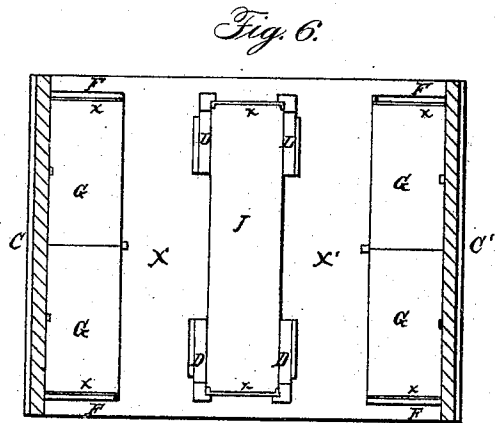
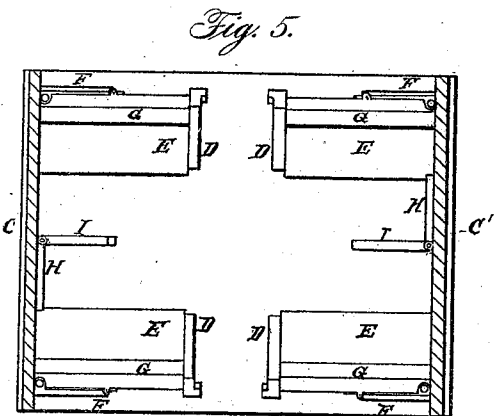
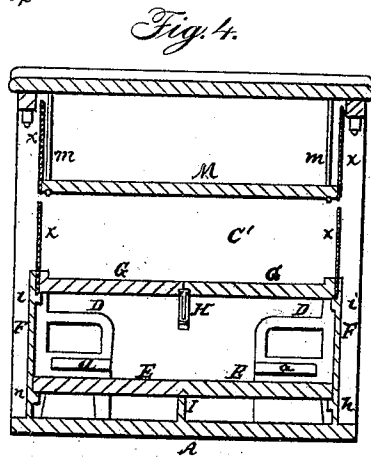
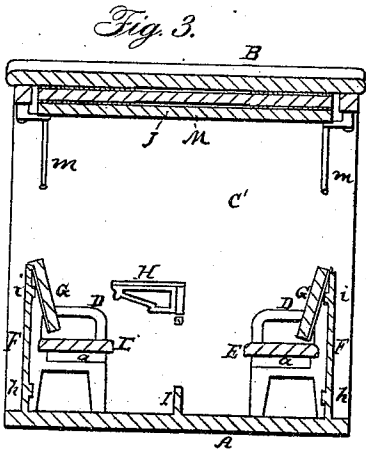
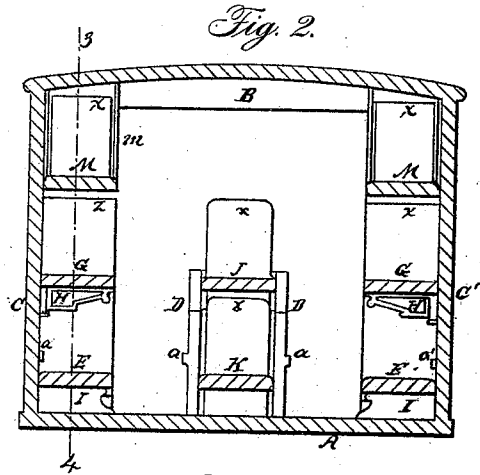
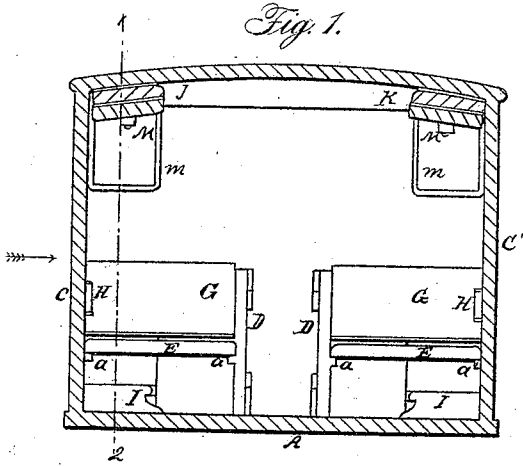


T. E. McNEILL.
Car Seat and Couch.

No. 24,136.

Patented May 24, 1859.



Witnesses:

Horace See
C. E. Foster

Inventor:

Thos E. McNeill

UNITED STATES PATENT OFFICE.

THOMAS E. McNEILL, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN SEATS AND COUCHES FOR SLEEPING-CARS.

Specification forming part of Letters Patent No. 24,136, dated May 24, 1859.

To all whom it may concern:

Be it known that I, THOS. E. McNEILL, of the city and county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Seats and Couches for Sleeping-Cars; and I do hereby declare the following to be a full, clear and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention consists in the peculiar construction and arrangement of two adjacent seats, each having two detachable cushioned boards, and also an end and rear frame, in combination with a swing-bracket and a rib, or their equivalents, the whole of which is fully described hereinafter, being so arranged that the cushioned boards of the two adjacent seats may be readily converted into two couches, and so that there may be a vacant space between the end frames and couches on each side, said spaces to be used as passages during the night.

My invention further consists in constructing the end frame of each seat, substantially as specified hereinafter, so that four of the frames may serve as supports for two intermediate couches.

In order to enable others to make and use my invention, I will now proceed to describe its construction and operation.

On reference to the accompanying drawings, which form part of this specification, Figure 1 is a transverse sectional elevation of a railroad-car with my improved seats as arranged for day use; Fig. 2, the same arranged for night use; Fig. 3, a longitudinal section of part of the car on the line 1 2, Fig. 1; Fig. 4, the same on the line 3 4, Fig. 2; Fig. 5, a plan view of Fig. 3; Fig. 6, a plan view of Fig. 4.

Similar letters refer to similar parts throughout the several views.

A represents the floor, B the roof, and C and C' the opposite sides of the body, of a railway-car.

The seats are so arranged throughout the interior of the car that two adjacent seats shall face each other, as seen in Fig. 3, the seats on one side of the car being exactly in a line with and a counterpart of those on the opposite side, as seen in Fig. 5. Each seat is constructed as follows:

A frame, D, which forms the outer support of one seat, is secured firmly to the floor, and on the inside of the frame is a projecting ledge, on which rests one end of the cushioned board E, which forms the base of the seat, the opposite end of the board resting on a ledge, *a'*, projecting from the side of the car.

A frame, F, is secured to the side and floor of the car, and on the top of this frame is a hook or pin, to which is hung the cushioned board G, which rests against pins or other attachments on the end frame, D, and side of the car, so that the board may assume the inclined position illustrated in Fig. 3, where the seats are illustrated as arranged for day use. Midway between two seats thus arranged a bracket, H, is so hung to the side of the car that it can be folded back or made to project out at pleasure, and beneath this bracket a rib, I, is secured to the floor, the length of both bracket and rib being equal to the width of one of the cushioned boards G or E. When the latter have to be converted into couches for night use the inclined cushions of the two adjacent seats are unhooked from the pins on the frames F and placed end to end, so that the coinciding ends rest on the bracket H, while the outer end of one cushioned board rests on a ledge, *i*, projecting from the frame F of one seat, and the outer end of the other board on a similar ledge on the frame F of the adjacent seat. The cushioned boards G, which during the day form a rest for the backs of the passengers, are thus by the above arrangement converted into one reclining couch. The cushioned boards E of the two adjacent seats are then removed and disposed of in a similar manner to that described above, the coinciding ends of the board resting on the rib I and the outer ends on the ledges *h*, one of which projects from the frame F of each seat. The cushioned boards E, which form part of the seat during the day, thus become available as a second reclining-couch, which is situated so far below the first as to be easy of access to a passenger who desires to assume a recumbent position. It will be observed that two seats thus arranged are capable of accommodating four passengers in a sitting position, but only afford accommodation for two passengers in a reclining position. It therefore becomes nec-

essary to make arrangements for additional couches.

After two seats on each side of the car have been converted into couches, as described above, it will be seen that there will be two vacant spaces, X and X', Fig. 6, between the sides of the couches and the inside of the permanent end frames, D. These spaces I allow to remain vacant, so as to form two longitudinal passages extending throughout the entire length of the car. The middle passage between the ends D of the seat, which is used during the day, consequently becomes unnecessary during the night. I therefore avail myself of this space for the reception of two additional couches. Two long cushioned boards, J and K, the disposal of which during the day will be alluded to hereinafter, are placed in this middle passage, their ends resting on ledges projecting from the permanent end frames, D, of the four seats, as seen in Figs. 2 and 6, the upper board, J, being on a level with the couches formed by the cushioned boards G G and the lower board on a level with the couches formed by the cushioned boards E. Two more reclining-couches are required for the remainder of the passengers who occupy the four seats during the day. These consist of longitudinal boards M, one of which is situated on each side of the car, directly above the side couches, as seen in Fig. 2, the boards resting on brackets *m*, suspended from the roof of the car. Prior to the conversion of the couches into ordinary seats the intermediate cushioned boards J and K are removed from their supports, and one is placed above the board M on one side of the car and the other above that on the opposite side of the car. Both boards are then hoisted to the roof, and there secured out of the way by means of turn-buckles or other suitable devices, as seen in Fig. 1.

It should be understood that the whole of the cushioned boards are furnished at the end with hinged boards or plates *x*, which admit of being folded down or raised at pleasure, the plates thus serving as foot and head boards for the couches.

The cushioned boards J K and M M may be disposed of throughout the car in various ways, so as not to interfere with the comfort of the passengers during the day, and, if necessary, an additional couch may be suspended from the roof directly above the couch J.

I claim and desire to secure by Letters Patent—

1. Two adjacent seats, each seat having detachable cushioned boards G and E, and each having a permanent end frame, D, and a rear frame, F, with upper and lower ledges, *i* and *h*, in combination with the swing-bracket H and rib I, or their equivalents, the whole being arranged substantially as herein set forth, so that the cushioned boards G of the two adjacent seats may form one couch and the boards E of the same seats another couch, and so that when the said boards are arranged as couches there may be a space between them and the permanent end frames, D, for the purpose specified.

2. Constructing and arranging the end frames, D, of four seats, substantially in the manner herein set forth, so that they may serve as supports for the cushioned platforms which form the intermediate berths.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THOS. E. MCNEILL.

Witnesses:

HENRY HOWSON,
C. E. FOSTER.