2 Sheets--Sheet 1.

E. P. KELLOGG.

Sleeping-Cars.

No. 168,027. Patented Sept. 21, 1875.

fig. 1.

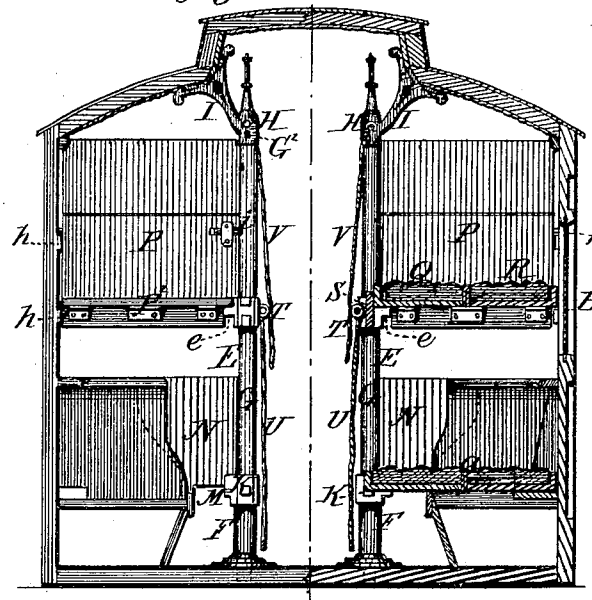


fig. 6.

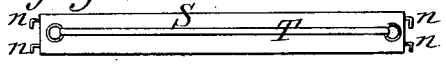


fig. 7.

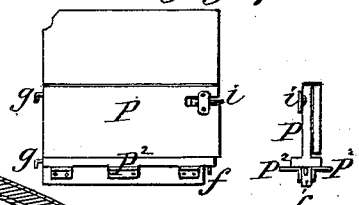
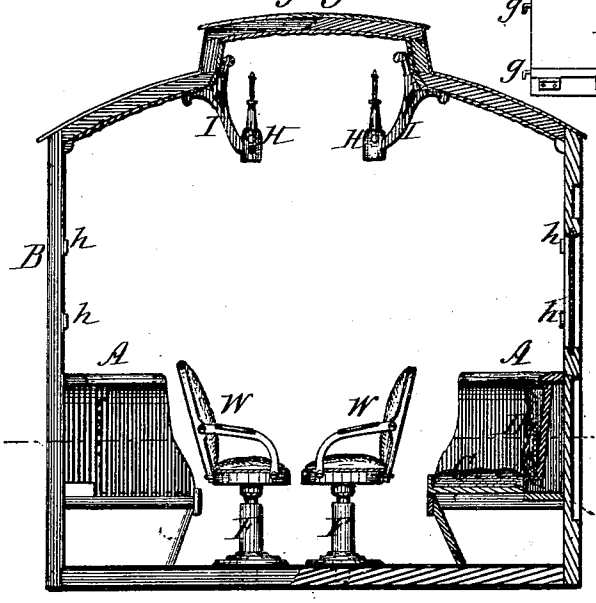


fig. 2.



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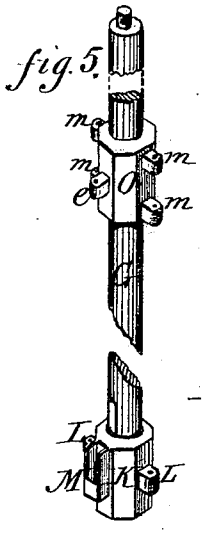
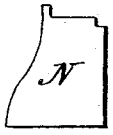


fig. 8.



WITNESSES

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2 Sheets--Sheet 2.

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fig. 3.

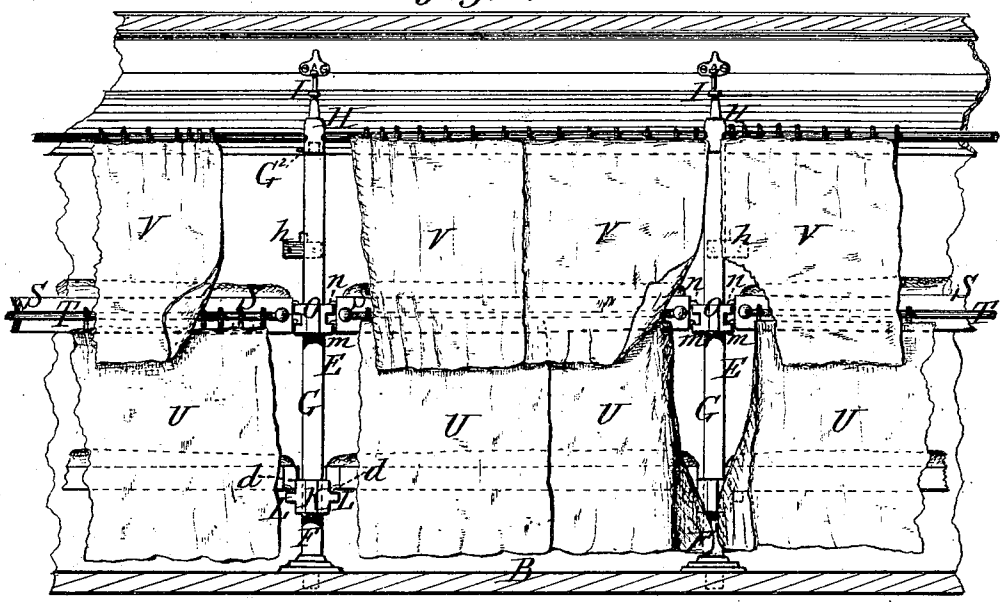

fig. 4.

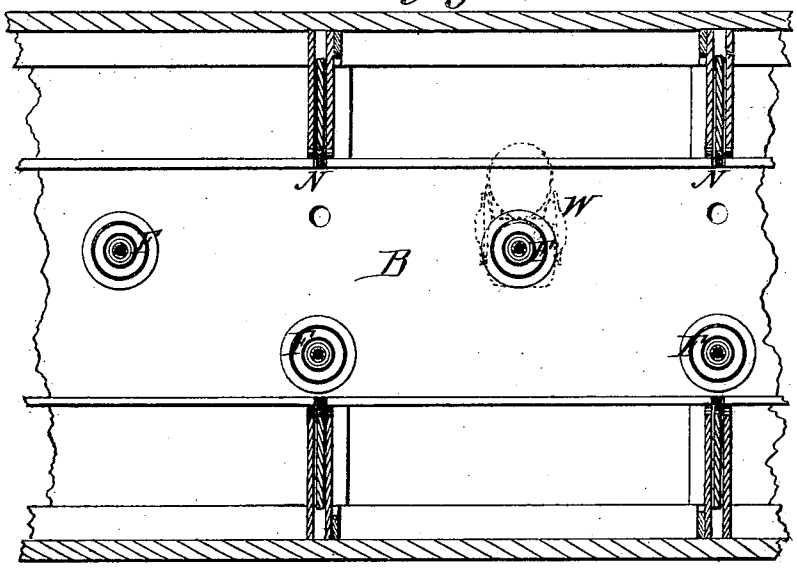

fig. 9.

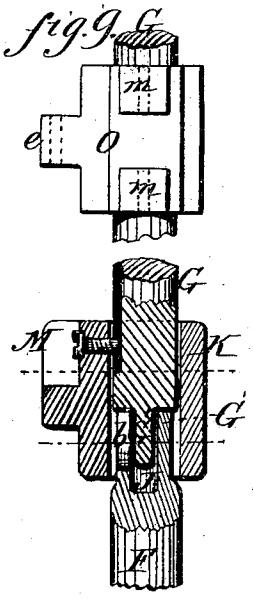

fig. 10.

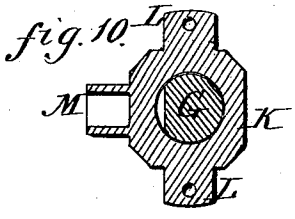

fig. 11.

WITNESSES

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UNITED STATES PATENT OFFICE.

EUGENE P. KELLOGG, OF NEW YORK, N. Y.

IMPROVEMENT IN SLEEPING-CARS.

Specification forming part of Letters Patent No. **168,027**, dated September 21, 1875; application filed July 20, 1875.

To all whom it may concern:

Be it known that I, EUGENE P. KELLOGG, of the city and county of New York and State of New York, have invented certain new and useful Improvements in Convertible Parlor and Sleeping Car; 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 which it pertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

I desire to effect by my invention the conversion of a sleeping-car for night travel into a parlor-chair car for day use by novel means, consisting in the use or combination, with a railroad-car, and its couches and chairs, of sectional removable stanchions or posts, which are composed of a pedestal or base section, a detachable or removable main or center section, and a fixed top section, the stanchions being arranged one at each end of a berth-section, so as to support both the lower and upper berths or couches at night, and the center or main sections being so contrived or attached that they can be entirely removed for permitting the base or pedestal sections to serve as supports for detachable chairs, the base-sections of the stanchions at one side of the car being left standing, while those at the other side are moved along so as to be opposite the center of the permanent day-chairs at the sides of the car. The detachable sections of the stanchions are provided at or about their centers with a fixed collar or enlargement having perforated lugs for the reception of hooks on a detachable rail carrying separate curtains for the lower berths, and on the inner side, or the side toward the berth, said collar is provided with an additional lug for the reception of a hook on a detachable or removable end panel or board for the upper berth, which panel is additionally secured by a pin or sliding bolt entering the stanchion, and by hooks on its inner edge fitting into countersunk socket-plates applied to the side of the car. The lower end of each removable section of the stanchion carries a sliding hub or collar, which is provided with perforated lugs for the reception of hooks on the lower berth, and with an open-ended socket-piece for the reception of a detachable board or panel, which is used in connection with the head-pieces of the ordinary permanent chair to close the ends of the lower berth. A reduced shank or pin at the lower end of the detachable-stanchion section is fitted into the base or pedestal section through a side slot in the same, and then the movable collar on the removable section is slipped over the upper end of the pedestal-section to lock the same firmly together. The lower berth is formed of a folding bed or mattress, the frame of the long seat, and additional end boards, while the upper berth is formed by the folding seat and back of the lower seat, folding bed, and removable end panels supporting said berth bottom. The movable berth-pieces and the detachable sections of the stanchions are stowed into the hollow seat-frames or other convenient place.

In the accompanying drawings, Figure 1 represents a cross-section of a car with the couches or berths as adapted for night travel; Fig. 2, a sectional view illustrating the chairs used in a car for day travel; Fig. 3, a vertical longitudinal section with the berths arranged for night travel; Fig. 4, a horizontal section showing the arrangement of the chairs; Fig. 5, a view of the detachable stanchion for supporting the berths; Fig. 6, a view of the lower curtain-rail; Fig. 7, one of the upper-end-berth partitions in the extended and folded position; Fig. 8, one of the lower-end-berth reversible partitions; Figs. 9, 10, and 11, detached views of one of the removable stanchions.

In the drawing, letter A denotes the ordinary seats located at the sides of a railroad-car, B, which seats are in the form of lounges, so as to enable the same to be used as sleeping-berths by turning the cushioned or upholstered seat C and back D into a horizontal position, and supporting the same by the chair-frame and by stanchions E, located one at each end of a berth-section. The seat and back are hinged together, as shown at *a*, and thus they can be readily turned into the position specified. Each stanchion E is composed of a flanged or enlarged base or pedestal section, F, a detachable center or main section, G, and a short fixed top section, H, carried by brackets I at

or near the roof of the car. The pedestal-section is secured to the car-floor by its base-flange, and it is provided with a socket, J, at its upper end, having a slot, *b*, in the side thereof. (See Fig. 9.) The lower end of the detachable-stanchion section G is provided with a reduced lower end or pin, G^1, which is stepped into the base-section by inserting it through the slot *b* in the same. The upper end of the section G is also reduced in diameter, and provided with a pin, G^2, which is inserted into the socketed end of the top section H, and secured thereby before the lower end of the detachable section can be inserted into the pedestal.

A collar, K, encircles the lower portion of the detachable-stanchion section, and is free to slide up and down thereon to such an extent as will enable the lower end of the same to be inserted into the base-section, after which the collar is slipped over the slot in the upper end of the latter, in order to firmly connect the two parts. (See Fig. 9.) Perforated lugs or projections L, formed on opposite sides of the collar K, serve to support the outer ends or portions of two adjoining lower-berth couch bottoms, hooks *d*, at the corners of said bottoms, entering the perforated lugs. (See Fig. 3.) A socketed lug, M, on the inner side of the collar K, receives the outer end of a supplementary panel or board, N, which, in connection with the permanent end board of the chair-frame, serves to form a partition between two adjoining berths. At the center or middle portion of the detachable-stanchion section there is formed a stationary collar or boss, O, which is provided with a perforated lug, *e*, on its inner side for the reception of a pin, *f*, Fig. 7, on the lower end of a removable folding panel or partition, P, which separates two adjoining upper berths. The panel P is attached to the side of the car by means of hooks *g* on its inner edge, which enter countersunk socket-plates *h*, or openings made in the side of the car. The end panel or partition is also additionally secured to the stanchion by means of a sliding bolt, *i*, on the panel entering an opening in the stanchion. The upper-berth bottoms are, like the lower ones, formed of two cushioned or upholstered frames, Q R, which are hinged together and supported at their ends by means of ledges P^2, Fig. 7, on the inner sides of the partition-panels. The upper-berth bottoms are thus not directly connected with the stanchions, being supported or retained by the partition-panels alone.

The fixed collar or boss O is also provided with a pair of lugs, *m*, at opposite sides, for the reception of hooks *n* on a detachable curtain-rail, S, Fig. 6. Said rail carries a rod, T, on which a pair of curtains, U, used for covering the lower berth alone, are made to slide by means of hooks or eyes in a manner common to sliding curtains. The curtains V, for the upper berth, slide on their rail in the ordinary manner. By providing two sets of curtains greater privacy or seclusion of the berth occupants is obtainable.

The conversion of a sleeping or night car into a day or parlor car is effected by removing the detachable-stanchion sections, the upper-berth bottoms, and their partition-panels; also changing the position of the lower-berth bottom to form chair-backs and seat-portions, as in Fig. 2. The supplementary panel or board N, used in connection with the ends of chair-frame to form a partition between the lower berths, is inverted and fitted into a recess or chamber in said chair end, so as to be out of the way and not in sight. The parts used in the making up of the upper berths are either stowed into the hollow chair-frame or placed in any other suitable place.

The base-sections of the stanchions form pedestals for supporting auxiliary chairs W of the revolving or folding kind, which chairs are so situated in respect to the permanent seats at the sides of the car that sufficient passage-way is left between the different chairs. The latter result is gained by letting the base-sections at one side of the car remain at the ends of the chairs, while those at the other side are moved to a point opposite the center of the permanent chair, and not in line with the other additional chairs.

I claim—

1. The combination, in a convertible parlor and sleeping car, of the folding cushioned frames of the upper and lower berths, provided with front rails, with the removable stanchions, provided with fixed lug-bosses O, and the sliding locking-sleeves K, whereby both the upper and the lower berth front rails are secured and supported, substantially as herein set forth.

2. The berth-supporting stanchions, consisting of a base and a middle removable section, F G, and a fixed socket-bracket, H, the section G having a fixed lug-boss, O, and a sliding locking-sleeve, K, substantially as and for the purpose herein set forth.

3. The berth-supporting stanchions, consisting of a fixed top section and intermediate section, provided with lugs, as shown, and a base-section, which is also adapted to support a chair for day travel, substantially as herein set forth.

4. The combination of the detachable reversible panel N with the chambered end board of the chair, the panel corresponding in contour with said chair end when inserted into the same, substantially as described.

5. In combination with the stanchion E, having supporting lugs and openings, and the car-wall provided with countersunk socket-plates, the detachable partition-panel P, having pin, sliding bolt, and hooks, as and for the object stated.

6. The stanchion E, having perforated lugs *m*, in combination with the detachable curtain-rail, having hooks *n*, as and for the purpose set forth.

7. The combination, with the sectional removable stanchion G, provided with the pin G^1, and the pedestal F, provided with the slot *b*, of the sliding locking-sleeve K, substantially as and for the purpose herein set forth.

8. The combination of the stanchion-collar O, provided with the lugs *m* and *e*, with the rail S, and the removable partition P, as and for the purpose herein set forth.

In testimony that I claim the foregoing I have affixed my signature in presence of two witnesses.

EUGENE P. KELLOGG.

Witnesses:
ROBERT M. KELLY,
H. VAN STADEN, Jr.