

G. W. WILLIAMSON.

Railway Car Couch.

No. 88,685.

Patented April 6, 1869.

Fig: 1.

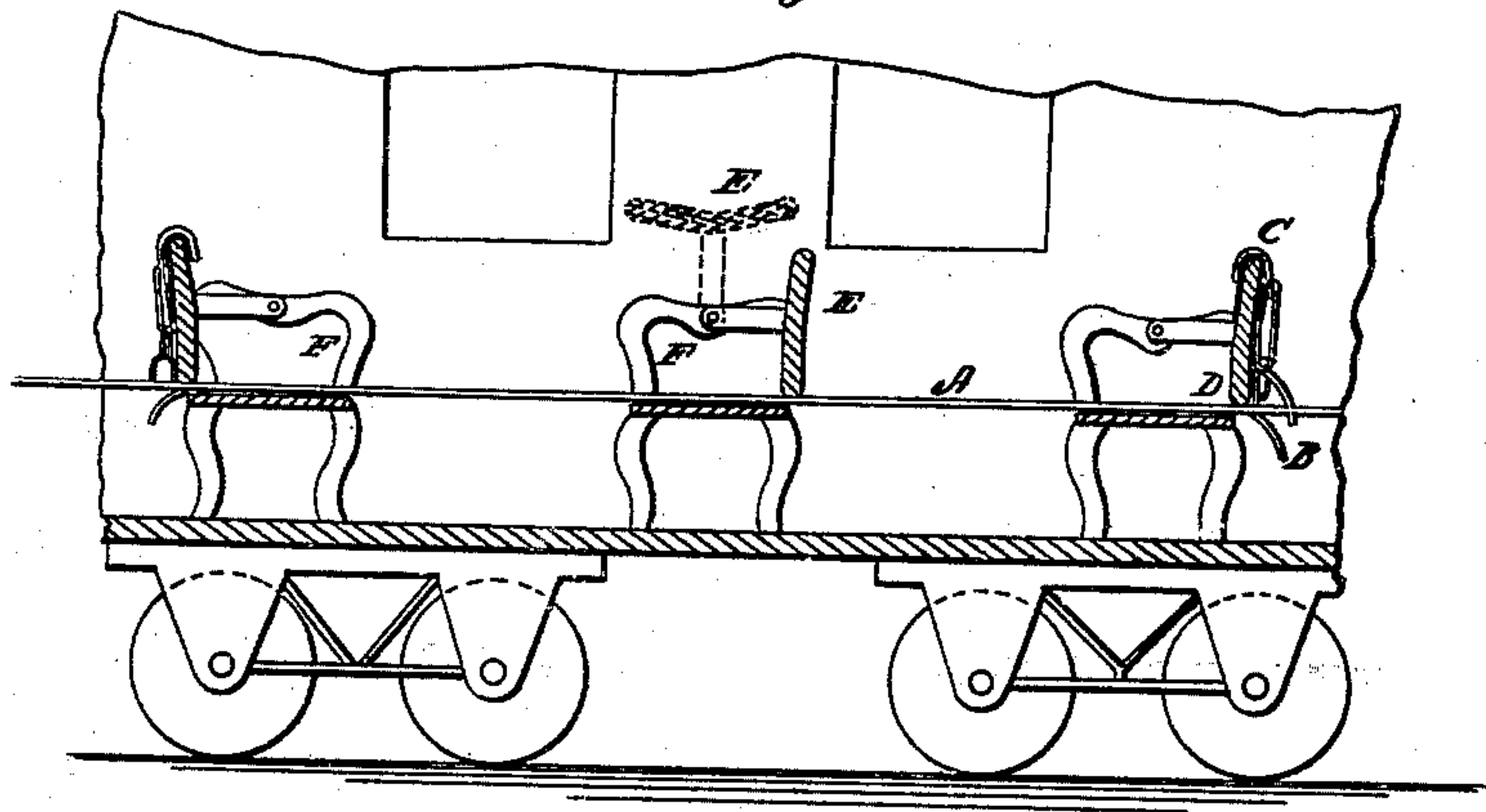


Fig: 2.

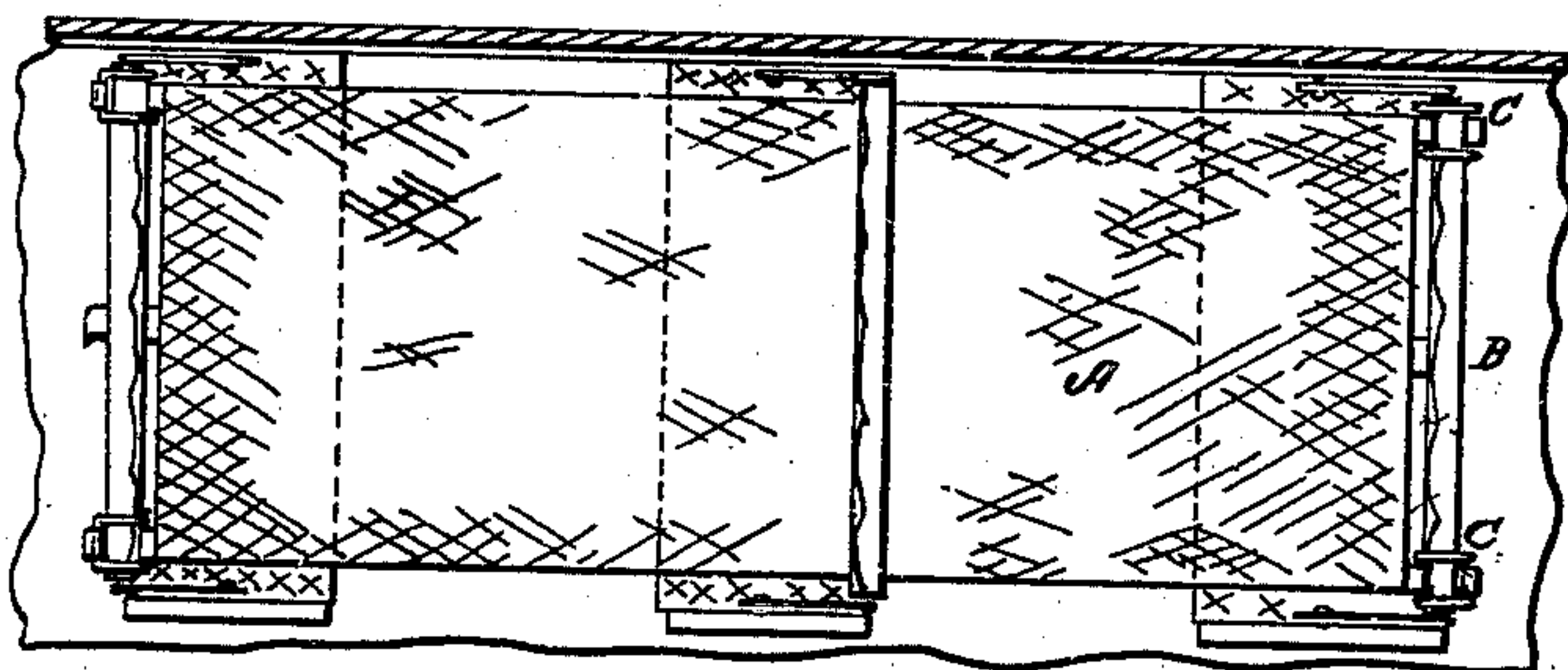
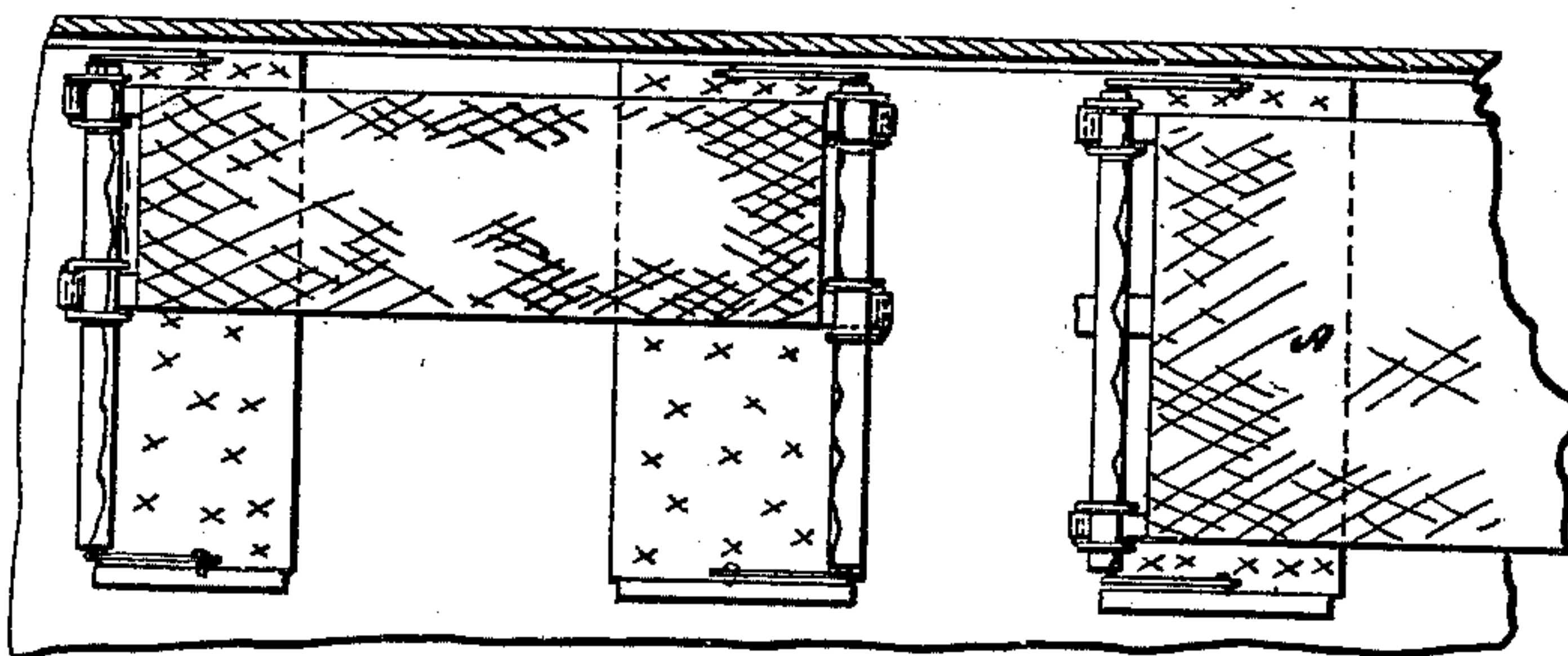


Fig: 3.



Witnesses:

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H. W. Morgan

Inventor:

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per Munn & Co.
Attorneys:

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G. W. WILLIAMSON, OF GOLDSBOROUGH, PENNSYLVANIA.

Letters Patent No. 88,685, dated April 6, 1869.

IMPROVED RAILWAY-CAR COUCH.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, G. W. WILLIAMSON, of Goldsborough, in the county of Luzerne, and State of Pennsylvania, have invented a new and useful Improvement in Beds for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to an improved method of forming the seats of railroad-cars into beds, or berths for passengers, whereby they may be readily adjusted to the condition of a bed by the application of a stretcher, to be suspended from the backs of the seats, and extended from one seat to another, as will be hereinafter described.

Figure 1 represents a longitudinal sectional elevation of a car having my improvement attached to the seat;

Figure 2 represents a plan view of the same; and

Figure 3 represents, also, in plan view, a modified arrangement of the same.

Similar letters of reference indicate corresponding parts.

A represents a stretcher, made of canvas, or any other suitable material, and in suitable size and shape, to cover the space occupied by two, or any other number of seats, and the spaces between them, and provided at its ends with the straps B, or any other suitable means of attachment, to the backs of the seats.

The plan of attachment which I have represented in this instance consists in the employment of hooks c, suited to hook upon the tops of the backs of the seats, and having straps and buckles, pendent from their lower ends, to admit of buckling the straps B thereto, after passing under the said backs of the seats, as shown in fig. 1; but any other plan, which will confine the stretchers to the bottom of the backs of the seats, or in the angle formed by the said backs and the seats, as shown at D, in order to prevent any weight, or pressure on the stretchers, over the spaces

between the seats, from causing them to sag too much at that point, may be employed.

If the said stretchers are designed to form only a short bed for children, or small persons, they may extend over the space of two seats only, as represented in fig. 3; and again, if they be required to form a bed, or couch for a child, and admit of persons attending it, as in the case of sickness, to sit in the same seats, the stretcher may be folded, as represented in fig. 3. But if required to be of greater length, the stretchers may be extended over the space of three seats, or any other number, and the intervening seat-backs may be turned up into the position, represented in red, at E, fig. 1, and while the stretchers are made long enough to cover three or more seats, they may be arranged to be applied to two seats only, by attaching the straps B, or other fastening-device at the right length, for two seats, and be attached, to form short beds, by folding the surplus over.

By another arrangement, the stretchers may be made to only cover the spaces between the seats, and be attached to the arms F of the seats, or otherwise.

It will thus be seen, that by a simple application of a canvas, or other stretcher, for covering the seats and the spaces between them, or the spaces only, I am enabled to provide comfortable beds, which may be either carried by passengers, and by them temporarily applied to seats of common construction, or they may be employed, in connection with sleeping-cars, as other beds are.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

The stretcher A, applied as described to the seats of railway-cars, whereby a longer or shorter bed is formed, substantially as herein set forth and shown.

The above specification of my invention signed by me, this 27th day of November, 1868.

Witnesses: G. W. WILLIAMSON.
FRANK BLOCKLEY,
ALEX. F. ROBERTS.