

(No Model.)

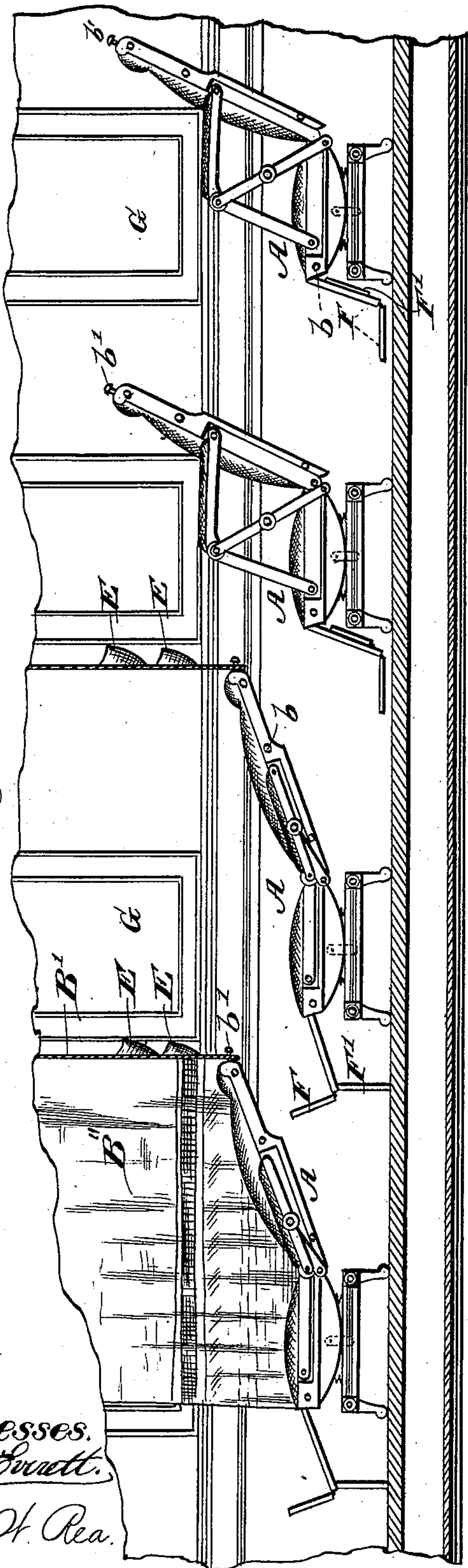
2 Sheets—Sheet 1.

E. B. GOELET.  
COMBINED CHAIR AND SLEEPING CAR.

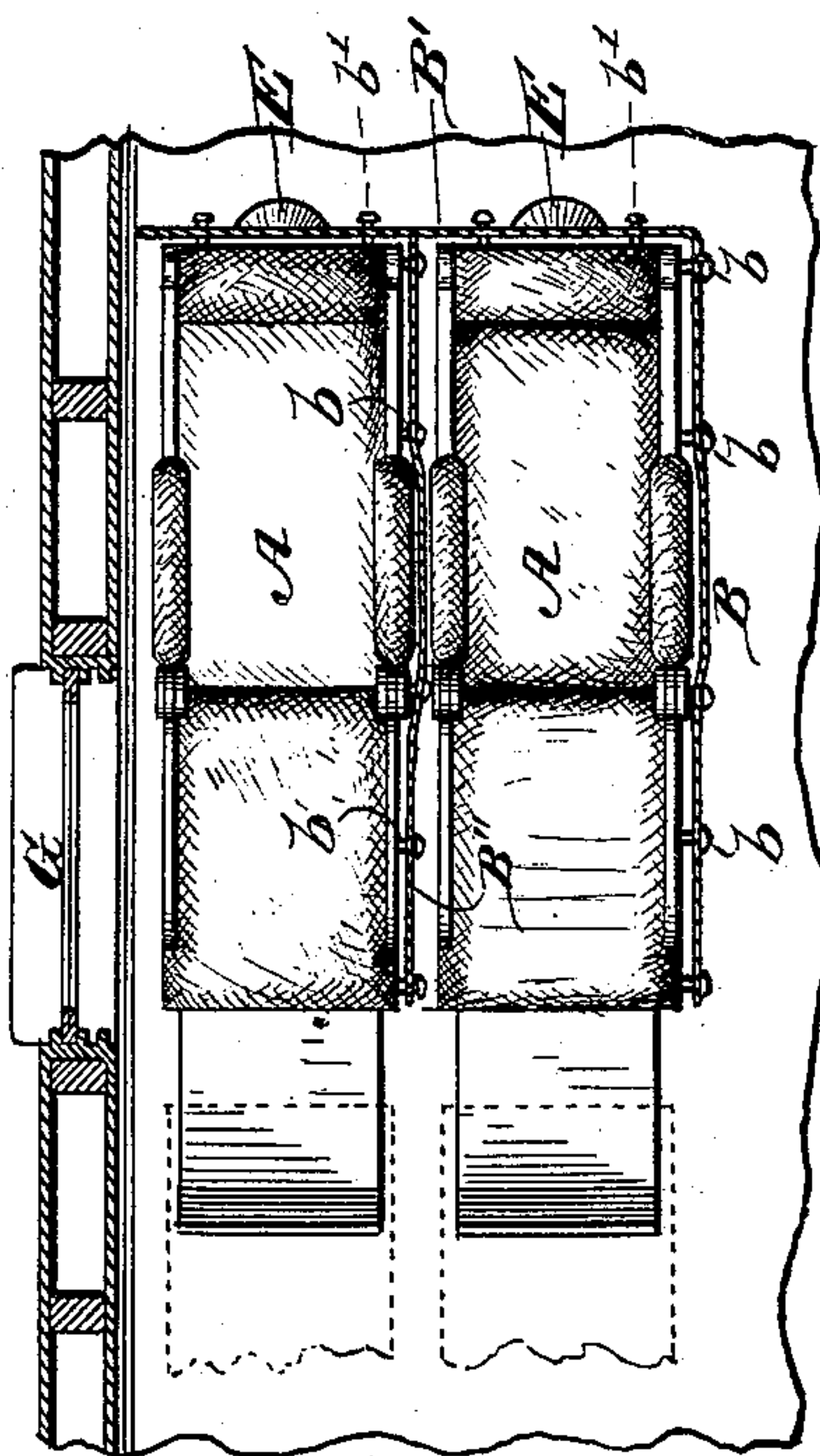
No. 363,891.

Patented May 31, 1887.

*Fig. 1.*



Witnesses.  
*Robert D. Smith.*  
*Geo. H. Rea.*



*Fig. 2.*

*Inventor*  
*Edward B. Goelet,*  
*By James L. Norris,*  
*Atty.*

(No Model.)

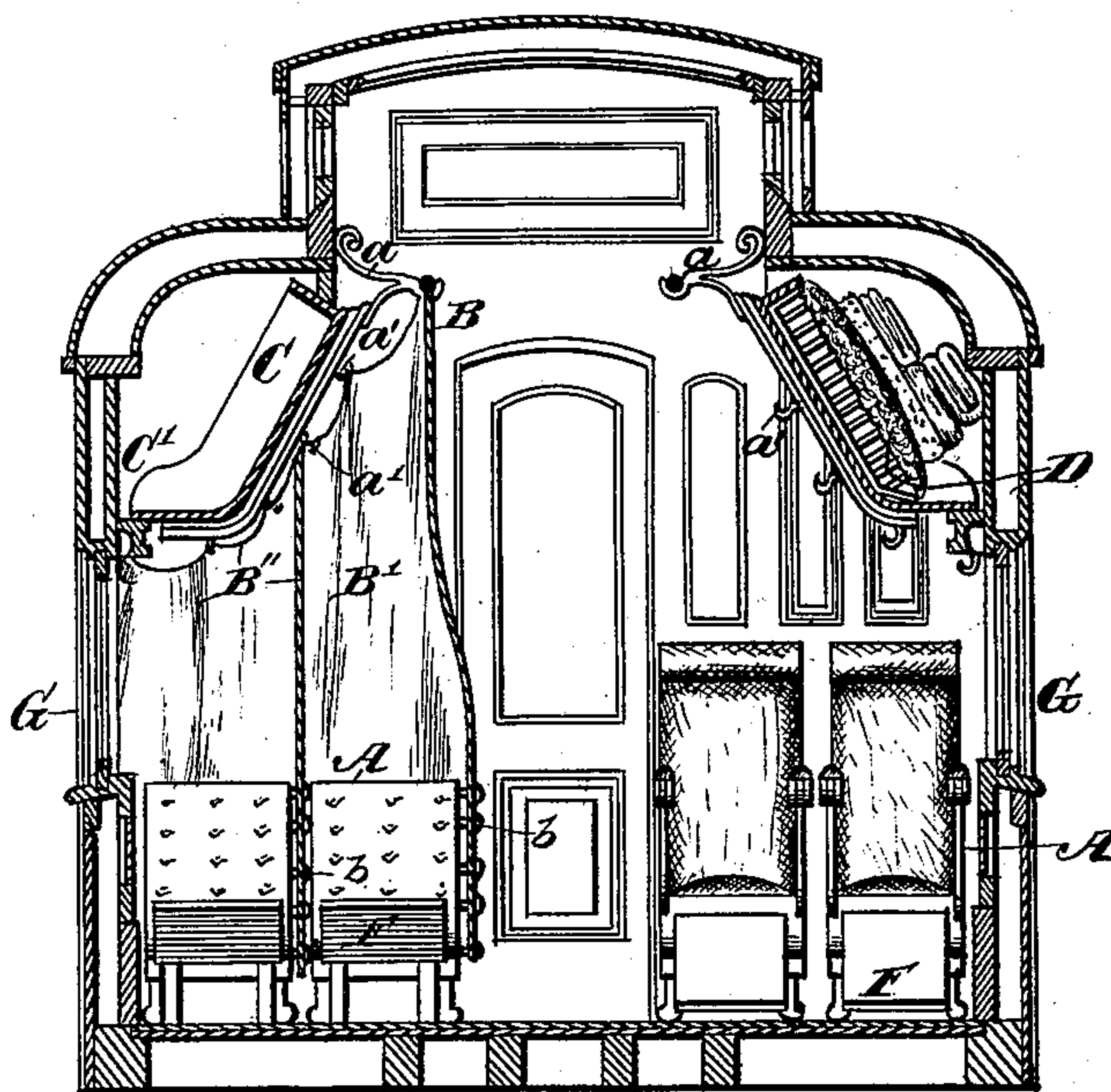
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*Fig. 3.*



*Witnesses,*  
*Phil G. Smith,*  
*Geo W. Rea*

*Inventor,*  
*Edward B. Goelet,*  
*By* *James L. Norris,*  
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# UNITED STATES PATENT OFFICE.

EDWARD B. GOELET, OF FORT WORTH, TEXAS.

## COMBINED CHAIR AND SLEEPING CAR.

SPECIFICATION forming part of Letters Patent No. 363,891, dated May 31, 1887.

Application filed July 21, 1886. Serial No. 208,649. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD B. GOELET, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented new and useful Improvements in Combined Chair and Sleeping Cars, of which the following is a specification.

My invention relates to chair and sleeping cars, and has for its object to utilize the space in the car so that the necessity for the upper berths required in ordinary sleeping-cars is dispensed with, and the space in the car is utilized so that a full complement of chairs, equal to the seating capacity of an ordinary sleeping-coach, is provided; and to such end the invention consists in the construction and the combination of parts hereinafter particularly described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a longitudinal vertical section through a car, with the upper portion broken away, embodying my invention, and showing some chairs raised and others lowered. Fig. 2 is a plan view of a portion of a car, with the side of the car in section, and showing the chairs turned down. Fig. 3 is a vertical cross-section through the body of the car, showing on one side the arrangement of parts for sleeping and on the other side the parts arranged as a chair-car.

The letter A designates chairs arranged in pairs on opposite sides of the central aisle. These chairs will be constructed so that they can be raised and lowered to be used as sitting or reclining chairs, and so that they can be reversed to face with the line of travel of the car; but as the construction of the chairs is not claimed herein it will not be particularly described.

The curtains for dividing the car into compartments are designated by the letters B and B', a curtain, B, being provided for each section occupied by the chairs. The curtain B, by its upper end, is attached to hook-brackets a, extending out from the top of the car, and, as shown, by its lower end attached to pins b in the chair seat and back; but the lower end can lie upon the floor of the car. The cross-curtains B' are placed between the sections of chairs to divide the car into com-

partments, each compartment having therein two chairs side by side in the arrangement shown. The upper end of each curtain B' is attached to hooks a' and the lower end to heads or hooks b' on the upper cross-piece of the chair-back, as shown in Fig. 1.

It is to be understood that the curtains B B' are only designed for use when the chairs are to be used as a sleeping or resting bed or lounge.

A dropping receptacle, C, is hinged at its lower end to the side of the car, so as to be capable of being raised and lowered in the same manner as the upper berth of a sleeping-car, and between this dropping receptacle C and the wall of the car is a space, C', of sufficient dimensions to receive the mattress D, curtains B B', and other fixtures necessary to make the chairs into a bed or lounge.

The chairs, when arranged for sleeping purposes, can be shut out from the rest of the car by dropping the curtains in front and the division-curtains B' between them. The division-curtains, as shown, may be provided with pockets E for the reception of such articles as may be desired to be placed therein, and when the curtains are thus dropped a compartment is formed in the car which is exclusively for the seats included between the cross-curtains B'. If desired, each seat may be separated from its companion seat by interposing a curtain, B'', depending from the ceiling and attached to the frame of the chair.

When the chair is in a reclining position, the foot-rest F will be extended and supported by a rest, F', as shown, and the arms will rest below or in line with the plane of the top of the seat and back, so that no inconvenience will arise, as would if the arm-rest and its braces were left above the plane of the top of the seat and back.

The construction of chair designed to be used in the car forms the subject of a separate application for patent filed by me March 9, 1886, Serial No. 194,662.

The body of the car is provided with windows G, as usual.

The construction described forms a chair and sleeping car in which the space is fully utilized, the objections to upper berths over-

come, and the conversion from a chair to a sleeper and back again to a chair is quickly and easily made.

Having described my invention and set forth its merits, what I claim is—

1. The combination, with a railway passenger-car and reclining car seat or chair, of curtains having their upper ends detachably connected with the car-roof and their lower ends detachably connected with the car-chair, substantially as described.

2. The combination, with a railway passenger-car and a double row of single-seated reclining-chairs, arranged in pairs, of side cur-

tains, B B'', to separate the chairs in each pair from each other and from the aisle or passage-way, and end curtains, B', to separate each pair of chairs, said side and end curtains having their upper ends detachably connected with the car-roof and their lower ends detachably connected with the said chairs, substantially as described.

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

EDWARD B. GOELET.

Witnesses:

FRANCIS GRANGER,  
S. B. CANTEY.