S. F. HOLBROOK

Car Seat and Couch.

No. 10,547. Patented Feb. 21, 1854.

Fig 1

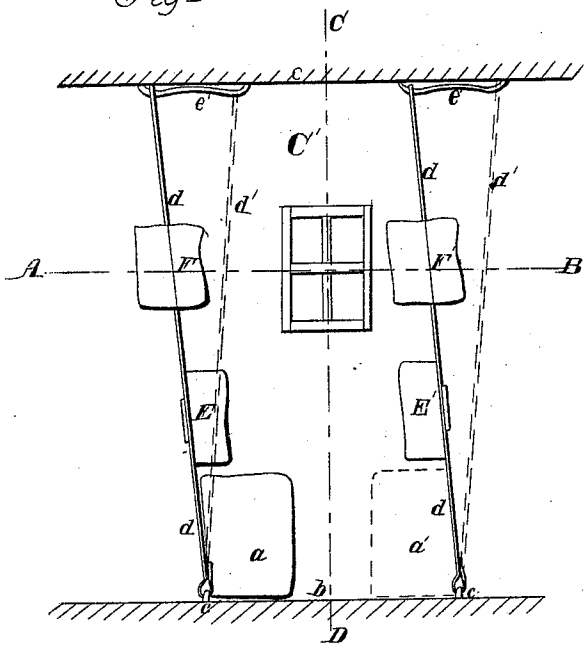


Fig 3

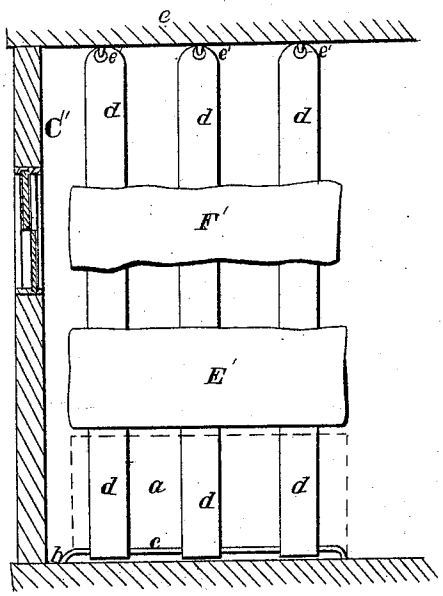
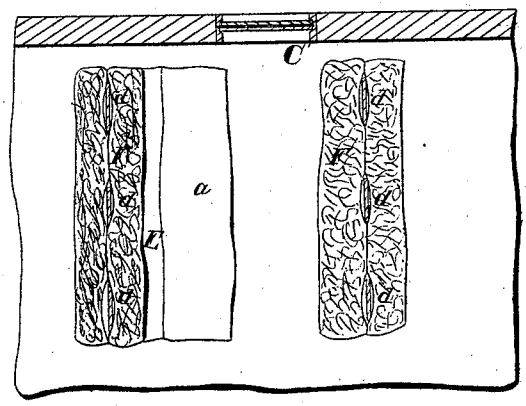


Fig 2



N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

SAMUEL F. HOLBROOK, OF BOSTON, MASSACHUSETTS.

CONTRIVANCE FOR PROTECTING PASSENGERS IN RAILROAD-CARS.

Specification of Letters Patent No. 10,547, dated February 21, 1854.

To all whom it may concern:

Be it known that I, SAMUEL F. HOLBROOK, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Railway-Cars, which invention is for the purpose of preventing accidents to passengers during collisions of trains; and I do hereby declare that the same is fully described and represented in the following specification, and the accompanying drawings, letters, figures, and references thereof.

Of the said drawings, Figure 1, denotes a side view of a car seat fitted up on my improved plan. Fig. 2, is a horizontal section taken on the line A to B of Fig. 1. Fig. 3 is a vertical section taken on line C, D, of Fig. 1.

In the said drawings, *a*, denotes a movable stuffed bench or seat, whose position is capable of being changed, from that in which it is represented, in to that shown at, *a'*, by dotted lines. From the floor, *b*, at the back of the bench, and attached to a horizontal rod, *c*, or any other suitable contrivance, three or any other suitable number of broad flexible bands, *d*, *d*, *d*, made of leather or strong canvas or other suitable material, are made to extend upward toward the roof, *e*, of the car, C', and each be supported and made to slide on a curved bar or rail, *e'*, extended lengthwise of the car and fastened to the under or inner side of the roof, such rails being of such length and so arranged as to permit their respective bands *d*, *d*, *d*, to be moved from their inclination from one side of a vertical plane passing transversely through the car, and the foot of each band, to a similar inclination to the other side of such plane.

The dotted lines, *d'*, *d'*, show the inclined position of each band, when moved on the opposite side of the vertical to that in which it is otherwise represented in Fig. 1.

Each two sets of these bands is to be provided with back rests, or stuffed cushions E, E', fastened to them horizontally and just above the seat or bench, *a*. Besides these back rests they may be provided with similar stuffed cushions or head rests, F, F', which may be made to slide up and down on their respective sets of bands, so as to render them capable of being brought to a convenient elevation for sustaining the head of a person in a dormant position.

By sustaining the back and head rests, or either by flexible bands in the manner as above specified we obtain a great protection to passengers from injury during a collision of two trains, as when a person is thrown forward, the elastic or yielding properties of the bands, serve as a preventive of accident to him, while their strength will suffice to restrain him from being thrown forward over the next seat as often occurs.

With a railway car fitted up in the above manner, and with cushioned sides and roof there is not only little or no liability of accident to a traveler therein when a collision, or running of the track takes place, but he is while traveling presented with a far more easy and comfortable seat than he can have with any of the inflexible contrivances usually resorted to for sustaining the back of the seats.

If the direction of movement of the car is to be reversed, the inclination of the bands, and the position of the seat may be changed to accommodate the passenger or bring him with his face toward the direction in which the car may be moved.

I do not claim to support the back rest by inflexible bars hinged to the floor and made to turn so as to bring the back from over one side of the seat to over the other side of it in order to enable a person to sit with his face in one direction or the opposite as may be most convenient to him. Nor do I claim the placing in the partition of a carriage and opposite to and about the height of the face of a passenger a broad band of padding extending from one side of the carriage to the other and to serve as a protection to the head of the passenger in case of accident, but

I claim as my invention and as applied to a railway car or carriage—

1. The above-described improvement for supporting the back and head rests, or either, viz—By means of strong flexible bands (or their equivalents) extended from or near to the floor, to or near to the roof of the car, substantially as specified.

2. And in combination with the flexible bands, I claim the set of slide rails (or

equivalents therefor) made to support the bands at one end of each and to allow of their being moved from their angular inclination, from one side of the vertical to a similar angular inclination on the opposite side thereof in manner and for the purpose as stated.

In testimony whereof, I have hereto set my signature this first day of February A. D. 1853.

SAM. F. HOLBROOK.

Witnesses:

R. H. EDDY,

FRANCIS GOULD.