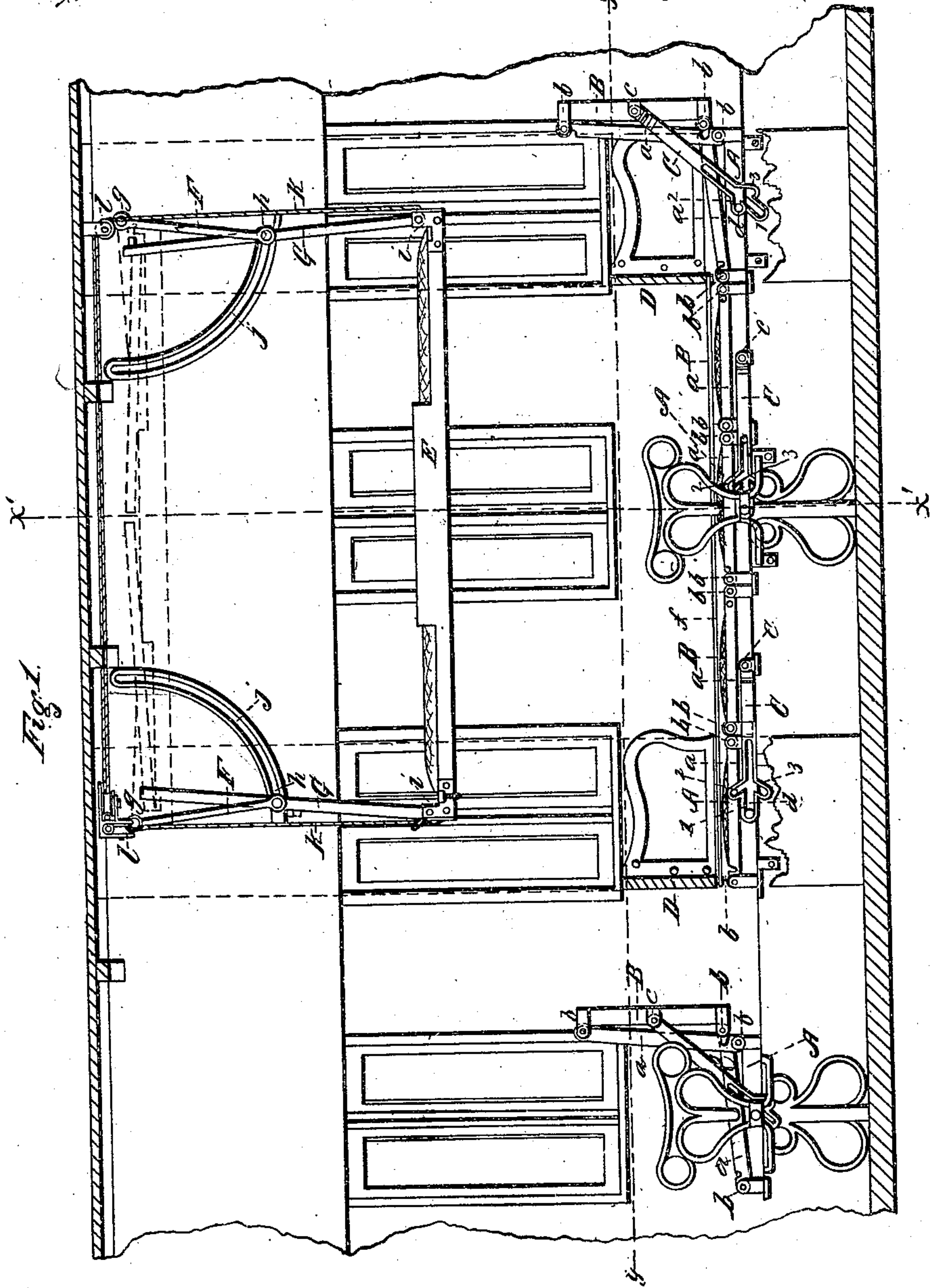


Sheet 1, 2, 5 sheets

D. Pennoyer.
Car Seat & Couch.

N^o 29,813.

Patented Aug. 28, 1860.



Witnesses:

J. W. Combs.
R. S. Spencer.

Inventor:

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UNITED STATES PATENT OFFICE.

DAVID PENNOYER, OF NORTH EAST, NEW YORK.

IMPROVEMENT IN CAR SEATS AND COUCHES.

Specification forming part of Letters Patent No. 29,813, dated August 28, 1860.

To all whom it may concern:

Be it known that I, DAVID PENNOYER, of North East, in the county of Dutchess and State of New York, have invented a new and Improved Car Seat and Couch; 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 vertical longitudinal section of a portion of a railroad-car, taken in the line *x x*, Fig. 3, and showing my invention; Fig. 2, a transverse vertical section of the same, taken in the line *x x*, Fig. 1; Fig. 3, a horizontal section of the same, taken in the line *y y*, Fig. 1.

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

The object of this invention is to obtain an arrangement of seats and adjustable platforms whereby comfortable seats are provided for day travel, and comfortable berths or couches for night travel, the device admitting of accommodating as many persons with couches as it can provide with seats, so that all the passengers in a car that can be provided with seats can also be provided with berths or couches with proper division-boards.

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

A represents the seats of a railroad-car, which are supported at a suitable height from the bottom of the car, and are each provided with a back, B. These backs are attached to the seats A at each end by two bars, *a a*, which cross each other and are connected by pivots *b* to both the seat and its back. (See Fig. 1.) This mode of attaching the backs to the seats admits of the former being turned to either edge of the latter as may be desired by the occupants of the seat. The backs B are retained in proper position by means of bars C, the upper ends of which are connected by pivots *c* to about the center of the outer ends of the backs, one bar being to each back.

The lower ends of the bars C are provided each with three slotted prongs, 1 2 3, which communicate with each other, and in which a pin, *d*, is fitted. The pins *d* are at the outer ends of the seats A, and serve as holdfasts, and when in the side prongs, 2 3, retain the back in an upright slightly-inclined position, and

when in the central prong, 1, admit of the backs being turned down in a horizontal position, (see Fig. 1, in which the backs of two seats are shown in a horizontal position, and two in an upright slightly inclined position.)

To the sides of the car, and at points adjoining the front part of every alternate seat A, there are attached, by joints or hinges *e*, boards or partitions D. These partitions are connected in pairs at their outer ends by rods *f*, so as to cause each pair of partitions to be moved outward or inward simultaneously. When the backs B are adjusted vertically, or slightly inclined, and the seats A used as seats only, the partitions D are adjusted back against the sides of the car; but when the backs B are adjusted in a horizontal position to form couches the partitions D are moved outward parallel to the seats, and form head and foot boards, or, in other words, partitions between the couches.

It will be seen from the above description that two seats, A, with their backs B will form one couch to accommodate two persons, and that another couch will be necessary in order to accommodate the other two persons. This is accomplished by means of an adjustable platform, E, which is suspended from the upper part of the car, directly over the two seats, by means of rods F and boards G. The rods F are attached to the sides of the car and to vertical strips H by means of pivots *g*, and the lower ends of the rods F are attached by pivots *h* to the boards G at about their centers, the lower ends of the boards G being attached to the ends of the platform E by joints or hinges *i*. The pivots *h* at the lower ends of the innermost rods, F, may project a little from said rods to fit into curved guides *j* in the sides of the car. (See Fig. 1.)

To each end of the platform E there are attached cords *k k*. These cords pass over pulleys *l l* at the top of the car, are connected together, and pass through a longitudinal strip, *m*, attached to the top of the car.

It will be seen that by pulling the ends of the cords *k k* the platform E will be raised, and it may be adjusted snugly against the top of the car, and retained in such position by a hook, *u*, the boards G folding upward as the platform is raised, and when the latter is lowered the boards serve as partitions.

To the inner sides of the vertical strips H there are attached vertical guide-rods *o*, on which eyes *p*, attached to the platform E, work. Steps *q* are also attached to the sides of the car and to the strips H to sustain the platform when lowered.

The platform E may be upholstered in any suitable way to form a mattress.

There is a row of platforms, E, along the whole length of the car, a platform over every two seats to accommodate the passengers unprovided for by the couches below.

I do not claim broadly the employment or use of adjustable platforms E, nor reversible backs to railroad-car seats irrespective of the arrangement herein shown and described; but,

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

1. The combination, with each other and with the seat A, back B, and slotted pronged bar C, of the bars *a a*, in the manner and for the purpose herein shown and described.

2. The arrangement of the folding boards G, rods F, pivots *h*, curved guides *j*, vertical strips H, adjustable platform E, and cords *k k*, as herein shown and described, so that by pulling the cords the boards G will fold inward and the platform E will rise to the roof of the car, and by releasing the cords the platform will descend to its place, all as set forth.

DAVID PENNOYER.

Witnesses:

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