

Z. COBB.

2 Sheets—Sheet 1.

Seat and Couch for Railway Cars.

No. 20,777.

Patented July 6, 1858.

Fig. 2.

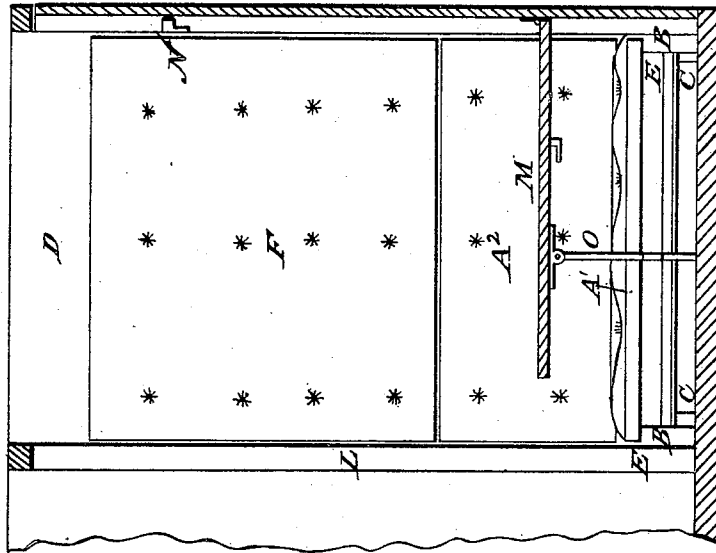
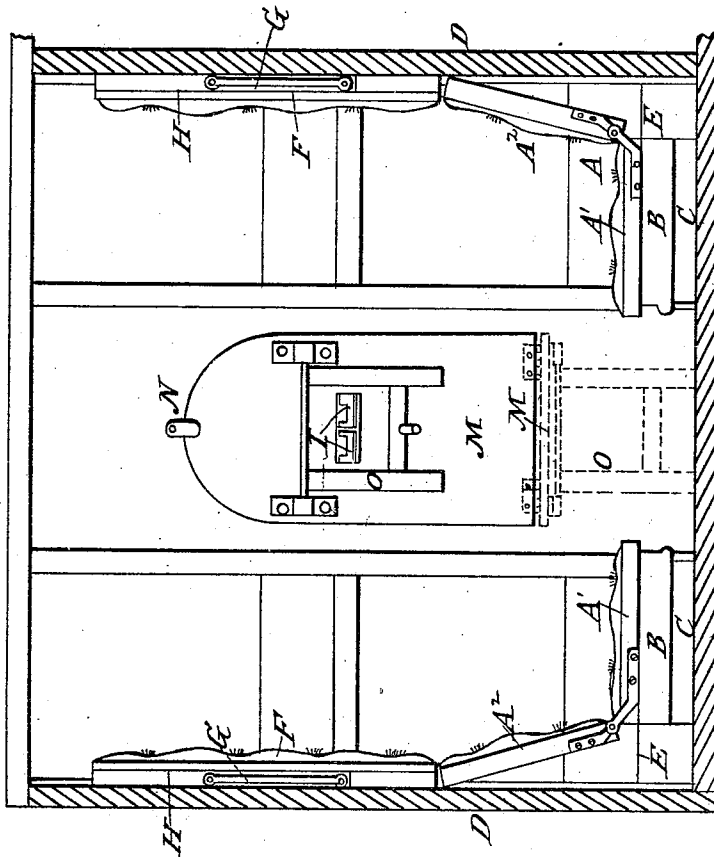


Fig. 1.



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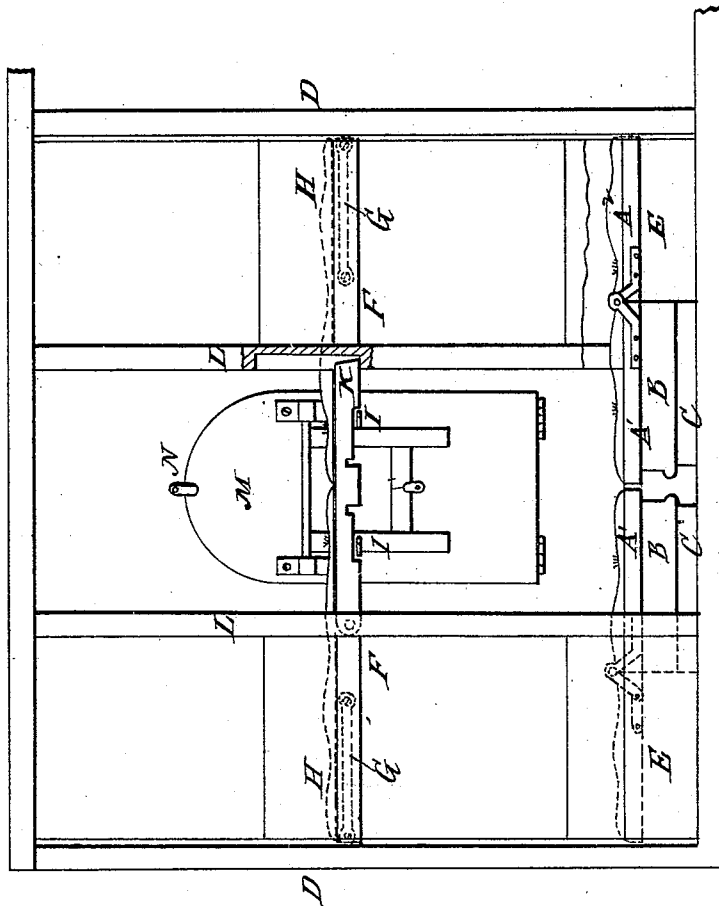
2 Sheets—Sheet 2.

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Fig. 3.



UNITED STATES PATENT OFFICE.

Z. COBB, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN RAILROAD-CAR SEATS AND BERTHS.

Specification forming part of Letters Patent No. 20,777, dated July 6, 1858.

To all whom it may concern:

Be it known that I, ZENAS COBB, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful improvement in railroad-cars, for enabling the two seats fronting each other to be converted into a double berth, and a corresponding berth for two persons to be formed immediately above the same; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a longitudinal section of the interior of a portion of the side of a railroad-car with two seats arranged for the accommodation of four passengers and the platforms for forming the upper double berth suspended in upright positions above the backs of the same. Fig. 2 is a cross-section of the same with the table lowered. Fig. 3 is a side elevation of the two seats and platforms above lowered to the positions designed to form the double berths.

Similar letters in the several figures refer to corresponding parts.

The seats A are each capable of accommodating two persons in a sitting posture, and consists of a horizontal-framed seat portion, A', cushioned on their upper parts, and provided at their ends with horizontal timbers B, secured below the ends of their frames, and resting on horizontal longitudinal rails or ledges C, projecting from them on the inner sides of the car, and the side of a planking running along the longitudinal passage-way through the car. These horizontal frames A' are jointed to corresponding cushioned frames A², which form the backs of the seats, by means of metallic castings on their ends, by pins or bolts, in such a manner as to enable the said cushioned backs to be raised to the angle of inclination to correspond with the reclining posture desired by the occupants of the seat, being held in such position by the upright transverse frame-works D, which form partitions between the backs of all the seats. The backs of these seats are capable of being brought to a horizontal position on the same plane as their lower portions, A', by sliding these lower portions on the projections C at their ends toward each other until they meet at a point midway between the partitions D, and causing the ends of the frame-works of the backs A² to rest on

horizontal ledges E, secured to the partitions D, and in this manner to convert the two seats into a convenient and comfortable sleeping-berth for two persons.

Above the backs of the seats are arranged two cushioned frames, F, one over each seat, each being equal in capacity to the lower portion and back of the seats A combined, which cushioned frames F are suspended to the transverse partitions D by bars G, attached loosely at their ends by pins or bolts to the portions of their frames next the sides of the car and the passage-way through the same, which bars G are hooked or otherwise attached to the eyes of ring-bolts or staples or bolts inserted in the sides of the car and the corner-uprights of the transverse partitions D in such a manner as to either enable these cushioned frames to be retained in the upright position represented in Figs. 1 and 2, immediately above the backs of the seats A, when not desired to be otherwise used, or to be brought to a horizontal position above the seats, with their edges together, so as to form an additional double berth at the required distance above the lower corresponding berth, when it is desired to furnish the necessary sleeping accommodations, in connection with the lower berth, for the four persons previously occupying the seats A. These cushioned frames F are supported in a horizontal position by cast projections or lugs H, secured to their ends near the edges next the partitions D, which projections or lugs H rest on the upper edges of the bars G, and by swinging hooks or lugs I, capable of being moved on the pins which support them in depressions in a horizontal bar, K, secured to uprights L, next the passage-way through the cars, and in similar depressions in a projection secured to the under surface of a table, M, when said table is raised to the upright position represented in Figs. 1 and 3, next the side of the car, or, in the absence of the table, to the side of the car itself, so as to enable their ends to be brought out at right angles, for the end pieces of the cushioned frames to rest upon them, or moved into correspondingly-formed spaces or depressions in the bar K and projections.

The bar K may be rabbeted at its ends and provided with mortises at these parts, into which corresponding tenons on the uprights L enter for enabling it to be secured firmly

between the same, and taken therefrom when it is not desired to employ the cushioned frames F as a double sleeping-berth; or it may be jointed at one end to one of the upright posts, as represented.

One end of an oblong table-top, M, is attached to the side of the car, between each pair of seats, by means of pivots or journals entering boxes secured to the car, upon which it moves as a hinge, which table is swung upward to the position represented in Fig. 2, and secured there by a sliding or turning bolt, N, when it is not desired to use the same, and lowered to the horizontal position represented in Figs. 1 and 2, and supported by legs O, jointed or hinged to near its vibrating end between the seats, as occasion may require.

The spaces between the center uprights, L, at the inner ends of the seats, are left open to allow free access to the seats and berths, and the spaces between these uprights and the corner uprights of the partitions D may be provided with reticulated wire-work of an allegorical character, or with ornamental trellis-work, through which the air and light can freely penetrate.

By a perusal of the foregoing description and reference to the drawings it will be observed that when it is desired to occupy the seats A in a sitting posture it is only necessary to raise their backs A² and slide their horizontal seat portions A' on the rails or ledges C toward the partitions D, with the tops of the backs resting against the partitions, until the said backs assume the proper angle of inclination required to enable the four occupants to sit upon them with comfort and to raise and turn the cushioned frames F upon their supports, so as to suspend them immediately above the backs of these seats, as represented in Fig. 2.

When it is desired to convert the upper cushioned frames, F, and seats A below into double

sleeping-berths capable of accommodating the four passengers for which the seats are designed, the horizontal bar K is placed and secured in its position between the center uprights, L, and the hooks or lugs I are turned outward at right angles from the depressions or spaces in the same, and in the projection on the bottom of the table M or side of the car, and the said cushioned frames F are brought to a horizontal position, with their edges together and their portions next these edges resting on the hooks or lugs I, the ends of which enter openings in castings on their under surfaces, while their opposite edges next the partitions are supported by the projecting ears or lugs H, resting on the upper surfaces of the jointed bars G. The horizontal portions A' of the seats below are then slid toward each other over the ways, ledges, or projections C, and brought together, and the backs A² are allowed to fall and rest upon the ledges or projections E.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. Arranging the lower portions, A', and hinged backs A² of the seats A on the rails and ledges C E, so as to either enable them to be used as a double sleeping-couch or as a seat, in the manner before described.

2. The arrangement of the cushioned frames or platforms F above the seats A, and jointing them to the uprights of the partitions D and sides of the car, and providing them with lugs H, and the sides of the car and the movable bar with swinging hooks or lugs I for forming the upper double berth, when desired, as described.

ZENAS COBB.

Witnesses:

J. F. BUCKLEY,
M. HUGHS.