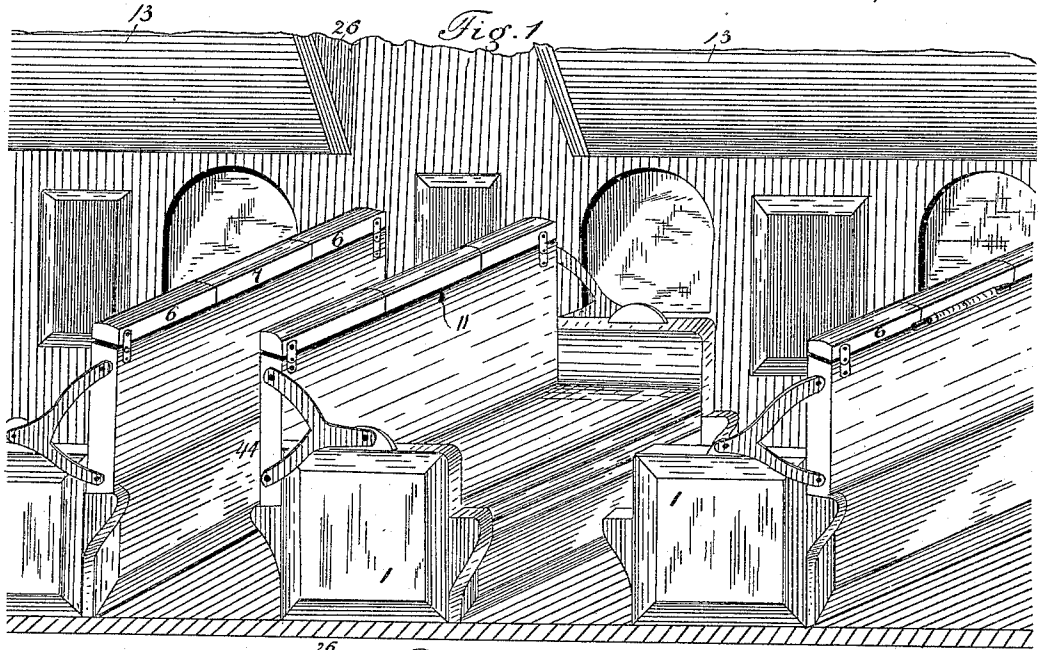
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COMBINED SLEEPING AND DAY COACH.

No. 444,741. Patented Jan. 13, 1891.

Fig. 1



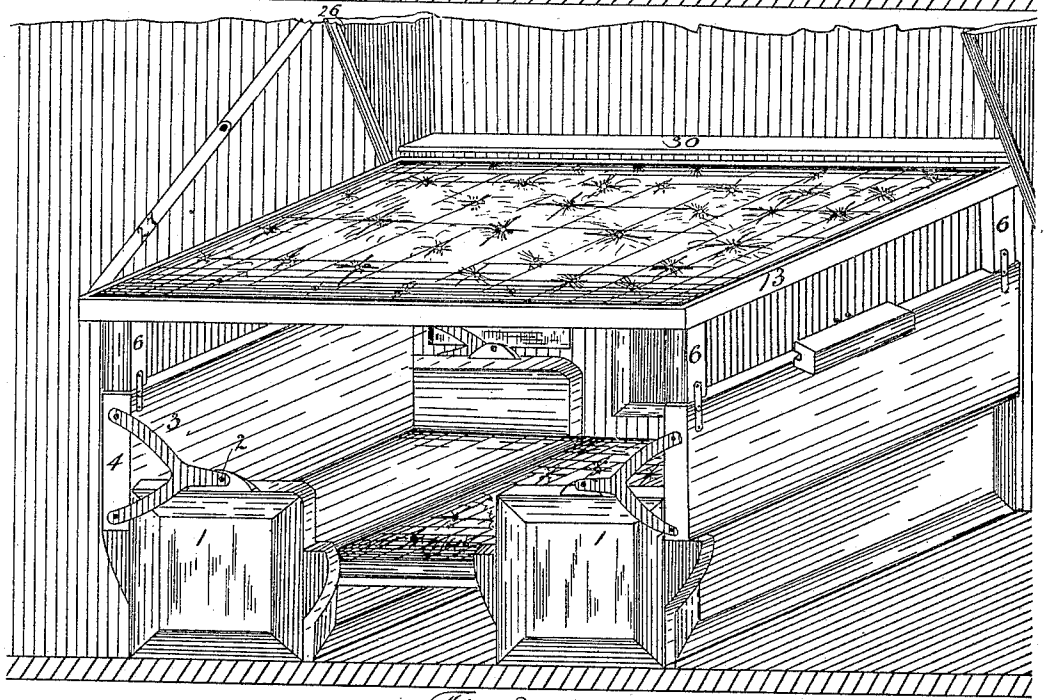


Fig. 2.

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Fig. 3

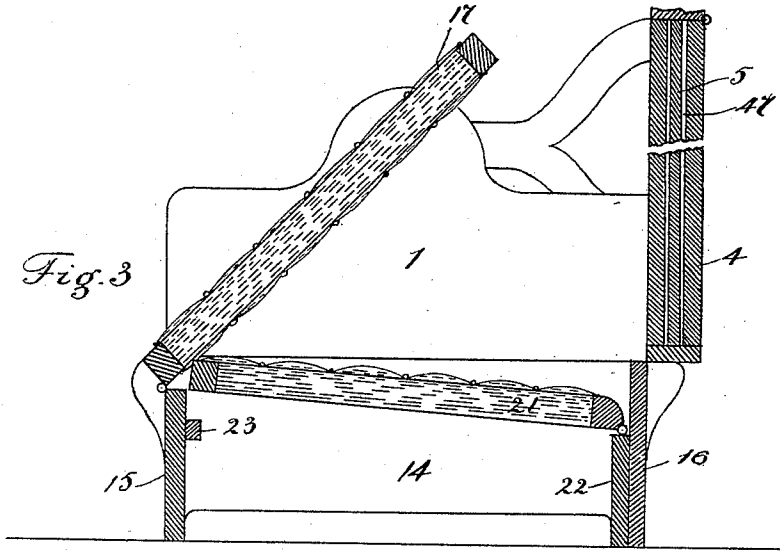
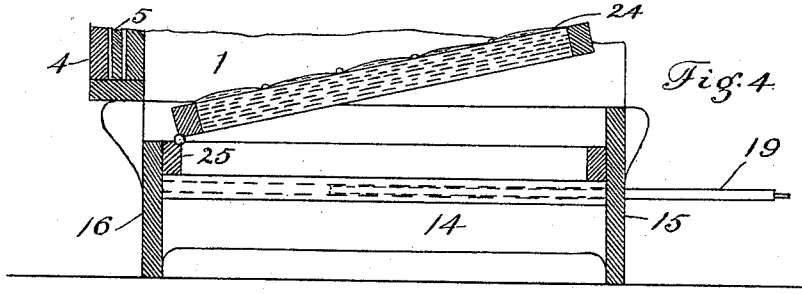


Fig. 4



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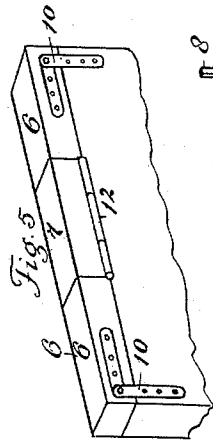
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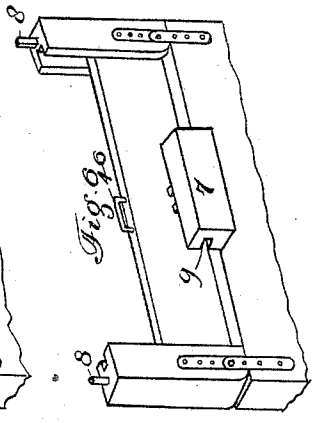
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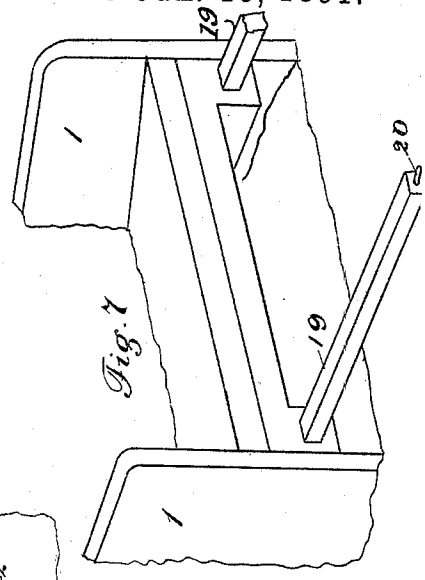
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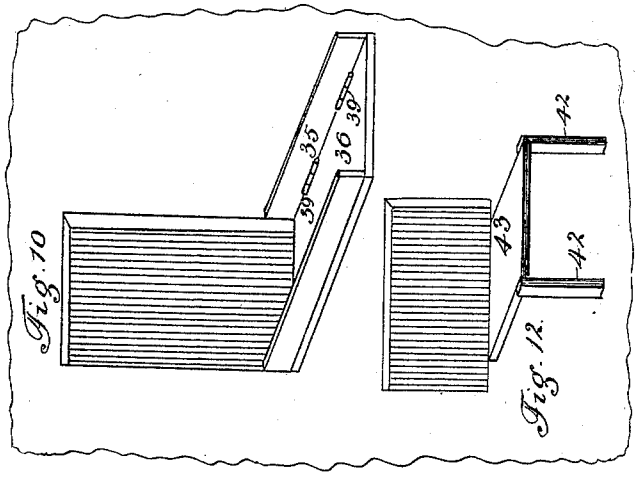
COMBINED SLEEPING AND DAY COACH.

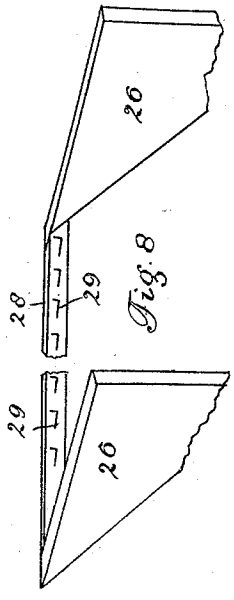
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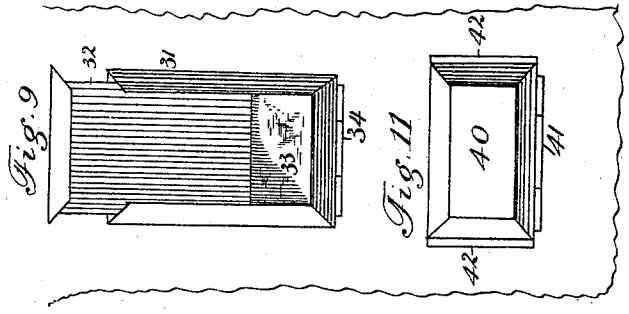












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UNITED STATES PATENT OFFICE.

ANTHONY A. BRANDENBURG, OF DENVER, COLORADO.

COMBINED SLEEPING AND DAY COACH.

SPECIFICATION forming part of Letters Patent No. 444,741, dated January 13, 1891.

Application filed January 2, 1890. Serial No. 335,706. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY A. BRANDENBURG, a citizen of the United States, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Combined Sleeping and Day Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in combined sleeping and day cars, relating more particularly to the seats and berths and their auxiliary attachments for such cars; and the object of my improvements is to provide seats readily and easily changed to a lower sleeping-berth, also attachments for an upper berth in connection with the lower berth, and also to provide a dressing apartment or closet intermediate between each two sections of the car.

To these ends my invention consists of the features, arrangements, and combinations more particularly hereinafter described and claimed.

In the drawings is illustrated an embodiment of my invention, in which drawings—

Figure 1 is a perspective view illustrating my improvement arranged for day use. Fig. 2 is a perspective view of the berths made up from the seats shown in Fig. 1. Fig. 3 is a cross-section taken through one of the seats, and Fig. 4 is a similar section taken through the opposite seat of the section. Fig. 5 shows the upper portion of the back of a seat closed, and Fig. 6 shows the same open with the slide partly raised. Fig. 7 is an outline view in perspective of the front part of one of the seats, showing the extension-bars. Fig. 8 is a perspective view showing a portion of the upper berth. Fig. 9 is a combination mirror and table, being hinged so that it may be turned down for use as a table between persons sitting in the opposite seats of a section. Fig. 10 is a perspective view of the mechanism shown in Fig. 9, illustrating its use as a table. Fig. 11 is a foot-stool hinged and adapted to fold into a recess in the side of the car when not in use. Fig. 12 is a perspective view showing the foot-stool in position for use.

In the views let the reference-numeral 1 indicate the stationary end pieces of the car-seat, to which is pivoted at 2 the forked bracket 3, made fast to the reversible back 4. These backs 4 are reversible at will, so that passengers occupying the seats in the same section face each other or in the same direction, as may be desired. Within the central portion of the back of each seat is a space for the reception of the sliding gate 5, which is wholly incased within this space when the seats are in the position shown in Fig. 1. The top of the back above the sliding gate is provided with a cap consisting of three sections or parts 6 6 and 7. Parts 6 6 are provided with pins 8, entering grooves 9 in the central locking-block 7 when the parts are in the position shown in Fig 5. Parts 6 are secured to the back by a hinge 10 at each end of the seat. When it is desired to make up the upper berth, part 7 is unlocked by the use of a key fitting in the key-hole 11, when block 7 is turned back upon its hinge to the position shown in Fig. 6. Parts 6 6 are then raised to the upright position shown in the same figure and afford a support for the bottom 13 of the upper berth.

The space 14 underneath the bottom of each seat is completely inclosed by solid end panels 1 1 and the solid front and rear panels 15 16. These spaces 14 afford suitable and convenient receptacles for the mattresses used in making up the lower berth.

The bottom 17 of one of the seats is upholstered on both sides and hinged at the panel 15, so that when the two seats of a section are facing each other, as shown in Fig. 2, the bottom 17 may be turned over between the two seats, exactly fitting the intervening space and resting upon the extension sliding bars 19 19, drawn from under the opposite seat, where they are concealed and kept from view until they are needed for the purpose stated. The outer ends of bars 19 are provided with pins 20, which enter suitable supporting-sockets in the front panel of the opposite seat.

Underneath the bottom 17 is a second bottom 21, suitably upholstered on the upper side and forming a portion of the bottom of the made-up berth. Part 21 is hinged to a

support secured to the inside of the rear panel 16 and adapted to be raised sufficiently to allow the bedding to be taken from the space 14 when needed in making up the berth. The free extremity of the part 21 is supported by a cleat 23, secured to the front panel 15.

The bottom 24 of one of the seats of the section remains stationary, except when raised for the purpose of taking the necessary bedding from the space 14 underneath. To permit the easy accomplishment of this object, part 24 is hinged to a cleat 25, secured to the inside of the front panel 16.

When part 17 is thrown over into position between the two seats, both it and part 21 will be somewhat lower than the stationary part 24 24. To make up for this unevenness of surface and make the bottom of the made-up berth level, a suitable mattress should be placed upon part 17 and also upon part 21. There is ample room for each of these mattresses besides other necessary bedding in space 14.

The bottom 13 of the upper berth when not in use occupies the position shown in Fig. 1 between the end brackets 26 26. When forming a part of the made-up berth, this part occupies the position shown in Fig. 2, resting upon and supported by the parts 6 6 in the upright position, two on the back of each seat.

To the bottom 13 of the upper berth is pivoted the lower extremity of the centrally-jointed arm 27, adapted to double up when part 13 is raised and to lengthen or open when said part is lowered. The rear of part 13 is suitably hinged to the side of the car and should be provided with a weight-box for retaining it in its elevated position when once raised. End brackets 26 26 are connected at the top by a bar 28, provided with hooks 29 for supporting the garments of the occupants of the upper berths. Connected to the rear part of these end brackets is a shelf or mantel 30 for the support of such articles as cannot well be placed upon hooks.

To the side of the car at a suitable elevation and between each two seats of a section, and also between each two sections in the space forming the dressing-apartment, is a combined mirror and hinged lap-board or table 31. When used as a mirror, it occupies the position shown in Fig. 9, its slide 32 being raised and supported in any suitable manner, thus uncovering the glass 33. When used as a lap-board, table, or for similar purposes, it is turned down upon its hinges 34 into the position shown in Fig. 10, except that the wings or leaves 35 are spread out, giving the top 36 a flat surface, the leaves being provided with hinges 39.

40 is a foot-stool, which when not in use is folded into a suitable recess in the side of the car and out of the way. This article is hinged at 41 to the side of the car and provided with legs 42 for use in supporting the top 43 when adjusted, so as to occupy the position shown in Fig. 12. This adjustable stool is so located as to open into the space constituting the dressing-apartment 44 between each two sections.

As regards the use of my improvements, it is necessary to say but little more than has already been said.

Of course it is understood that suitable curtains will be used in connection with the made-up berths and separating them, as well as the dressing-apartment, from the aisle of the car.

In the use of the dressing-apartment occupants of the lower berth, after preparing for bed, can slip behind the curtain into the berth, while occupants of the upper berth, after making similar preparations, can ascend to said berth by the use of a small ladder, which should always be at hand, and which may be retained when not in use, together with the upper-berth bedding, within the space inclosed by part 13 and end brackets 26 when part 13 is in position shown in Fig. 1.

The sliding gates 5, when elevated to the position shown in Fig. 2, are retained in such position by suitable staples 46, in connection with buttons or hooks secured to the outside of the frame of part 13 of the upper berth.

Having thus described my invention, what I claim is—

1. In a combined sleeping and day car, seats provided with backs having hinged parts 6 6, adapted to occupy an upright position, in combination with the bottom of the upper berth, which rests upon and is supported chiefly by said parts 6, substantially as described.

2. In a combined sleeping and day car, seats having backs provided with a centrally-hinged locking portion 7 and hinged parts 6 6 on each side of part 7, said part 6 being capable of occupying an upright position, in combination with the bottom of the lower berth, which rests upon and is supported chiefly by said parts 6, substantially as described.

3. The combination, in an upper berth, with the bottom 13 and the end brackets 26, of a shelf 30 and a bar 28, connecting said end brackets, the bar being provided with hooks 29, substantially as described.

4. In a sleeping or day car, the combination, with the seats, of a combined mirror and lap-board or table 31, the mirror when not in use being protected by a slide 32, and the whole hinged to the side of the car and adapted to turn down between the seats or fold up into a recess in the side of the car, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ANTHONY A. BRANDENBURG.

Witnesses:

FRED. W. FELDWISCH,

WM. MCCONNELL.