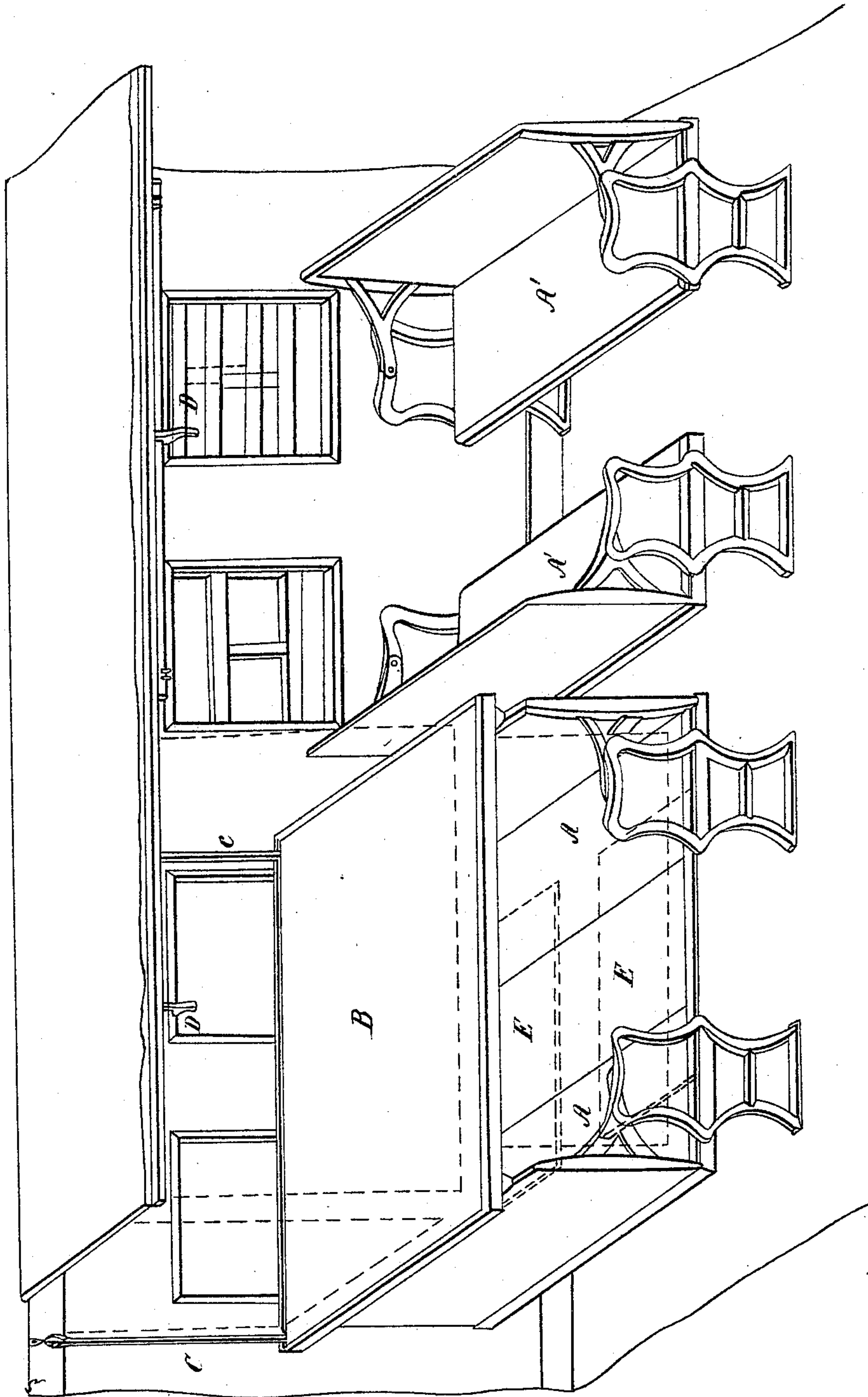


E. C. KNIGHT.
Car Seat and Couch.

No. 25,570.

Patented Sept. 27, 1859.



Witnesses:

Samuel Child
James J. Clark

Inventor:

Edward C. Knight

UNITED STATES PATENT OFFICE.

EDWARD C. KNIGHT, OF PHILADELPHIA, PENNSYLVANIA.

MODE OF ARRANGING COUCHES IN RAILROAD-CARS.

Specification of Letters Patent No. 25,570, dated September 27, 1859.

To all whom it may concern:

Be it known that I, EDWARD C. KNIGHT, of the city and county of Philadelphia and State of Pennsylvania, have made new and useful Improvements in the Arrangement of Couches in Railroad-Cars, &c., and do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification.

The nature of my invention consists in the arrangement of couches horizontally over the seats of a railroad car or on the side of a state room etc. in such a manner that when not in use they may be raised up by a device herein described and made to form part of the ceiling. I will proceed to describe it as applied to a railroad car.

A A A' A' represents the seats of a railroad car; B the couch lowered and resting upon the backs of the seats A A; C, C two rods hinged at one end to the roof and at the other to the side or end of the couch B; D the catch to retain the couch when folded up against the ceiling.

The dotted red lines indicate the curtains.

My improved couch consists of a couch B made of a width suitable to accommodate two persons. This is made to rest upon the back of the seats in the manner described in the patent granted to me June 28 1859. To the ends or sides of this two or more rods C C are attached by a hinged joint. The other ends of these rods are attached by a similar joint to the top of the car. These rods are of such a length that the couch may be folded up against the ceiling. To the ceiling above this couch are attached curtains which may be folded up with the couch.

The mode of using this couch is as follows: by loosening the button or spring catch retaining the couch against the ceiling it falls by its own gravity and rests upon the backs of the seats beneath it. At the same time the curtains are liberated and entirely screen the occupant. Should additional room be required by placing the boards E E (one of which is kept upon each seat in the car) crosswise upon the two seats as shown in the drawings and by laying a cushion upon them a second couch is produced. The outer edge of the upper couch

being provided with curtains these hang down and screen the occupant of the lower couch. I also construct the cushions double or folded in the middle, that is to say two cushions are fastened together by their edge, so that when not in use they will fold upon the seats of the car.

When the couches are not in use the under one may be removed by folding the cushions on the seat to which they belong and by placing the cross pieces E E under them or by putting them in any other suitable place. To remove the upper couch I first fold the couch against the side of the car, I then fold it against the ceiling and fasten it there by a button or any other suitable contrivance. Previous to folding it against the ceiling the curtains should be inclined inward which they naturally do, so that they will be folded up with the couch. This couch is therefore in a manner self acting. A couch arranged in this manner may be applied with equal efficacy to staterooms on steamers or in fact wherever it is desired to economize space. As applied to state rooms or wherever the absence of seats beneath render other supports necessary, a ledge or any other means of support may be adopted. Its great advantages consist in the facility with which it is adjusted and the small space it occupies when not in use.

For the purpose of ventilating the upper and lower couches separately the sashes of the windows are made so as to lower from the top as well as to raise from the bottom.

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

1. The arrangement of couches in railroad cars, by means of the double hinged rod C C constructed as described in such a manner that the couch when not in use may be folded up against the ceiling and retained there by means of a button or other suitable device substantially as herein described.

2. The employment of cushions joined lengthwise so that when folded they may be used for seats and when unfolded they can be used for mattresses.

EDWARD C. KNIGHT.

Witnesses:

J. G. MINICHILD,
JAMES I. CLARK.