

C. A. MIKINAS.

CONVERTIBLE SEAT AND COUCH

No. 188,749.

Patented March 27, 1877.

Fig. 1.

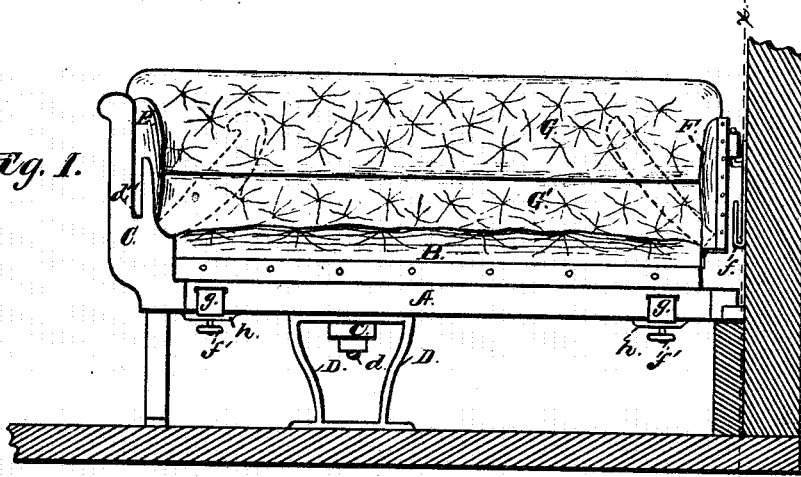


Fig. 3.

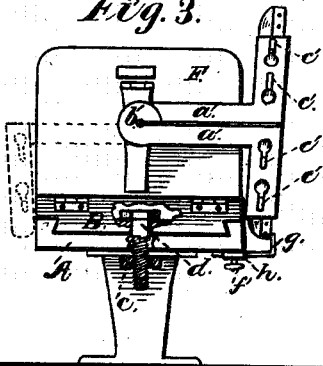


Fig. 4.

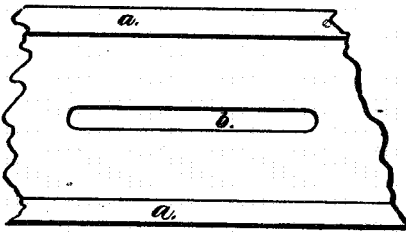


Fig. 5.

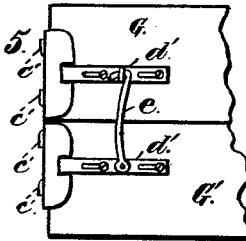
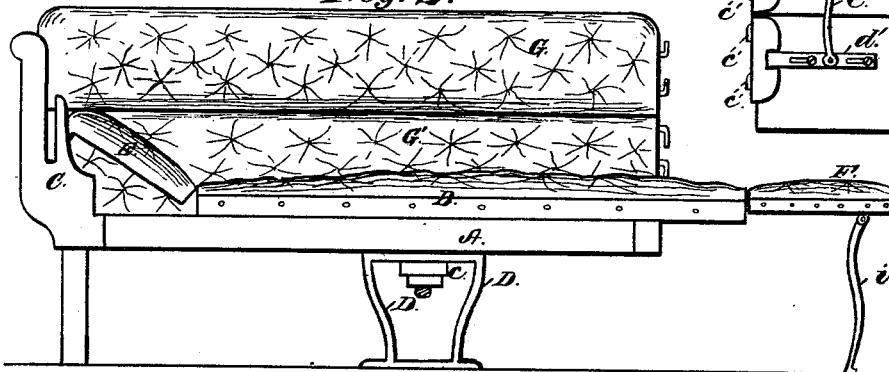


Fig. 2.



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UNITED STATES PATENT OFFICE.

CHARLES A. MIKINAS, OF DAYTON, OHIO.

IMPROVEMENT IN CONVERTIBLE SEAT AND COUCH.

Specification forming part of Letters Patent No. **188,749**, dated March 27, 1877; application filed August 4, 1876.

To all whom it may concern:

Be it known that I, CHARLES A. MIKINAS, of Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Convertible Car-Seats and Couches; and I hereby declare the following to be a full, clear, and exact description of the same.

This invention has for its object the production of an improved railway-car seat, presenting the external appearance of an ordinary car-seat, but which, from its construction, can be simply and quickly converted into a lounge or bed.

My improvement consists in the general structure and arrangement of the various portions of the device, as will be herewith specifically set forth and claimed.

To enable others skilled in the art to which my invention appertains to make and use the same, I would thus proceed to describe it, referring to the accompanying drawings, in which—

Figure 1 represents a front elevation of my improved car-seat. Fig. 2 is the same converted into a lounge or bed. Fig. 3 is an end elevation through the line *xx* of Fig. 1, showing in section the sliding bed and frame. Fig. 4 is a plan view of a central section of the frame, in which the bed slides. Fig. 5 is a portion of the sectional back, showing the fastening devices.

Corresponding letters of reference indicate like parts in all the figures.

A is a seat-frame of wood or metal, having lateral beveled shoulders *a*, forming between them a recess, in which rests and slides the upholstered seat B. The frame A is supported by the ordinary or any suitable end piece C, and by a central metallic standard, D. Through the bottom of this standard, which may be of the within represented or of any other convenient form, passes a T-headed bolt, *d*, which passes also through the slot *b* in the bottom of the frame A, Fig. 4, and corresponding slot in the bottom of the upholstered seat. A nut, *e*, upon the end of this bolt clamps the seat and frame together at any desired point. E and F are two upholstered cushions hinged in any convenient manner, one to each end of the seat-frame B.

G G' is the back in two pieces, as seen, and composed of a frame-work suitably upholstered. This back is supported in the following manner:

Two metal arms, *a' a'*, Fig. 3, with their ends bent at right angles, as represented, are pivoted together at *b'* against the side of the car behind the center of the cushion F. In the bent portion of the arms *a'* are slots, which allow the parts to be slipped over lugs or pins *c'* upon the end of the back sections G G'. The bent portion of the arms *a'* have flanges which rest upon the back of the sections G G', as in Fig. 5. These flanges have sockets, in which are slipped the bolts *d'*, which may be of any convenient form, and are secured to the back of the sections, as represented. A hook or link, *e*, pivoted to one of the bolts, has its end slipped into an eye on the other bolt to lock the two sections of the back together. At the opposite end of the seat the back is supported by arms corresponding to the arms *a'*, which are pivoted to the center of the end frame, and permanently secured to the back.

To reverse the position of the back it is necessary to turn the cushions, as represented by the dotted lines, Fig. 1, when it can be turned upon the pivotal points of the arms *a'* at each end of the seat. When the back is in its proper place on either side of the seat the arms are supported by slots *d''* in the end frame, and by the metal loops *f* attached to the side of the car, Fig. 1. The back is further supported at the bottom on each side and end of the frame A by bolts *g* of an L shape, Fig. 3, which slide in staples *h* attached to the under side of the frame A and thumb-screws *f'* fasten them when their ends are secured in the sockets in the back.

To convert the seat into a couch it is only necessary to loosen the nut *e*, and to disconnect the back section from the arms *a'*, when the whole seat can be turned upon the standard D, and the seat B with its cushions be extended, as represented in Fig. 2. The back sections may lie one on each side to form sides for a couch, as seen by dotted lines in Fig. 3. The cushion F is supported when in a horizontal position by an arm, *i*, hinged to it, Fig. 3, and resting as a prop upon the floor

of the car, Fig. 2. When arranged as a couch and again clamped by the nut *c* the device describes an angle of about thirty degrees with the side of the car, so as to allow the adjoining seats to occupy the same position as itself, thus not lessening the width of the aisle.

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

1. The seat B, having hinged cushions E and F, and arranged to slide in the frame A, which is constructed as described, when supported upon the standard D, and clamped by the nut *c*, in the manner and for the purpose specified.

2. The back divided into sections G G', and turning upon the pivoted arms *a'*, to form sides to the couch, substantially as and for the purpose specified.

3. The combination, with the back sections, of the pins *c'* and the arms *a'*, flanged and slotted as represented, the bolts *d'* and link *e'*, when the respective parts are arranged and connected in the manner and for the purpose specified.

4. In combination with the frame A and back G G' the L-shaped bolts *g*, secured by the screws *f'*, substantially as and for the purpose specified.

5. A car-seat capable of being turned upon a central pivot and drawn out to form a couch, substantially as and for the purpose specified.

6. A car-seat capable of being turned upon a pivot, and extended to form a couch when held firmly to the floor by a central bolt passed through the standard D and clamped by a nut, *c*, as and for the purpose specified.

7. A car-seat capable of being turned upon a pivot, and extended to form a couch when held firmly to the side of the car by the arms *a'* pivoted thereto, and held by the loops *f*, as and for the purpose specified.

Witness my hand this 26th day of July, A. D. 1876.

CHAS. A. MIKINAS.

Witnesses:

R. H. GUNCKEL,
WM. RITCHIE.