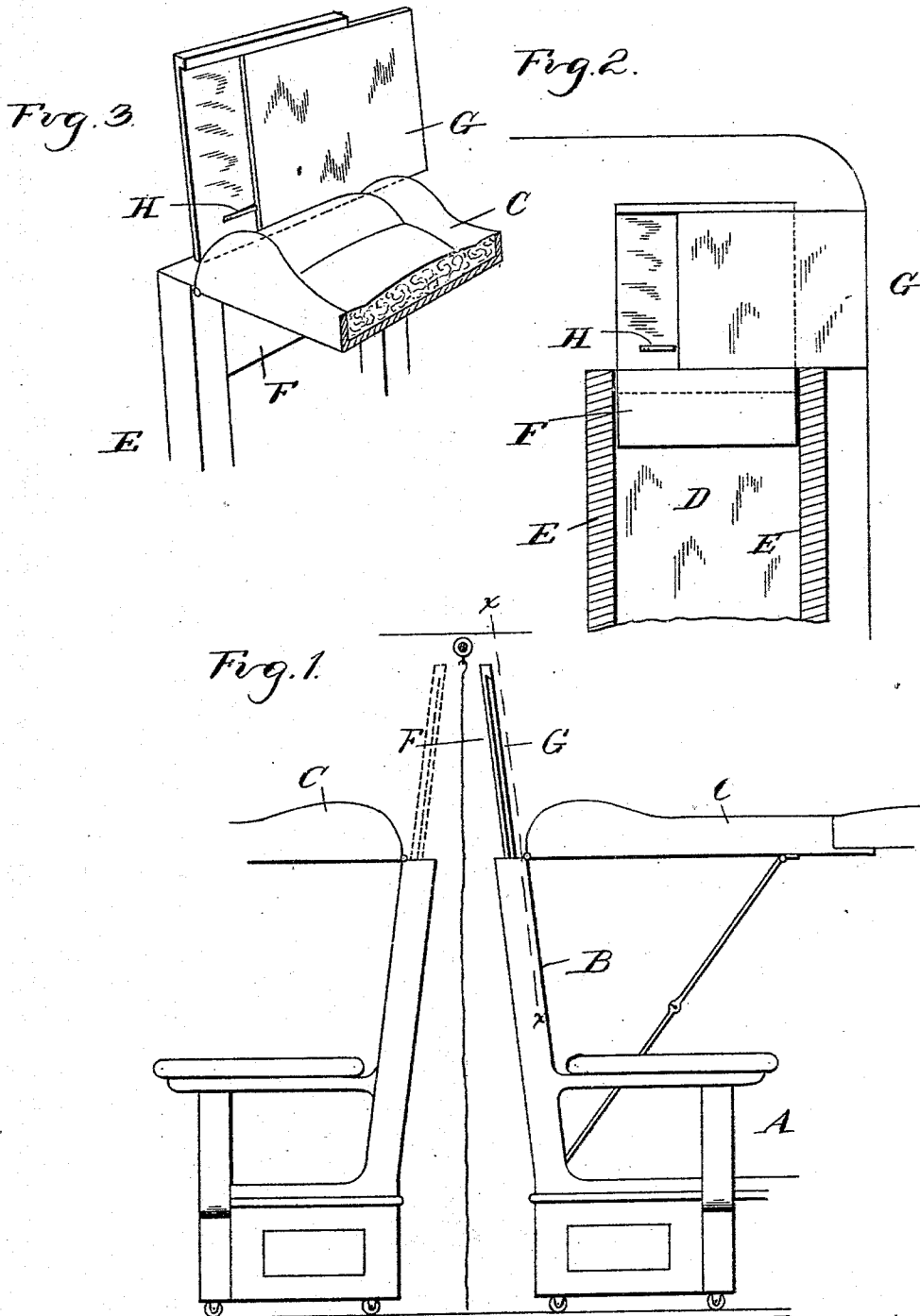


(No Model.)

J. KREHBIEL.
SEAT FOR RAILWAY CARS.

No. 515,832.

Patented Mar. 6, 1894.



Witnesses
A. L. Hobbie
Wm. H. Hobbie

Inventor
John Krehbiel
By *Wm. H. Hobbie*
Attys.

UNITED STATES PATENT OFFICE

JOHN KREHBIEL, OF CLEVELAND, OHIO.

SEAT FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 515,832, dated March 6, 1894.

Application filed March 16, 1893. Serial No. 466,199. (No model.)

To all whom it may concern:

Be it known that I, JOHN KREHBIEL, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Car-Seats for Railway-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the peculiar construction and arrangement of a partition between adjoining seats above the top of the back thereof, and especially designed to be used in connection with car seats in cars which are to be divided into sections, as for instance, to form sleeping berths, all as more fully hereinafter described.

In the drawings, Figure 1 is an end elevation of two adjoining seats showing my invention applied thereto. Fig. 2 is a section on line *xx* in Fig. 1. Fig. 3 is a detached perspective view of the seat back and partition showing the partition applied to a seat back, the cushioned part of which is designed to be turned up to form a portion of the upper berth.

A is the ordinary seat frame, B the back thereof and C the back cushion. The back cushion is preferably hinged to the seat back and is adapted to be turned into a horizontal position to form a portion of the upper berth.

The construction of the devices for forming an upper and lower berth are not herein shown as they form the subject matter of a previous application, filed September 13, 1892, Serial No. 445,748.

In the seat back is formed a vertical guide way D extending between the end posts E of the seat back frame.

F is a partition slidably engaging in the guide way E and adapted to be raised above

the back of the seat, as shown in the drawings to form an extension thereof.

In order to close up the gap between the partition F and the side of the car I employ a wing G sliding in horizontal guide bearings in the partition F and adapted to be laterally extended over the top of the end posts E to the side of the car, as shown in Fig. 2. This not only closes up the space between the partition F and the wall, but also resting upon the top of the post E supports the partition in its elevated position.

Any suitable catch may be employed to hold the wing in its extended position, such for instance as the spring catch H, as shown in Fig. 2. To lower it the spring catch is withdrawn, the wing is moved to its initial position into complementary relation with the partition and the two together are slid down into the seat back with the top flush with the top of the seat back. This construction of partition enables me to employ movable seats for sleeping cars, or in stationary seats it gives me a construction which occupies no room and dispenses with the removable partition which has heretofore been used.

What I claim as my invention is—

In a sleeping car, the combination with a seat back having a recess therein, of a slidable partition in the recess, horizontal guide-bearings on the upper portion of the partition, a wing fitted in said bearings and adapted to move horizontally, and a spring catch carried by the partition for engaging the wing when the latter is extended, substantially as described.

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

JOHN KREHBIEL.

Witnesses:

M. B. O'DOGHERTY,
N. L. LINDOP.