2 Sheets—Sheet 1.

W. L. CHILDS.

Car Seat and Couch.

No. 22,782. Patented Feb. 1, 1859.

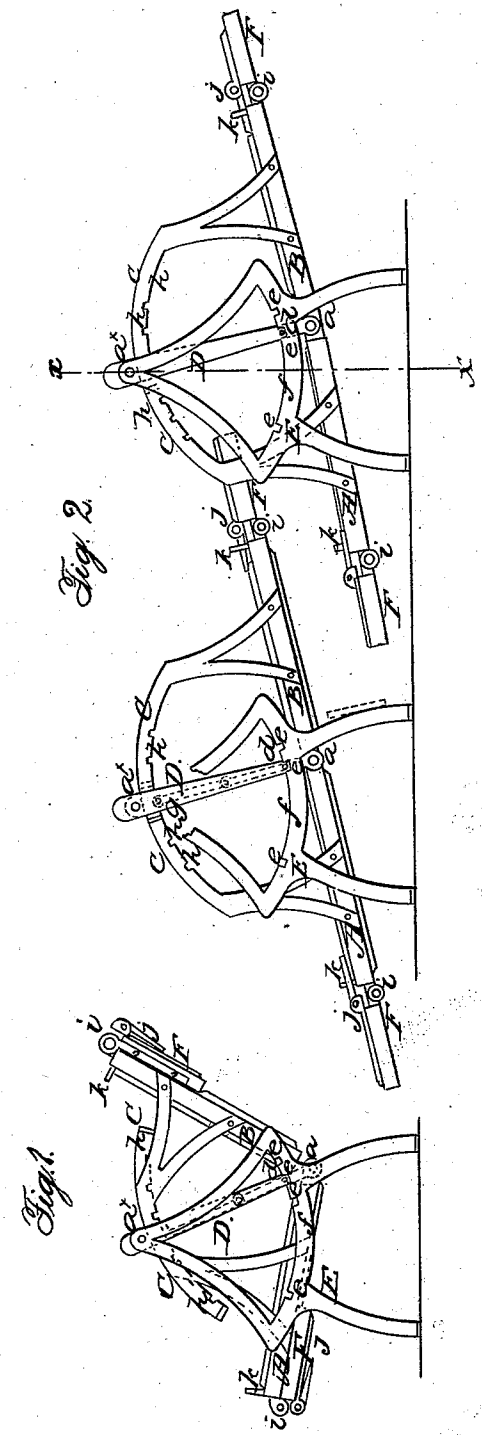


Fig. 2

Fig. 1

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2 Sheets—Sheet 2.

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Car Seat and Couch.

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Fig. 3.

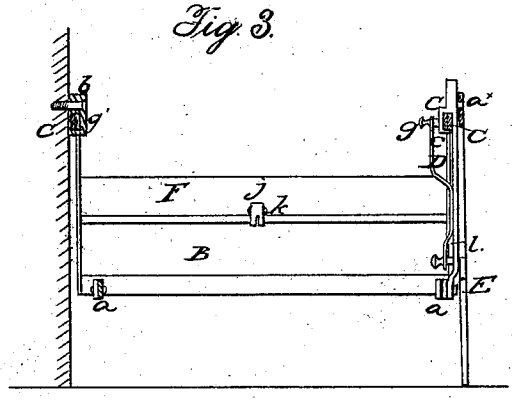
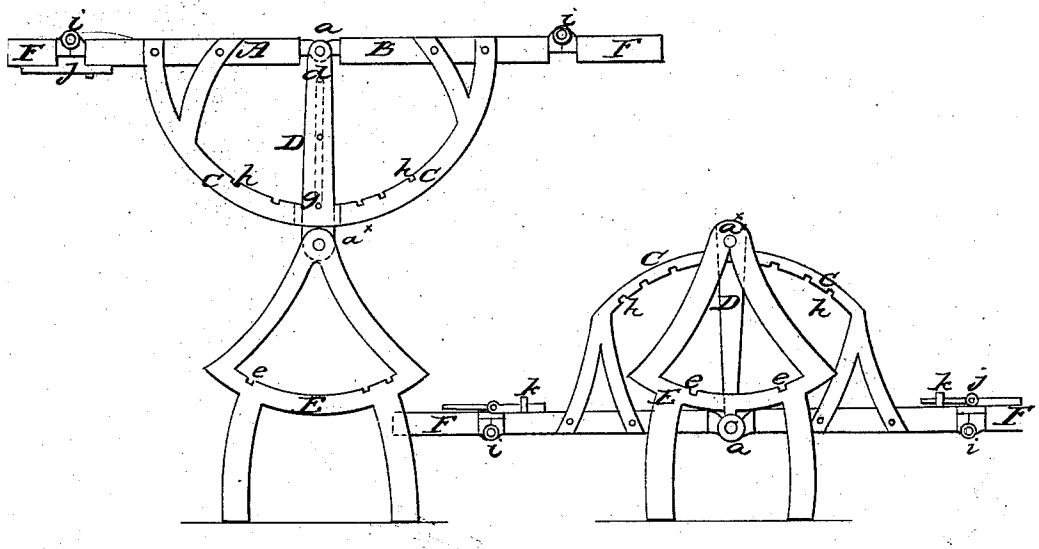


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIS L. CHILDS, OF PIERMONT, NEW YORK.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 22,782, dated February 1, 1859.

To all whom it may concern:

Be it known that I, WILLIS L. CHILDS, of Piermont, in the county of Rockland and State of New York, have invented a new and Improved Railroad-Car Seat; 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 side view of my invention, arranged or adjusted to form a seat. Fig. 2, is also a side view of do, arranged or adjusted to form a sleeping couch. Fig. 3, is a vertical section of do, taken in the line *x*, *x*, Fig. 2. Fig. 4 is a side view of my invention arranged or adjusted so as to form a double sleeping couch nearly or quite horizontal.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to an improvement in that class of car seats which may be used as an ordinary reversible day seat, and rendered capable of being converted into a sleeping couch at night.

The invention consists in a novel construction and arrangement of the parts composing the seat, and its adjustment to its frame, whereby the desired end, to wit, the ready conversion of a comfortable seat into a sleeping couch, and vice versa, is attained by a very simple arrangement of means.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A, B, represent two planes or boards, the dimensions of each of which are equal to an ordinary car seat. The inner edges of these planes or boards are connected by hinges or joints *a*, and to both ends of each plane or board curved or segment bars C, are attached, the curved bars of both boards overlapping each other at each end and passing through guides *b*, *c*, the guide *b*, at the inner ends of the boards being attached to the side of the car, either directly or to a framing connected therewith, and the guide *c*, at the outer ends of the boards being attached to a bar D, the upper part of which is pivoted, as shown at $a^{\times}$, to a frame E, which supports the outer ends of the boards A, B. The lower part of the bar D, has a pin *d*, attached to it, and this pin may be fitted in either of a series of notches *e*, made in a curved bar *f*, of the frame, said bar being a portion of a circle of which the pivot $a^{\times}$ is the center. To the bar D, a yielding or spring pin *g*, is attached and this pin may be made to fit in either of a series of notches *h*, made in the under side of the bars C.

To the outer edges of both boards A, B, a flap or extension F, is attached by hinges or joints *i*, and a jointed bar *j*, is attached to the inner part of each flap at about its center. These bars retain, when desired, the flaps or extensions in line with the boards by having the inner ends of the bars fitted under catches *k*, at the outer edges of the boards.

The operation is as follows: When the device is to be used as a day seat the two boards A, B, are adjusted relatively with each other by disengaging the pin *g*, from the notches *h*, of the arms C, so that one board will form the seat and the other the back, the flaps F being turned over or folded, as shown clearly in Fig. 1. The seat, thus adjusted, may be reversed so as to face in either direction by adjusting the bar D, so that its pin *d*, may be adjusted in the notches *e*, at either end of bar *f*. To convert the seat into a sleeping couch, the boards A, B, are further distended so as to be nearly or quite in the same plane, the boards being secured in a somewhat inclined position by the bar D, and the flaps or extension pieces F, being unfolded and retained in proper position by the bars *j*, and catches *k*, see Fig. 2.

It will be seen by referring to Fig. 2, that when the seats are converted into couches, one overlaps the other so that every seat may be converted into a couch, one not interfering, in the least, with the other. It will also be seen that the couches may be made to face in either direction, as well as the seats. The boards A, B, as well as the flaps or extension pieces may be upholstered in any suitable or desirable way. It will also be seen by reference to Fig. 4, that each alternate seat may be swung or turned upon the pivot $a^{\times}$, so as to describe nearly or quite a semicircle with the outer end of the bar D, said bar remaining nearly or quite perpendicular, while the planes or boards A and B in connection with the extension pieces F, may be arranged so as to form nearly or

quite a horizontal line, the upper side of which may be used as a double sleeping couch. It will also be seen that the remaining seats may be placed in any desirable position, swinging upon the point a^x, to form a couch either horizontal or at any desirable angle of inclination thereby forming a series of upper and lower couches or berths.

I do not claim broadly a reversible car seat, neither do I claim, irrespective of arrangement and construction, a car seat capable of being converted from an ordinary day seat into a sleeping couch at night, and vice versa, neither do I claim suspending a seat upon the point a^x, irrespective of arrangement and construction, for many plans have been devised for effecting such purpose; but,

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

1. Attaching to each end of the planes or boards A and B a curved or segment bar lapping by each other so that they will form an arc having for its center the point at which the planes or boards A and B are hinged or jointed.

2. I also claim suspending a car seat upon the point a^x in combination with the hinging of the planes or boards A and B substantially as shown so as to enable it to be reversed without concussion and also to be used as a reclining seat or sleeping couch.

W. L. CHILDS.

Witnesses:
M. HUGHES,
WM. TUSCH.