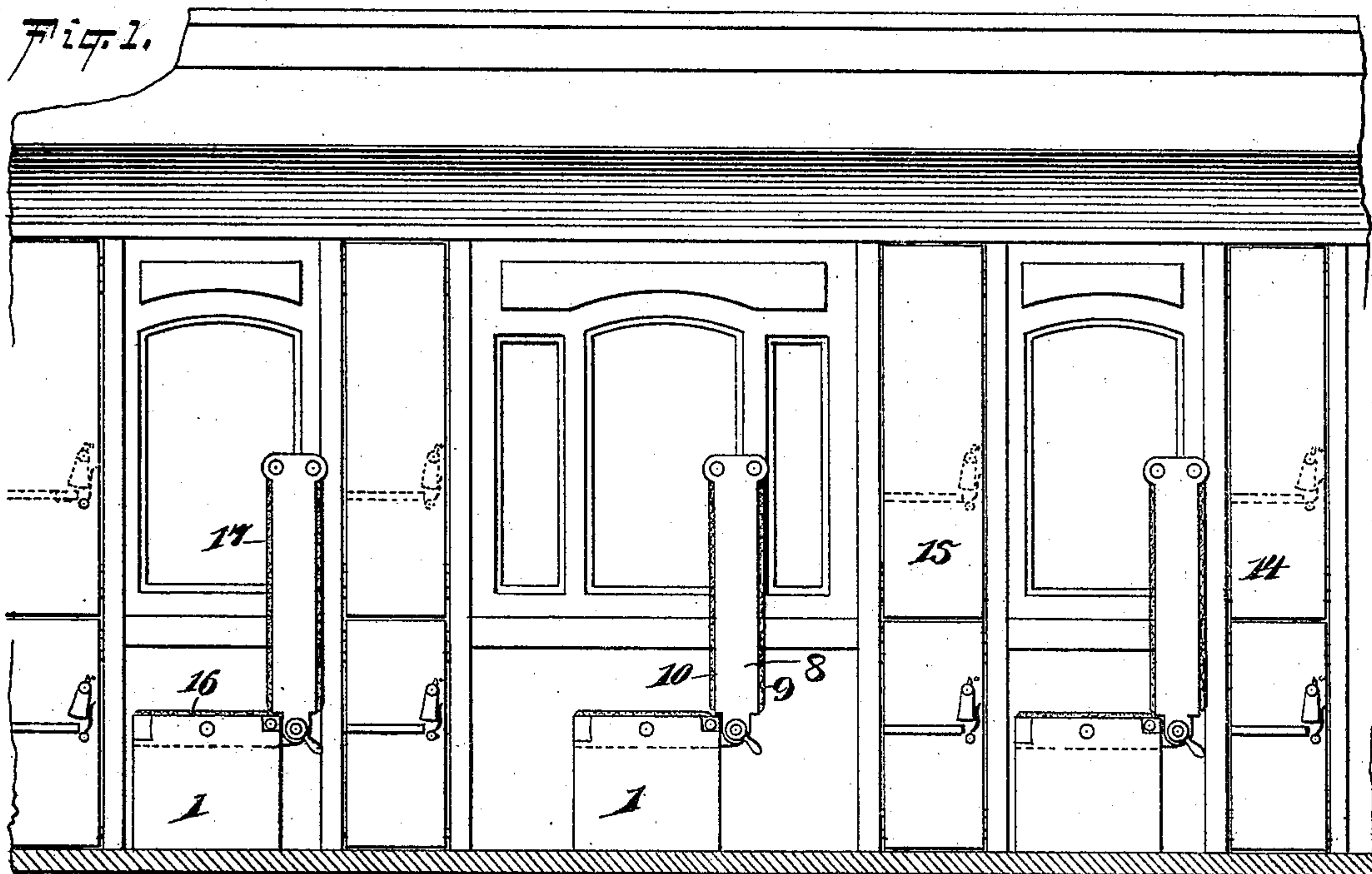
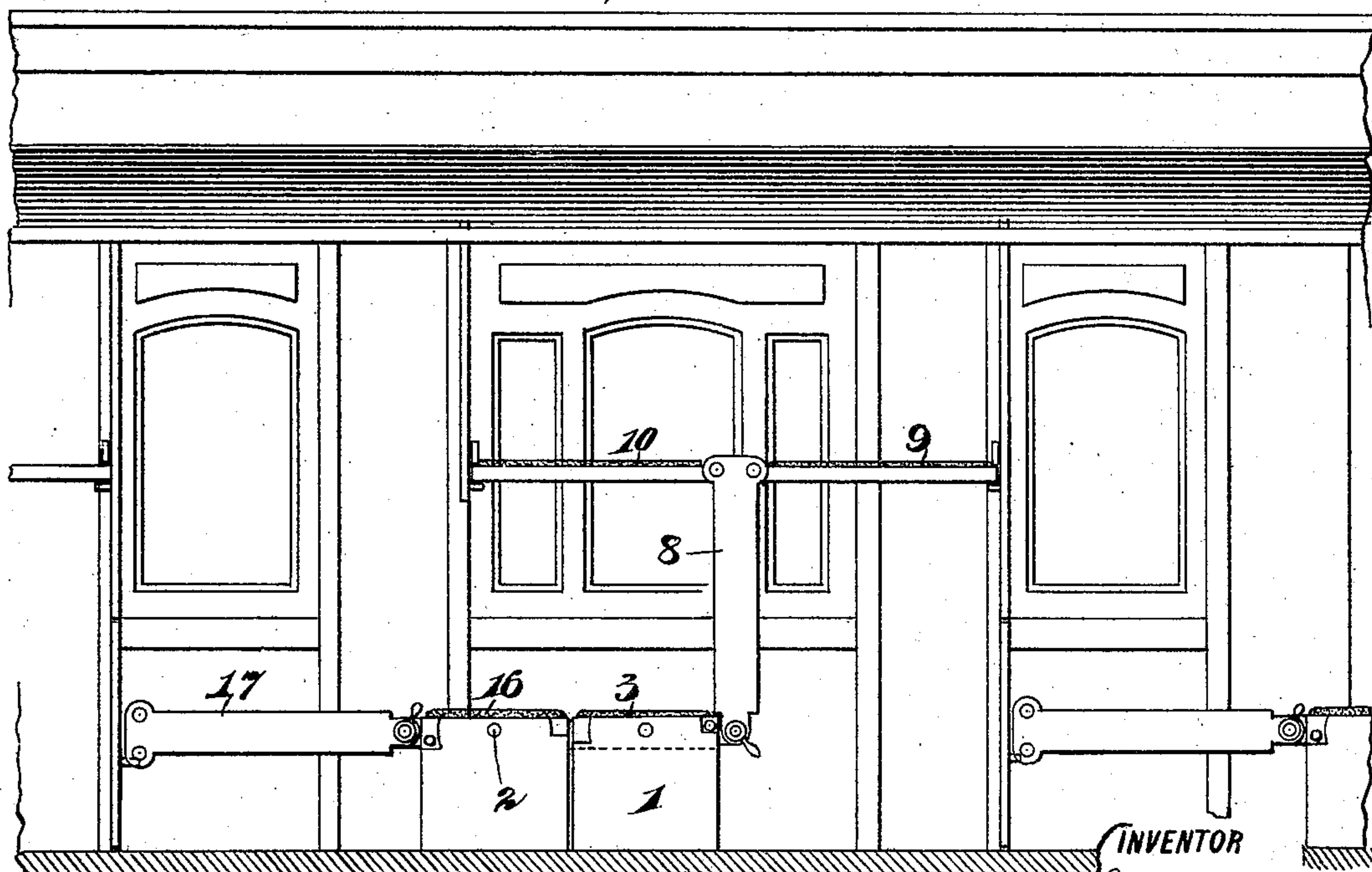


Fig. 2.



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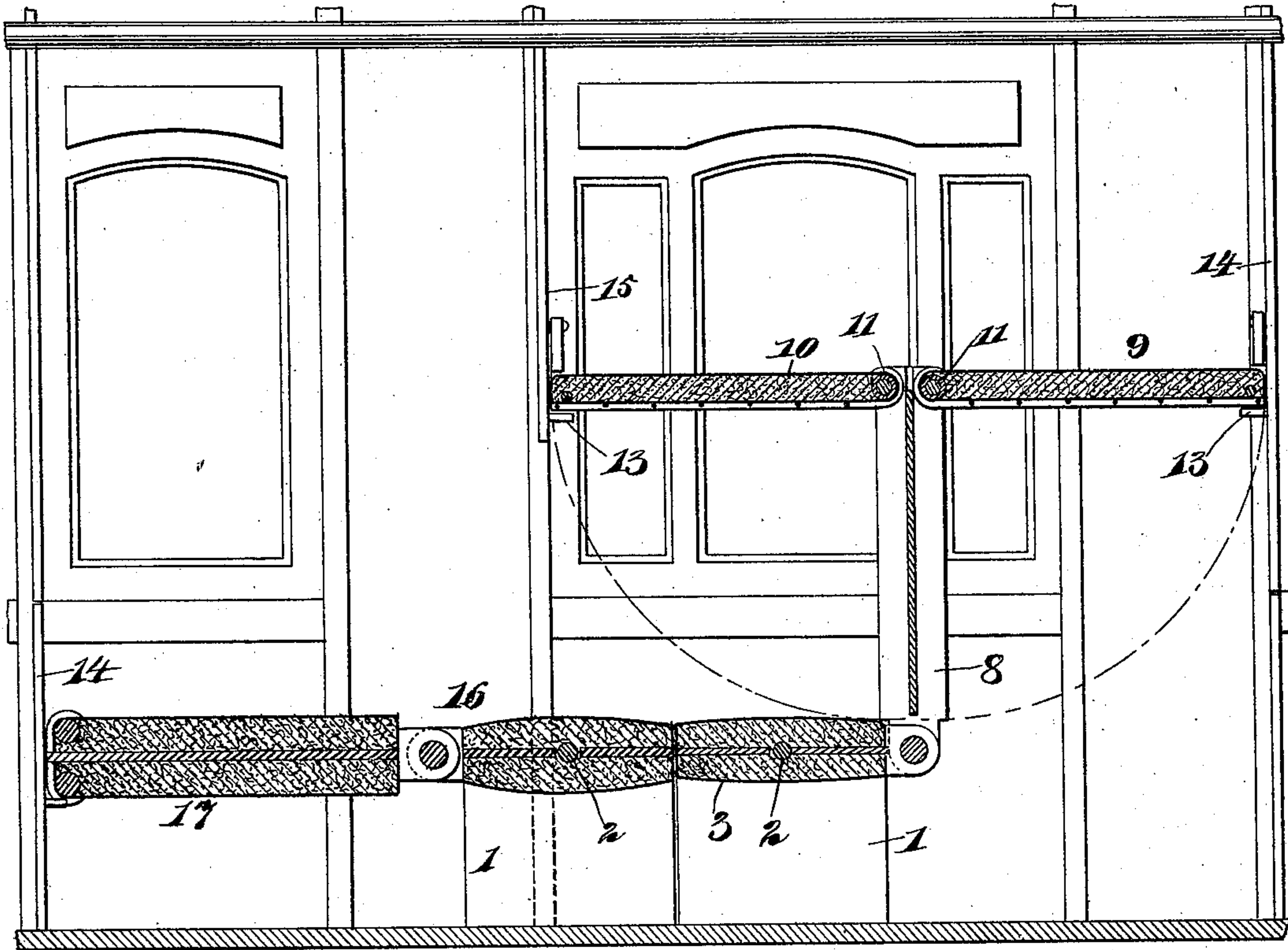


Fig. 3.

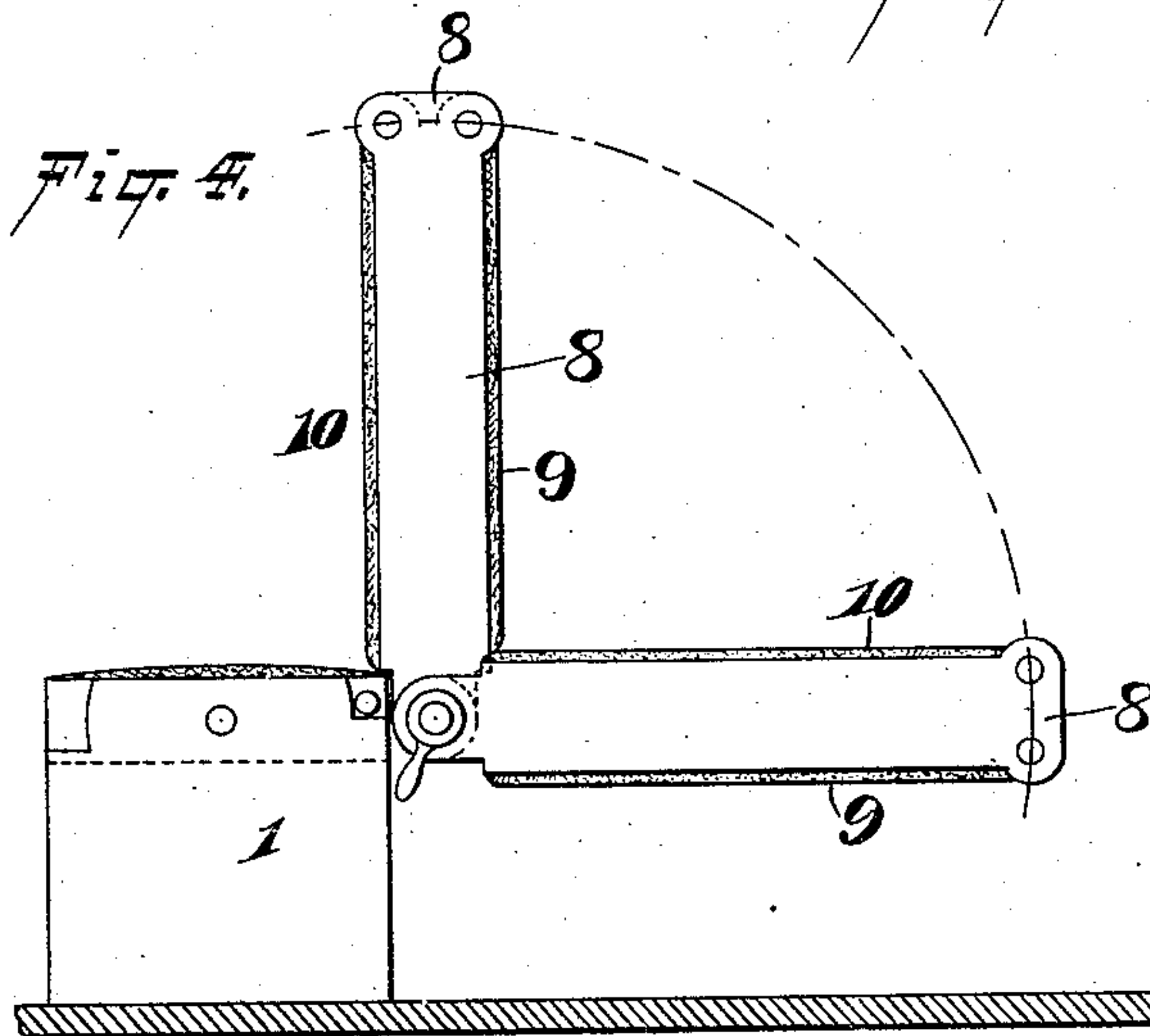


Fig. 4.

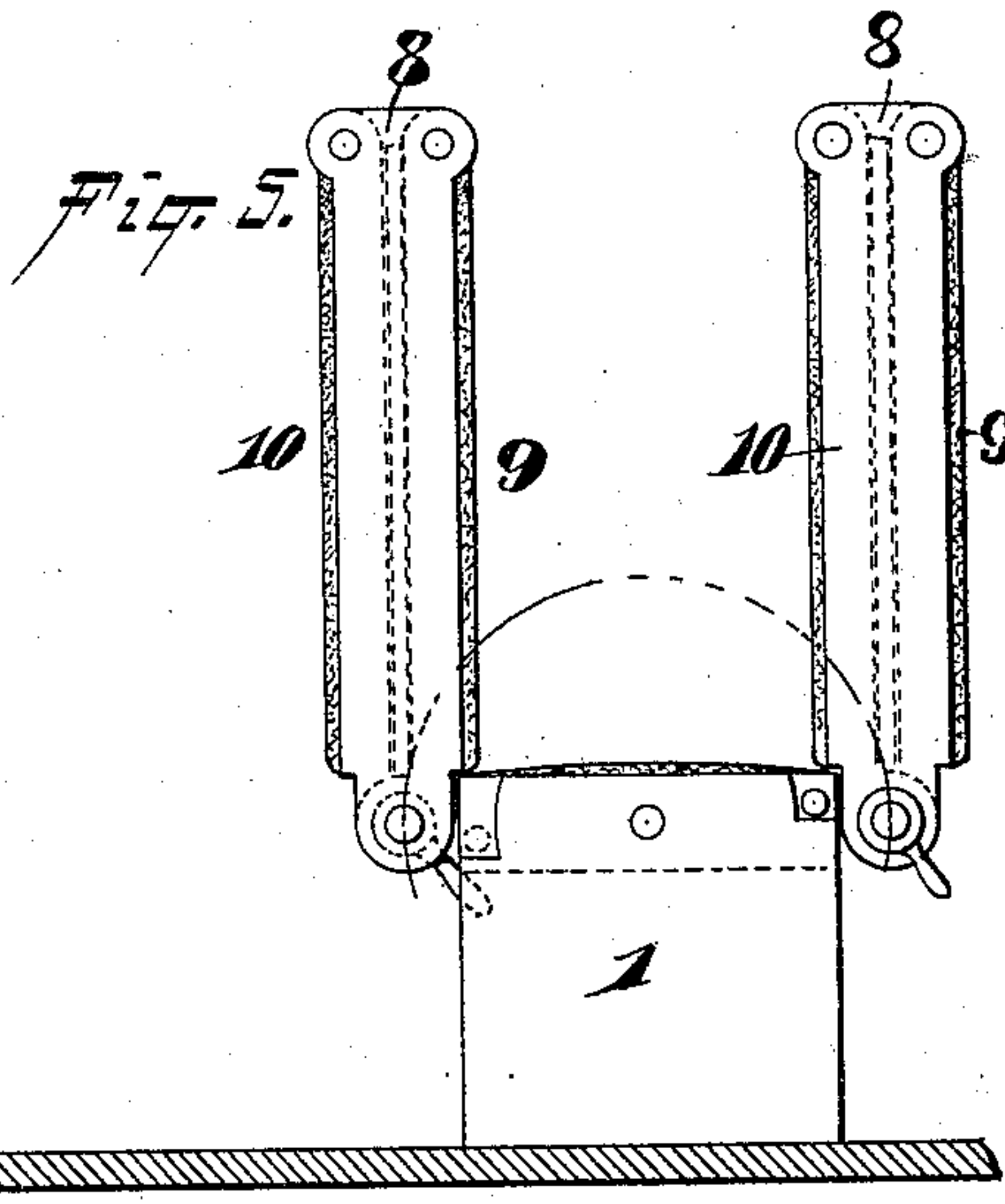


Fig. 5.

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Fig. 6.

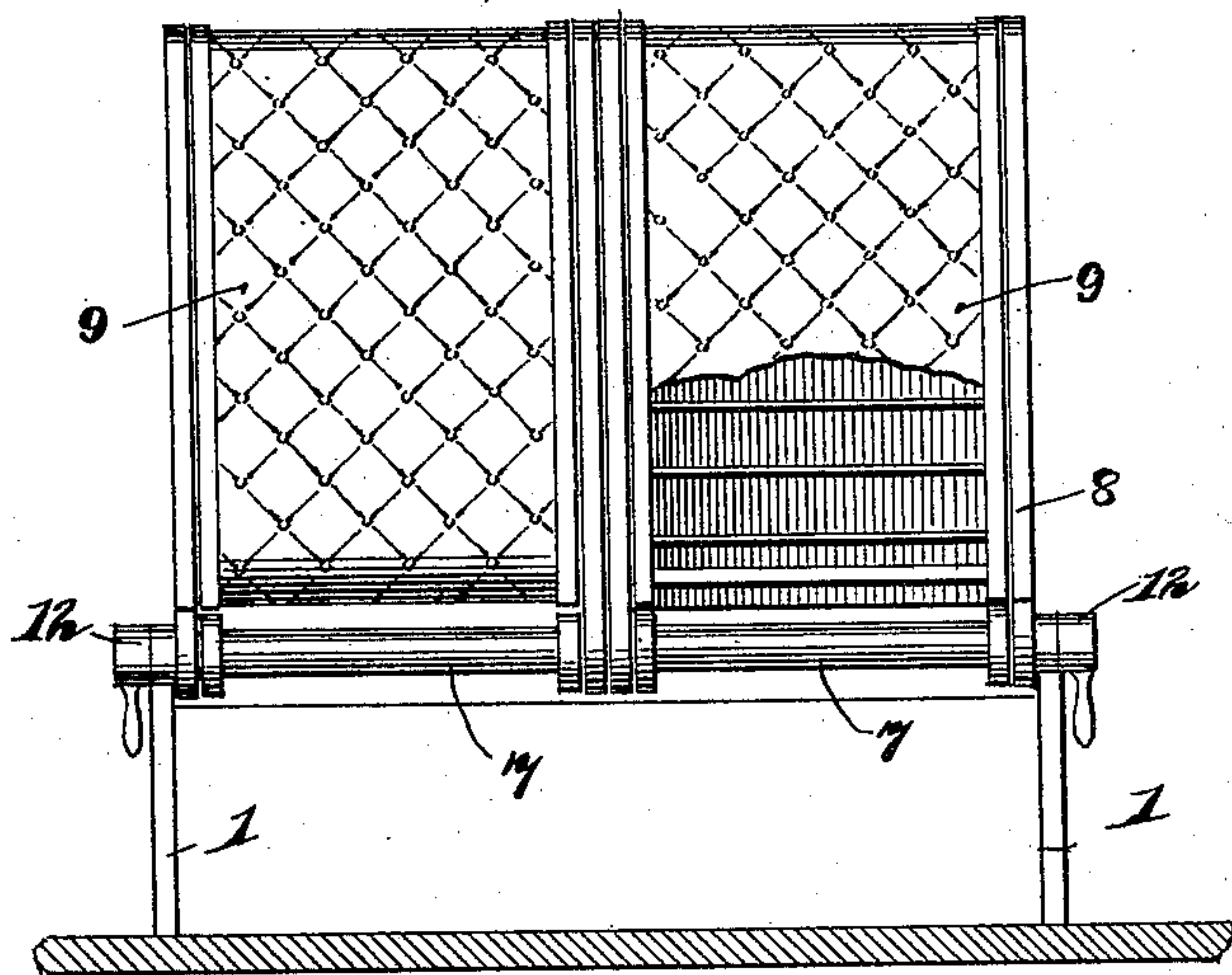


Fig. 10.

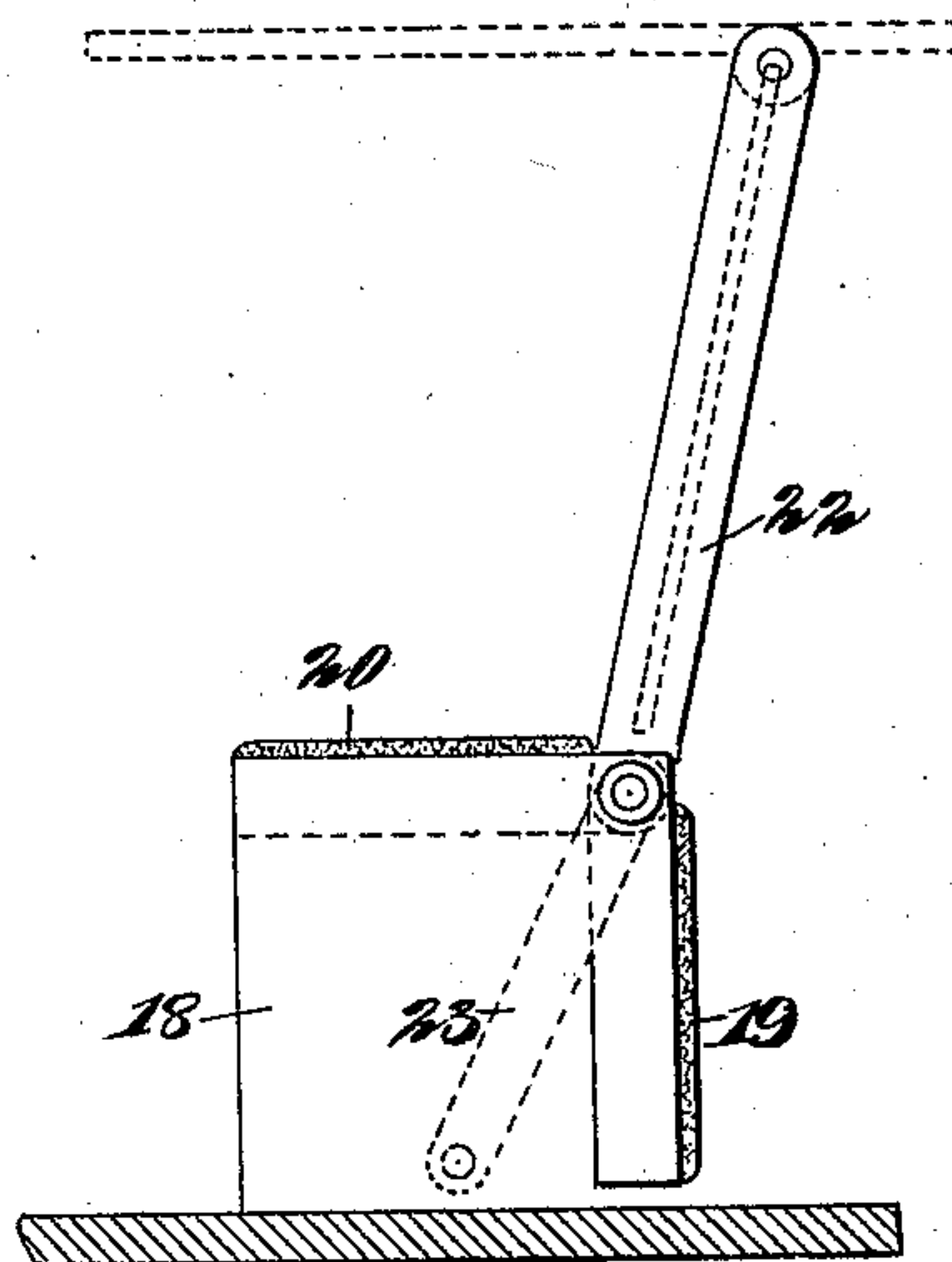


Fig. 7.

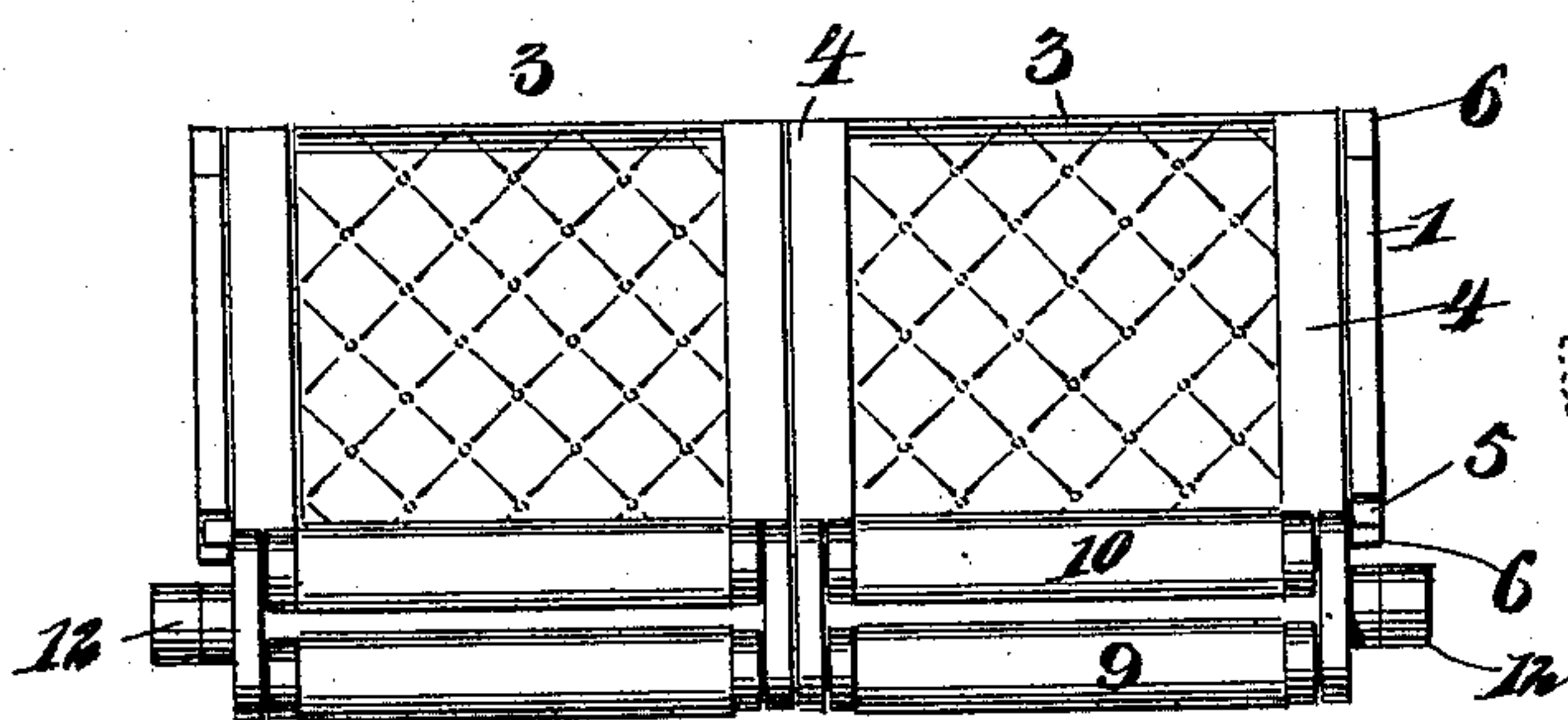


Fig. 11.

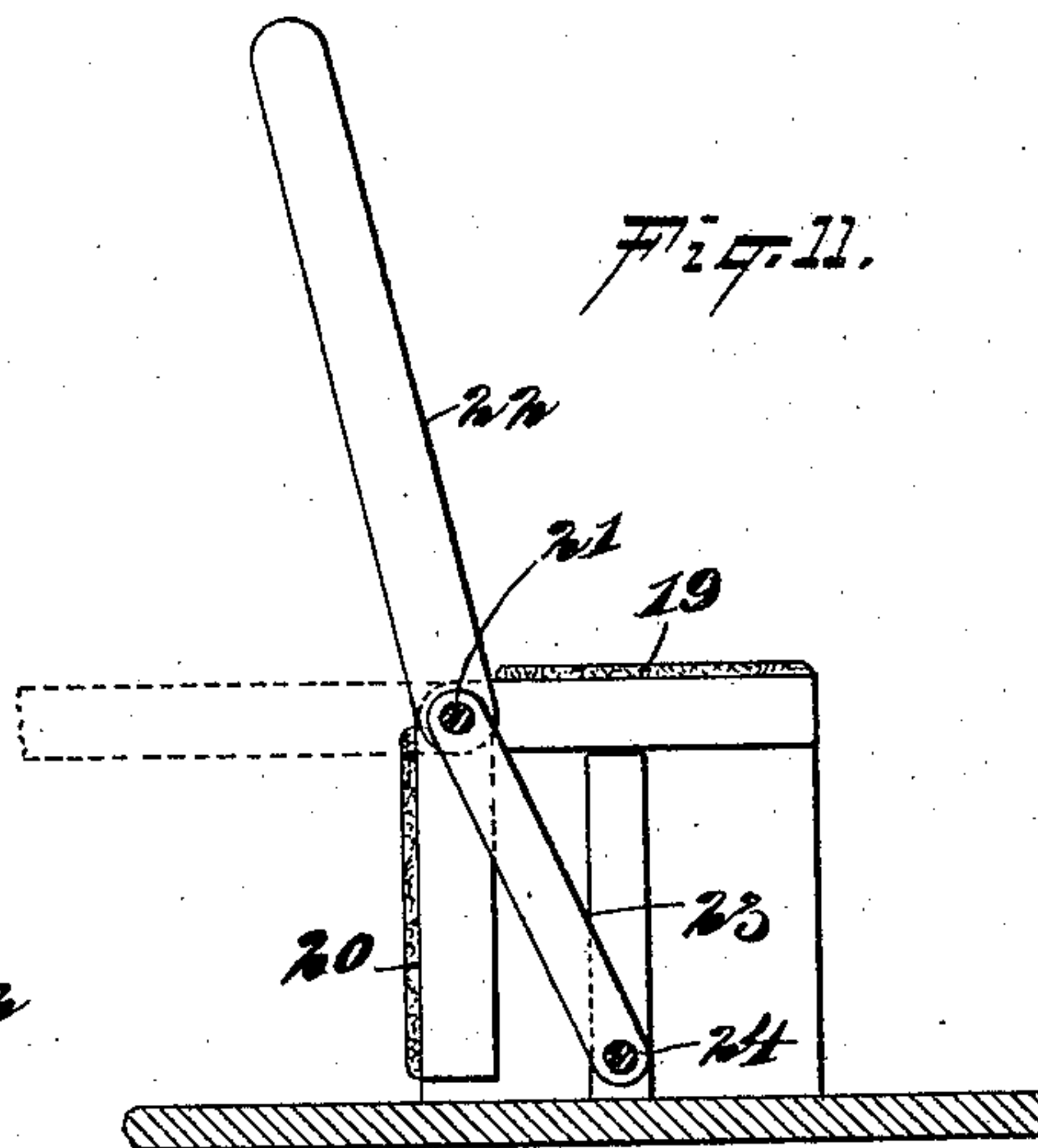


Fig. 8.

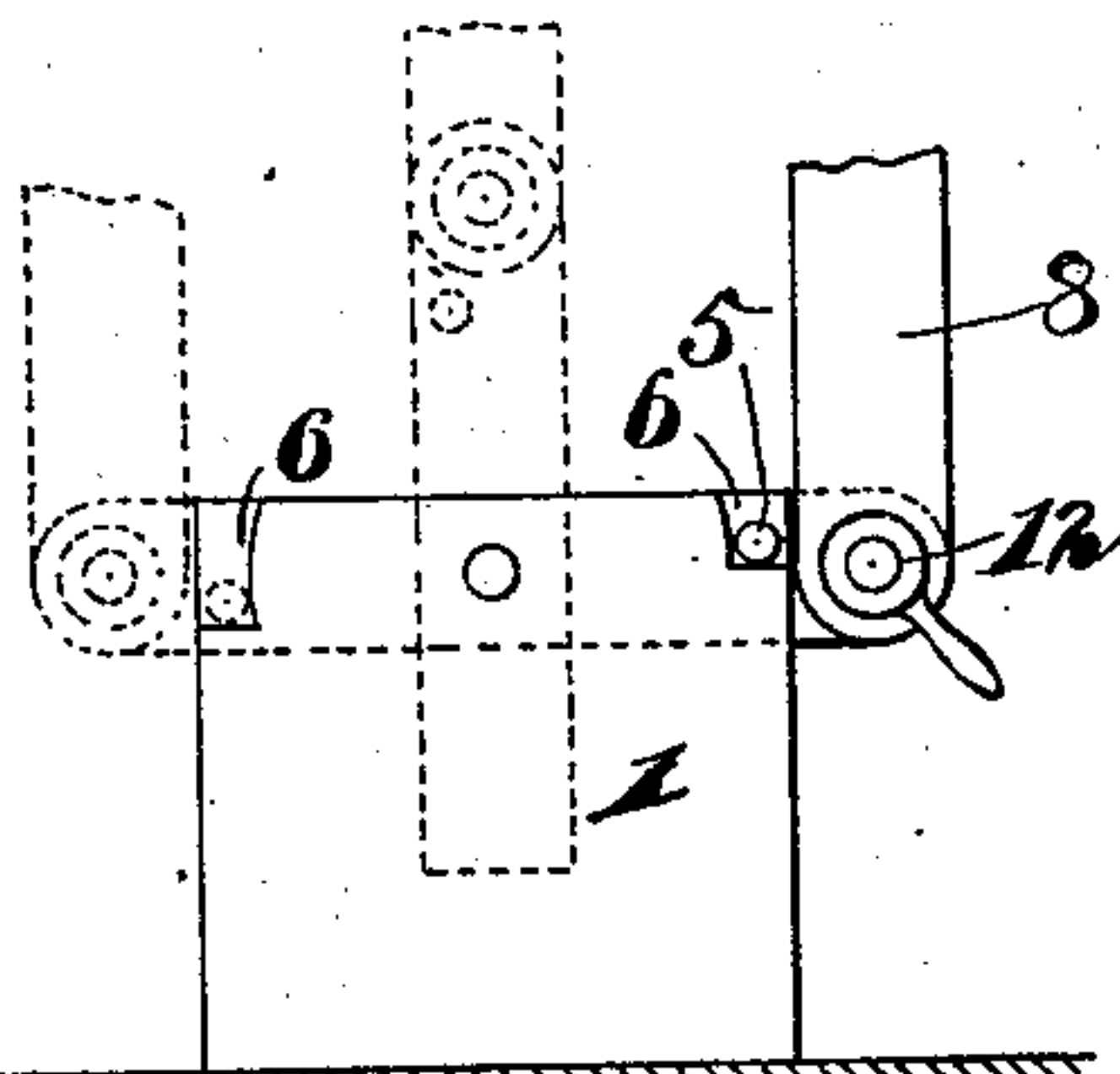
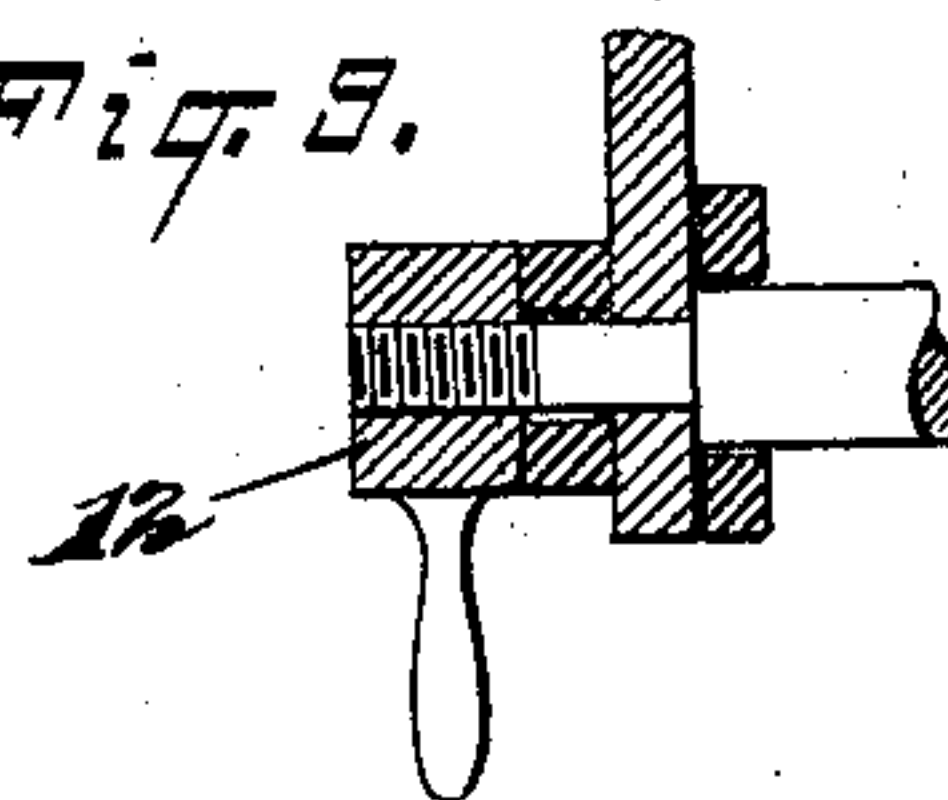


Fig. 9.



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UNITED STATES PATENT OFFICE.

JAMES MADISON OSGOOD, OF BOSTON, MASSACHUSETTS.

CONVERTIBLE CHAIR OR SEAT.

SPECIFICATION forming part of Letters Patent No. 575,977, dated January 26, 1897.

Application filed June 12, 1896. Serial No. 595,266. (No model.)

To all whom it may concern:

Be it known that I, JAMES MADISON OSGOOD, of Boston, in the county of Suffolk and State of Massachusetts, have invented new and useful Improvements in Convertible Chairs or Seats, of which the following is a full, clear, and exact description.

This invention relates particularly to chairs or seats for cars designed to be used either as seats or chairs during the day or as berths for the night; and the object is to provide such devices that may be easily and quickly adjusted into position and rigidly locked as adjusted.

I will describe a chair or seat embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a longitudinal section of a car, showing the seats or chairs embodying my invention in elevation as arranged for day use. Fig. 2 is a similar view, but showing the seats or chairs as arranged for night use. Fig. 3 is a vertical section showing the seats or chairs arranged for night use. Fig. 4 is an end elevation illustrating the manner of arranging the two sections of a seat, one forming a seat having a substantially vertical back and the other section forming a couch. Fig. 5 is an end elevation showing how two sections of a seat may be disposed or faced in opposite directions. Fig. 6 is a rear elevation of the two sections of a seat. Fig. 7 is a top plan view thereof. Fig. 8 illustrates the manner of reversing the seat. Fig. 9 is a sectional view of a locking device that may be employed. Fig. 10 is an end elevation of a seat, showing a slight modification; and Fig. 11 is a similar view, but showing the seat in a reverse position to that shown in Fig. 10.

It may be here stated that alternating seats are differently constructed in certain particulars, that is, a seat designed to be converted into an upper berth differs somewhat in the construction of its back from that of the next seat designed to form a portion of the lower berth. I will first describe a seat or chair designed to be converted into an upper berth.

Referring to the drawings, 1 designates the end frames for supporting the two sections of a seat. Extended between the end frames is a shaft 2, upon which the seat-sections 3 3 are mounted and adapted to rotate one independently of the other. As here shown, each seat-section is provided with upholstery on each of its sides, and its pivotal connection on the shaft 2 is intermediate of the edges of the seat. The outer side bar 4 of the seat-sections is provided with a pin 5, adapted to engage upon an end frame 1. As here shown, the end frame is provided at opposite edges and at its top with a notch 6, into which said pin passes. The end bars 4 of a seat-section are extended outward beyond one edge of the seat and provide bearings for a transverse shaft 7, upon which shaft is rigidly mounted a back frame 8, having a central transverse partition forming recesses on opposite sides to receive upholstered back sections 9 and 10, which comprise suitable frames mounted to swing on transverse bars 11, supported at the upper end of the back frame.

I provide a means for securing the back frame at any desired angle of adjustment. As here shown, this means consists of a clamp-nut 12, engaging the outer tapped end of the shaft 7 and provided with a suitable handle by which it may be turned and frictionally clamp the shaft.

A seat or chair constructed as above described may be adjusted for day use in accordance with the direction in which a car is traveling. For instance, if a car is traveling in one direction the seat portion 3 may be rotated on the shaft 2 to bring the back into the position shown in full lines in Fig. 8; but if the car is traveling in the opposite direction the seat will be reversed or placed with the former lower side upward to bring the back into the position shown in dotted lines at the left-hand side in Fig. 8. It is obvious, however, that when desired the two sections of a seat may be turned to have their backs facing in an opposite direction, as indicated in Fig. 5, or that the backs may be arranged to form a seat or chair of one section and a couch for the other section, as indicated in Fig. 4.

When the seat-sections are to be converted into an upper berth for night use, the back

frame will be secured in a vertical position, as indicated in Fig. 3, and the upholstered back sections 9 and 10 will be swung into a horizontal position, as indicated in said Fig. 3, and their free ends engaged with supports 13 on partitions 14 and 15, made in sections designed to swing transversely of the car and also to swing into recesses formed in the side of the car, substantially in the manner described in my application for Letters Patent of the United States, Serial No. 588,616, filed April 22, 1896; that is, the partitions are each formed in two hinged sections, one section being adapted to fold upon the other to reduce the width for fitting into the narrow recesses formed between the windows of the car. The frames of the back sections 9 and 10 may be suitably perforated for the passage of wire upon which to secure the upholstering.

I will now describe the seat or chair designed to form a portion of the lower berth. The seat-sections 16 are mounted on a shaft extended between the end frames 1, as described in the first instance, but in these chair-sections the back frames, which are pivotally connected to the seat portions in the manner above described, are provided with upholstering on each side, the said upholstering being rigidly secured in place, or, in other words, not mounted to swing relatively to the back frame. In making up the lower berth the back 17 of this lower-berth seat or chair will be turned downward to a horizontal position and will engage at its end with a support on the partition 14, and its seat will be placed against the seat forming the upper berth. Therefore it will be seen that the seat portion of the upper berth forming the seat or chair forms a portion of the lower berth. It may be here noted that the several seats are movable in a manner similar to that shown in my application filed April 22, 1896, Serial No. 588,616.

It will be seen that the partition 14 extends from the floor of the car upward and that the partition 15 extends from the upper portion of the car about half-way to the floor. Thus practically two state-rooms are formed, one for the upper berth and the other for the lower berth. It is obvious that the swinging or upholstered back section 9 or 10 may be swung to a vertical position, and thus form one wall of the dressing-rooms for each berth, the other wall being formed by the partitions.

Referring now to the examples of my improvement shown in Figs. 10 and 11, 18 indicates the end frames of the seat or chair sections. Each section of the seat is made in two seat portions 19 20, one arranged at right angles to the other. A shaft 21 has journal-bearings in the angled portions of these seat portions 19 20, and a back frame 22 is mounted on this shaft 21 in the manner described in the first example of my improvement. From the shaft 21 links 23 extend downward and

are pivotally mounted on a shaft 24, supported in the lower portions of the end frames.

Obviously the back frame 22 may be adjusted at any desired angle with relation to the seat portion, and either seat portion may be employed, depending upon the direction in which the car is traveling; that is, when the car is traveling in one direction the seat portion 20 will be upward, as indicated in Fig. 10, and when the car is traveling in the opposite direction the seat and back frame will be reversed by swinging them on the links 23 to the position shown in Fig. 11. Of course, a chair or seat constructed as described in this last example of my improvement may be adjusted to form a berth similarly to the examples first described.

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

1. A chair or seat, comprising a reversible seat portion, and an adjustable back pivotally connected to one edge of said reversible seat portion, substantially as specified.

2. A chair or seat, comprising a frame, a seat portion adapted to swing on its center in said frame, a back frame having pivotal connection with said seat, and means for clamping said back frame as adjusted, substantially as specified.

3. A chair or seat, comprising a rotary seat portion, a back frame having pivotal connection therewith, means for locking said back frame as adjusted in relation to the seat, and back portions pivotally connected to the upper portion of the back frame, substantially as specified.

4. A chair or seat, comprising a seat-frame, a seat portion upholstered on both its sides and mounted to rotate in said seat-frame, a back frame pivotally connected to the seat portion, the said back frame being recessed at its opposite sides, an upholstered back section in each of said recesses and pivotally connected with the upper portion of the back frame, whereby they may be swung into and out of the recesses to form backs or a berth, and means for supporting the same when extended horizontally to form a berth, substantially as specified.

5. A chair or seat, comprising a seat-frame, seat portions arranged at right angles one to the other, link connections between the angled portion of said seat portions and the frame, and an adjustable back for said seat portion, substantially as specified.

6. A car-seat, comprising two sections each adapted for independent rotary motion, a back frame pivotally connected to each section, and independent locking means for each back frame, substantially as specified.

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Witnesses:

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