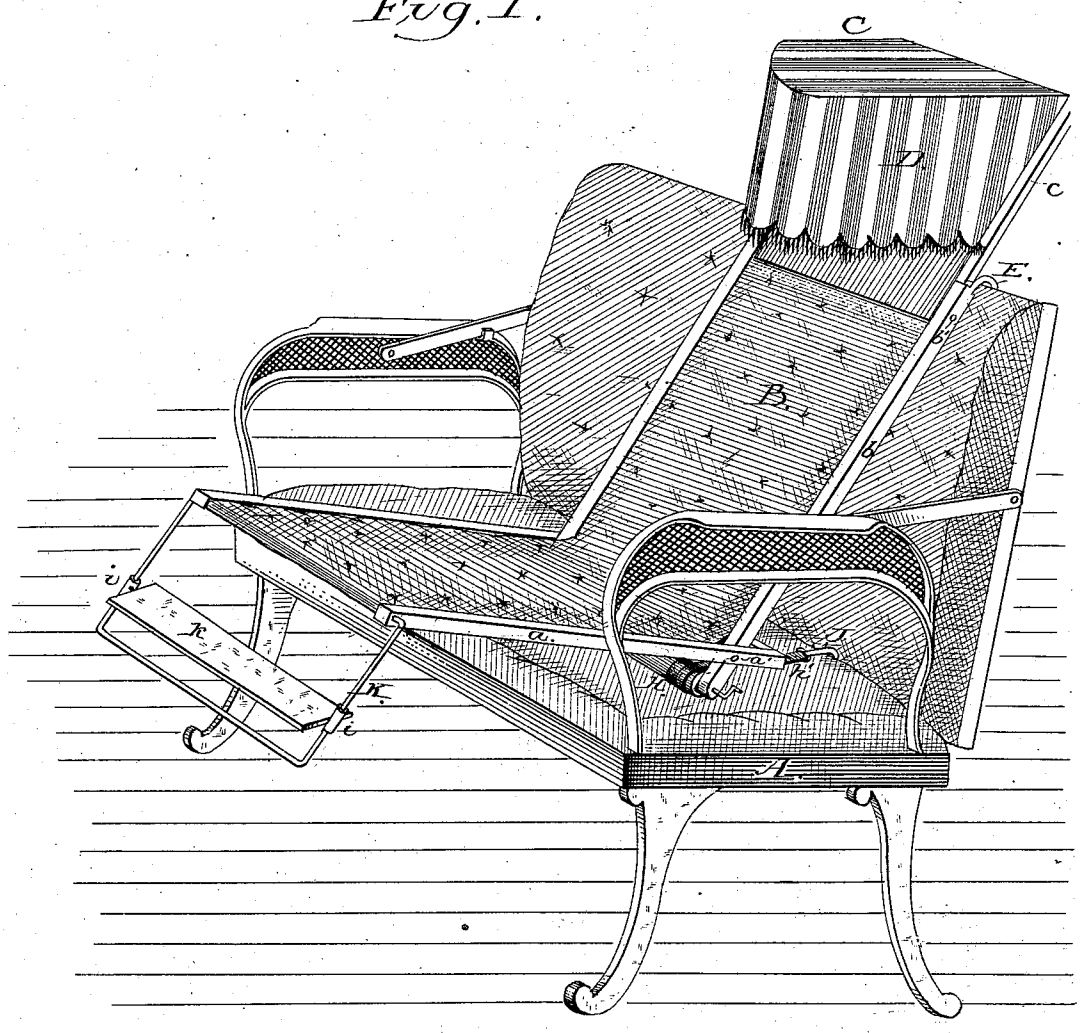
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F. E. HEINIG.

SLEEPING ATTACHMENT FOR CAR SEATS.

No. 260,867. Patented July 11, 1882.

Fig. 1.



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Fig. 1.

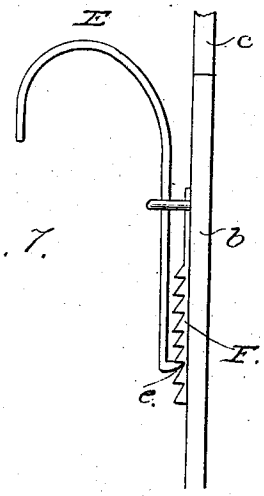
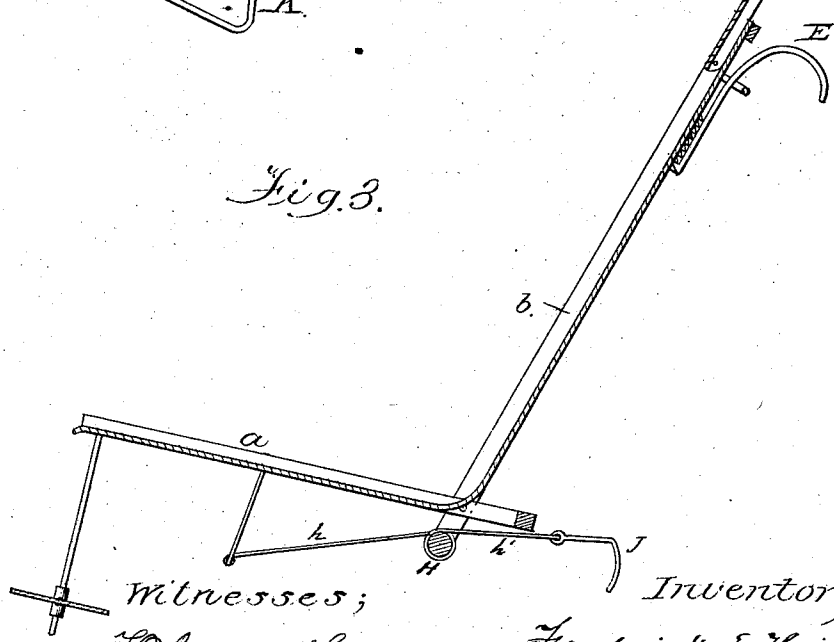


Fig. 2.

Fig. 3.



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Fig. 9.

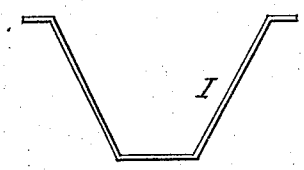


Fig 4

Fig. 5.

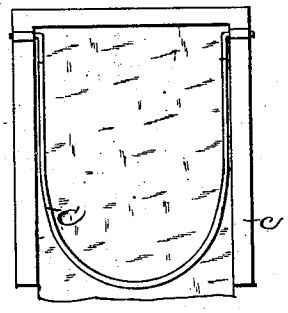


Fig. 6.

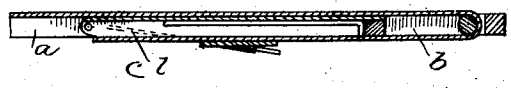
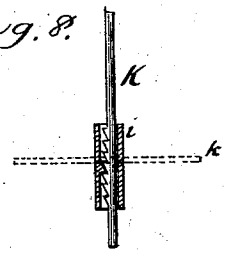


Fig. 8.



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UNITED STATES PATENT OFFICE.

FREDERICK E. HEINIG, OF LOUISVILLE, KENTUCKY.

SLEEPING ATTACHMENT FOR CAR-SEATS.

SPECIFICATION forming part of Letters Patent No. 260,867, dated July 11, 1882.

Application filed November 8, 1881. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK E. HEINIG, of Louisville, Kentucky, have invented a new and useful Improvement in Sleeping Attachments for Railroad-Car Seats, of which the following is a clear, full, and exact description, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of a railroad-car seat with my improvement attached. Fig. 2 is a perspective view of the device detached from the seat. Fig. 3 is a vertical section of the same. Fig. 4 is a view of the device with head-rest and curtain folded. Fig. 5 shows the rear of the head-rest with the curtain folded. Fig. 6 shows the attachment folded for storage. Figs. 7, 8, and 9 are details referred to.

To enable others skilled in the art to make and use my invention, I will proceed to describe the exact manner in which I have carried it out.

In cars as now arranged for sleeping, known as "sleeping-cars," the berths are expensive, and to many—particularly to ladies—objectionable.

The object of my invention is to furnish a sleeping attachment which can be readily attached, when required, to the ordinary seat of any passenger-car, and which will meet the wants of passengers traveling at night, and which will be inexpensive.

In the drawings, A represents an ordinary railroad-car seat, and B my sleeping attachment. This attachment is composed of three principal parts—*a* the seat, *b* the back, and *c* the head rest—pivoted together at *a'* and *b'*, so as to allow the parts to be folded together, as shown in Fig. 6. On the top and above the head-rest is a wire or other suitable frame, C, attached as shown in Fig. 5, so as to fold back into the frame of the head-rest, and to this frame C is attached the curtain D, which falls over and conceals the face of the sleeper when the frame C is thrown up and forward, as shown in Fig. 1. When thrown back the curtain D folds with the frame C in the rear of the head-rest. By this construction of my device the faces of ladies and others using my invention are not exposed to the gaze of others in the car, nor is the sleeper disturbed by the lights that may be burning. The head-rest can be folded forward on its pivots *b'* into the back B when the attachment is not in use.

The frames of the seat *a* and back *b* are covered with a continuous strip of suitable goods, as shown in Fig. 1, forming the seat and back of the attachment. On the top of the back frame, *b*, at each side of the frame, is secured a hook, E, which passes over the top edge of the car-seat. The shank of these hooks are made with projections *e*, which catch in the rack-bars F, secured to the back of the frame *b*, whereby the back of the attachment may be raised or lowered to suit the comfort of the occupant. The shank of the hook also passes loosely through the staple G, which holds it in position, and at the same time allows the hook to be turned back out of the way when the attachment is being folded for storage, as shown in Fig. 7.

Below the seat is a transverse roller or drum, H, acting as a brace to frame *b'*, and to which is attached the band *h*, which band is also attached at its opposite end to a brace, I, which holds the frame *a* in position, as shown in Fig. 2. To each end of the roller H are attached bands *h'*, provided with hook J, which hook passes over and around the rear edge of the car-seat to hold the attachment securely on the seat. The straps *h* and *h'* wind in opposite directions on the roller H, so that as the one strap is shortened the other is lengthened for the purpose of adjusting the incline of the attachment to the wishes of the occupant. On the end of the roller is secured a suitable mechanism for turning and holding the roller in any desired position.

To the outer edge of the seat is secured the foot-rest K, with a folding step, *k*, secured by means of sliding sleeves *i*, with spring-catches or other convenient means for lowering or raising the step *k* to suit the requirements of the occupant. (See Fig. 8.)

It is evident from the foregoing description of my invention that it can be folded into a comparatively small space for storing, and when called for by a passenger can be quickly hooked in position and ready for use, thus obviating in a great measure the necessity for

the present costly and objectionable sleeping-cars, and securing comfortable arrangements for sleeping at all hours of the day and night.

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

1. The sleeping attachment for car-seats herein described, consisting of the seat *a*, back *b*, rollers H, hooks E and J, bands *h h'*, and the adjustable head and foot rests, all arranged and operating as set forth.

2. The back *b*, having rollers H journaled in its lower ends, the seat *a*, having brace I, and pivoted to the back, the hook J, engaging with the car-seat, and the band *h h'*, all combined as set forth.

3. The combination, in a sleeping attachment for car-seats, of a seat and back pivoted together, means for adjusting them with relation to each other, and adjustable hooks for securing them to the car seat and back, all substantially as described.

4. The combination, with a railroad-car seat, of the back and seat *b a*, pivoted together and provided with the hooks E and J, respectively, for engaging the top of the back and the back edge of the seat, as set forth.

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Witnesses:
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DANIEL R. GARDEN.