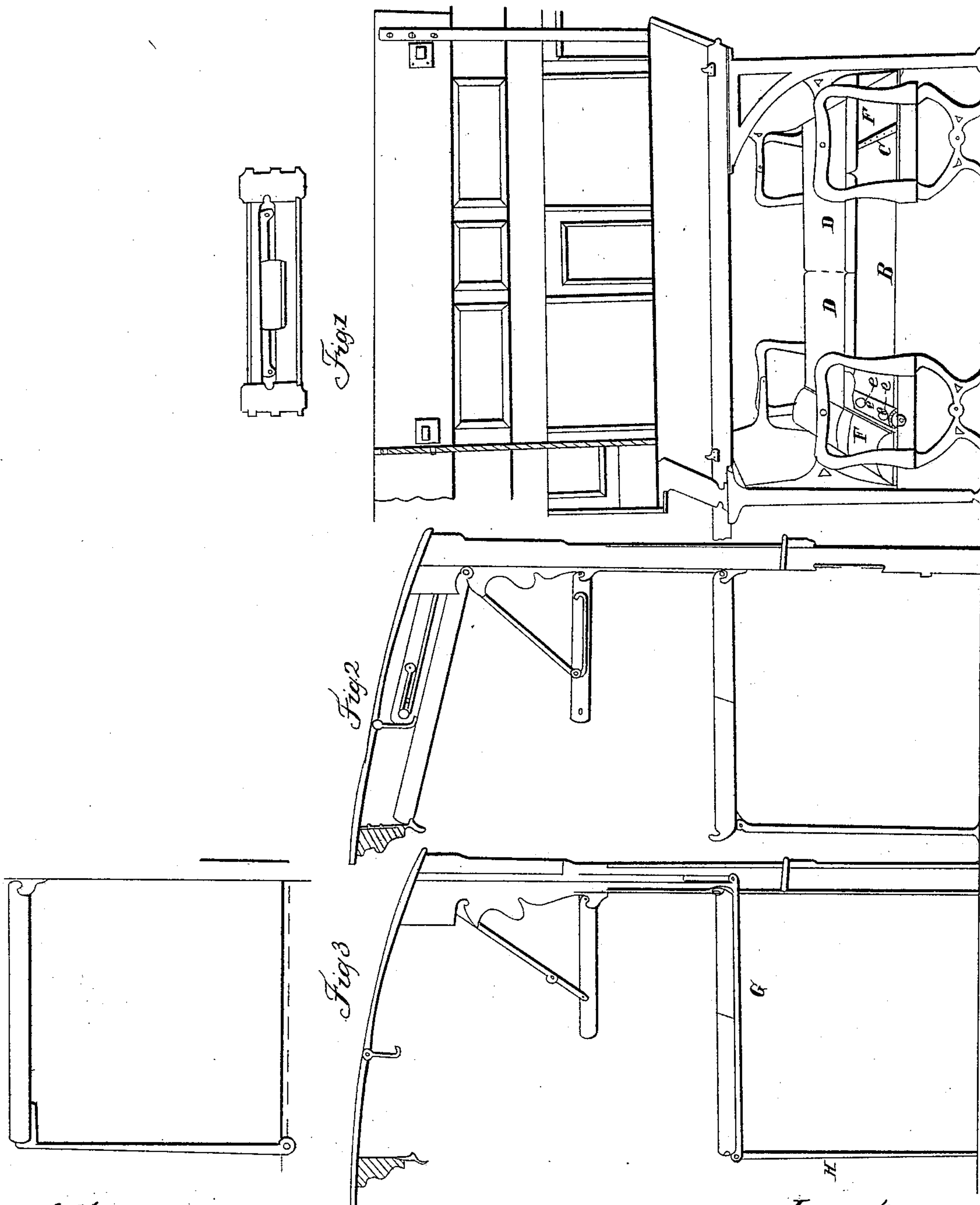


W. A. BROWN.

Car Seat and Couch.

No. 29,137.

Patented July 17, 1860.



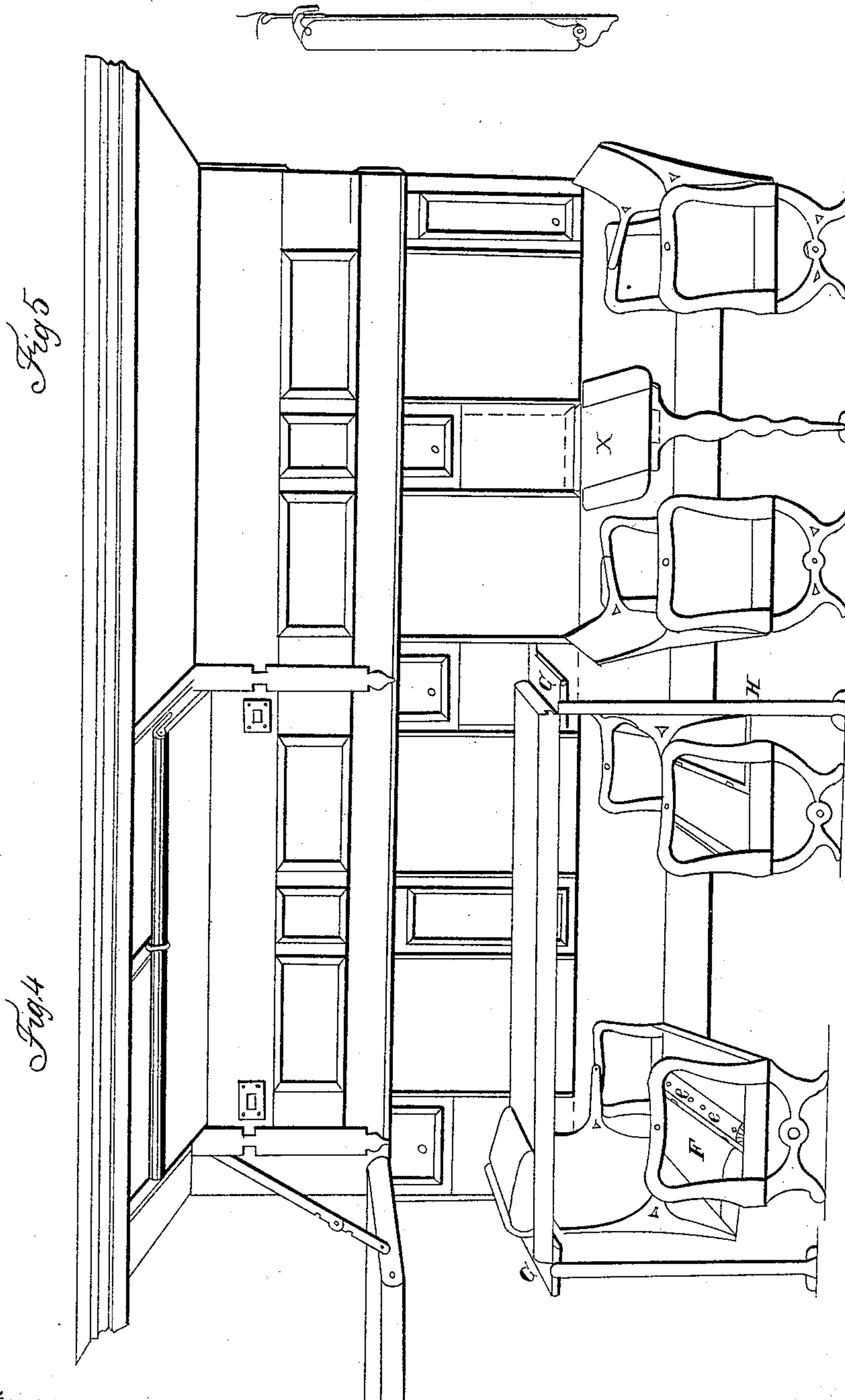
Witnesses  
J. M. Child  
J. & Bagwell A. B.

Inventor  
Wm A Brown

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# UNITED STATES PATENT OFFICE.

WILLIAM A. BROWN, OF PHILADELPHIA, PENNSYLVANIA.

## IMPROVEMENT IN COUCHES FOR RAILROAD-CARS.

Specification forming part of Letters Patent No. 29,137, dated July 17, 1860.

*To all whom it may concern:*

Be it known that I, WILLIAM A. BROWN, of the city of Philadelphia, and State of Pennsylvania, have made a new and useful Improvement in the Arrangement of Couches in Railroad-Cars; and I 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, in which—

Figure 1 represents the mode of forming the lower couch; Figs. 2 and 3, the mode of forming the upper couches. Figs. 4 and 5 are different views of the same. Fig. 6 is an end view, showing the upper couch as supported. Fig. 7 is a side view of the same. Figs. 8 and 9 represent the support detached.

Similar letters of reference refer to similar parts.

The bottom of each seat is separated near the middle and hinged together as at A. The one half is to be provided with springs and stuffed upon its under side, so as to form a pillow when bent back. The manner in which this lower couch is formed is as follows: The back of the seat being reversed, as in all sleeping-cars. The hinged portions of the seat are thrown back, the bottom of the back rests on or against the edges of the same. A sacking bottom, B, is then attached by holes to a series of hooks, *c*, on the one seat, and also to a series of hooks, *e e*, on an axis attached to the opposite seat. The object of this axis is to tighten the sacking bottom. Upon the sacking bottom thus firmly stretched between the seats a mattress, D D, is placed. By the back of the seats resting against the portion of the bottom which is thrown back increased length is given to the couch.

The support for the second couch is formed

as follows: A support, G, is slid out from the side of the car at a height sufficient to clear the backs of the seats. These supports G are made to turn up or down in the side of the car between the frame-work, one end to work in a groove or rabbet, a post, rod, or brace, H, connected or disconnected with the support G, to turn from the side, bottom, or top of the same to the floor, or to turn up from the floor or side, or by supporters from the ceiling. The second couch is brought from the ceiling in the following manner: The couch, being provided with hooks or pins on the side or end of the same to catch against brackets, is turned down and the lower edge becomes supported upon the supporters, and the upper edge, being loosened from the brackets, falls down, also upon the supporter. These couches may also be supported by rods fastened on their under side by a hinge-joint and resting against the floor. The fifth single couch, or, more properly speaking, the third berth, works down through the brackets in the same manner as the middle couch. It is immaterial in what way the couches are lowered from the ceiling.

X is a table working out from the panel between the windows in a manner similar to that in which the supports G are drawn out.

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

Supporting the couch by supports G, drawn from the side of the car, when used in combination with the posts H, substantially as herein described.

WM. A. BROWN.

Witnesses:

J. G. MINI CHILD,  
F. D. BAQUET.