

No. 606,910.

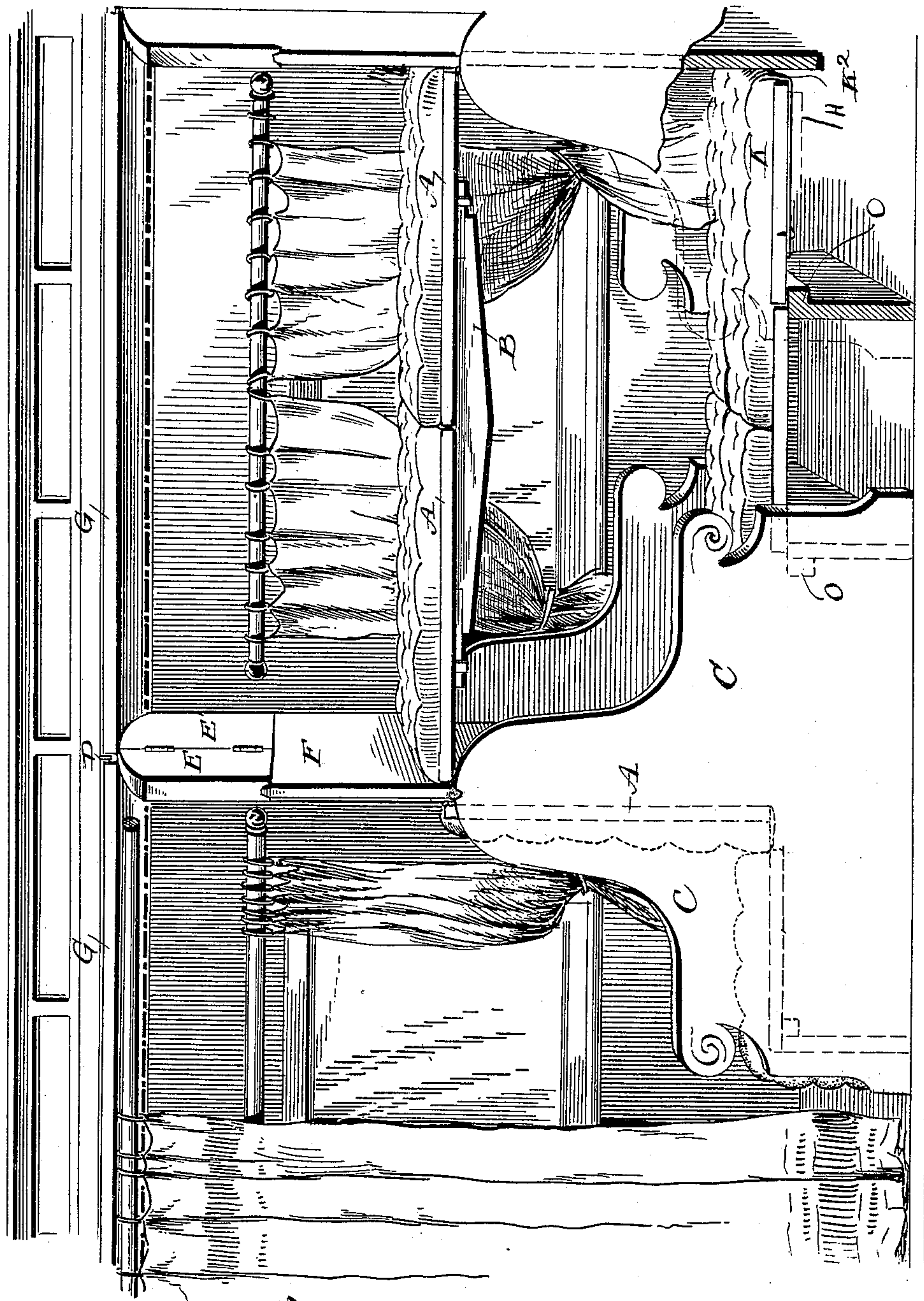
Patented July 5, 1898.

L. B. BASSETT & E. E. CASTLE.
SLEEPING CAR.

(Application filed Feb. 14, 1898.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses
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A. L. Stough

L. B. Bassett & E. E. Castle Inventors
By their Attorney
by Franklin V. Stough
his attorney.

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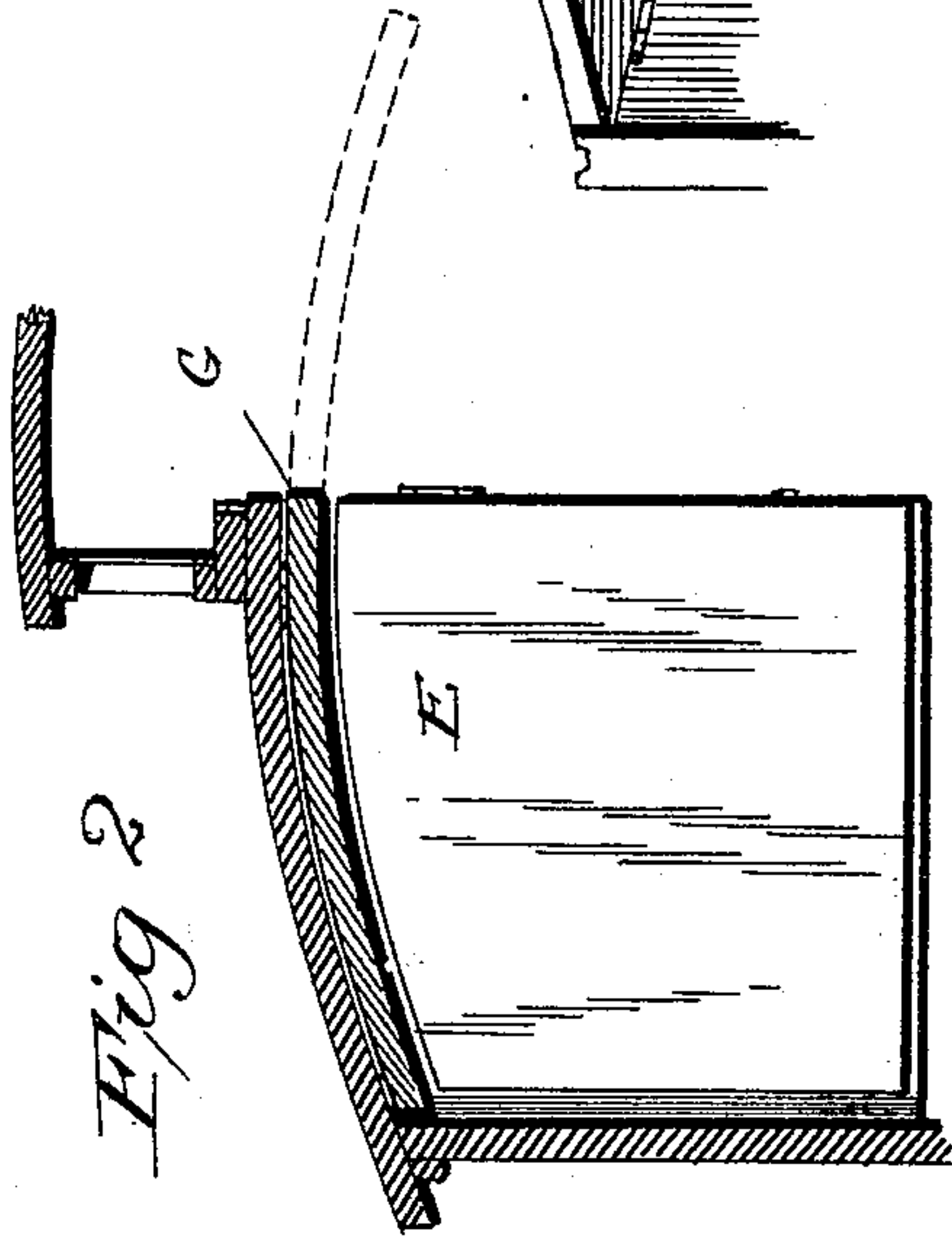
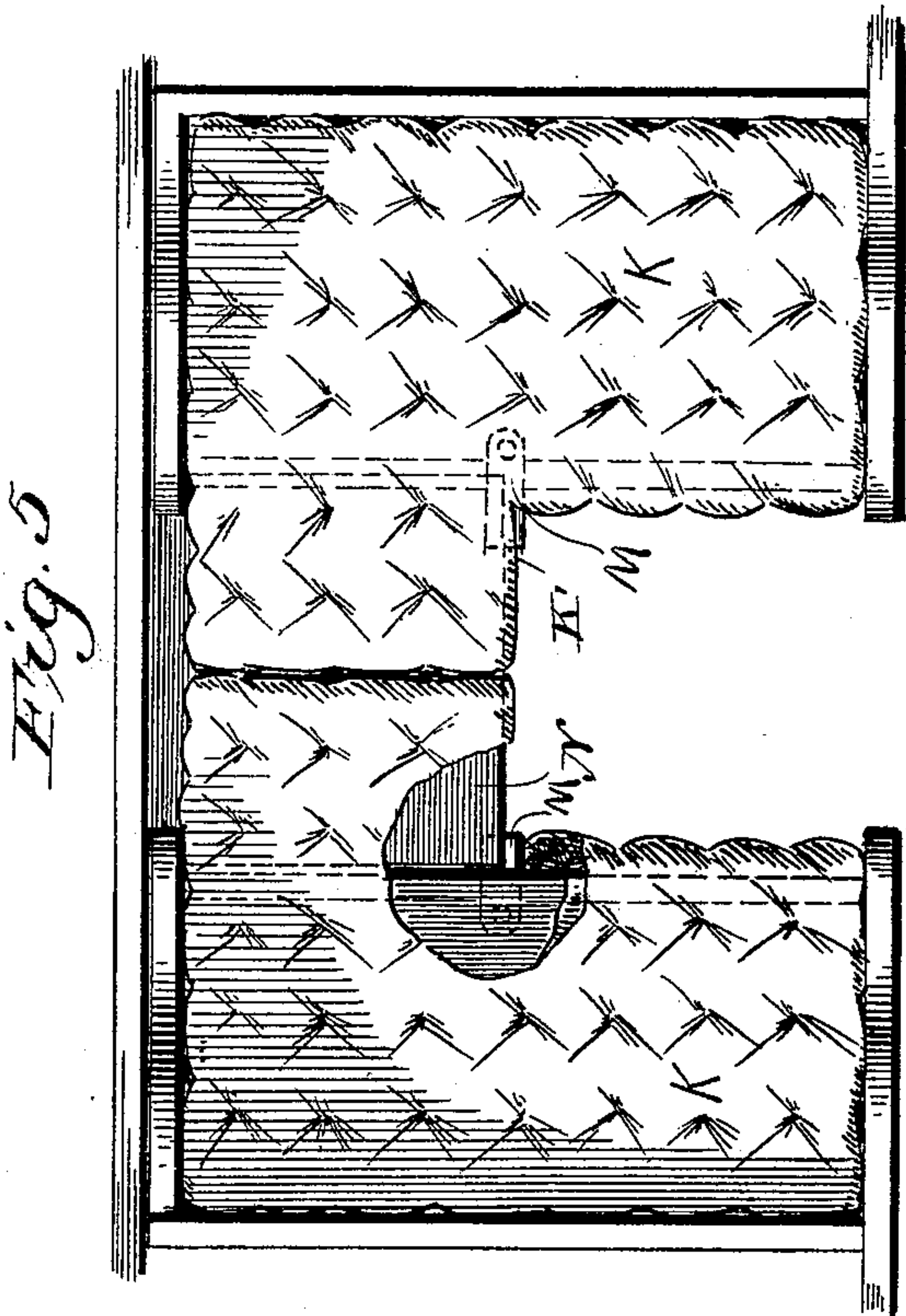
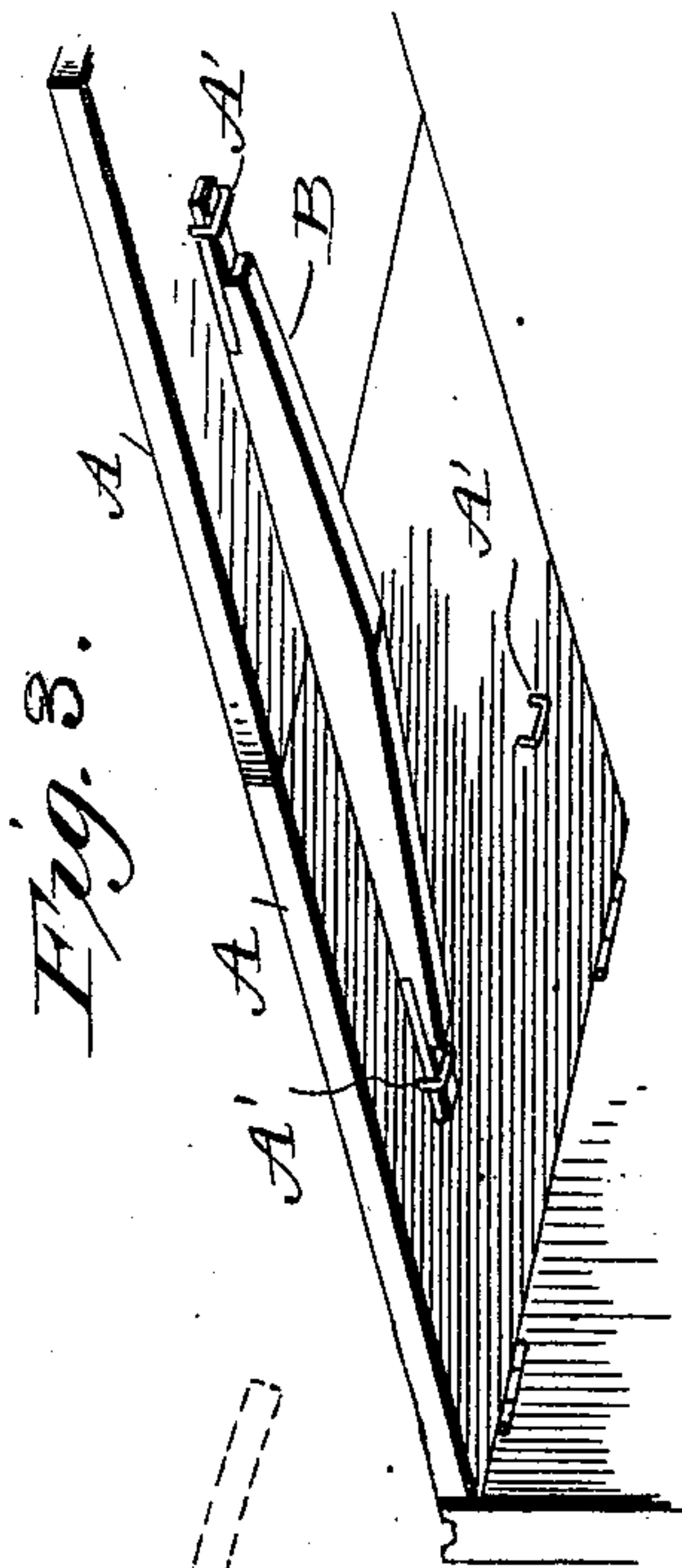
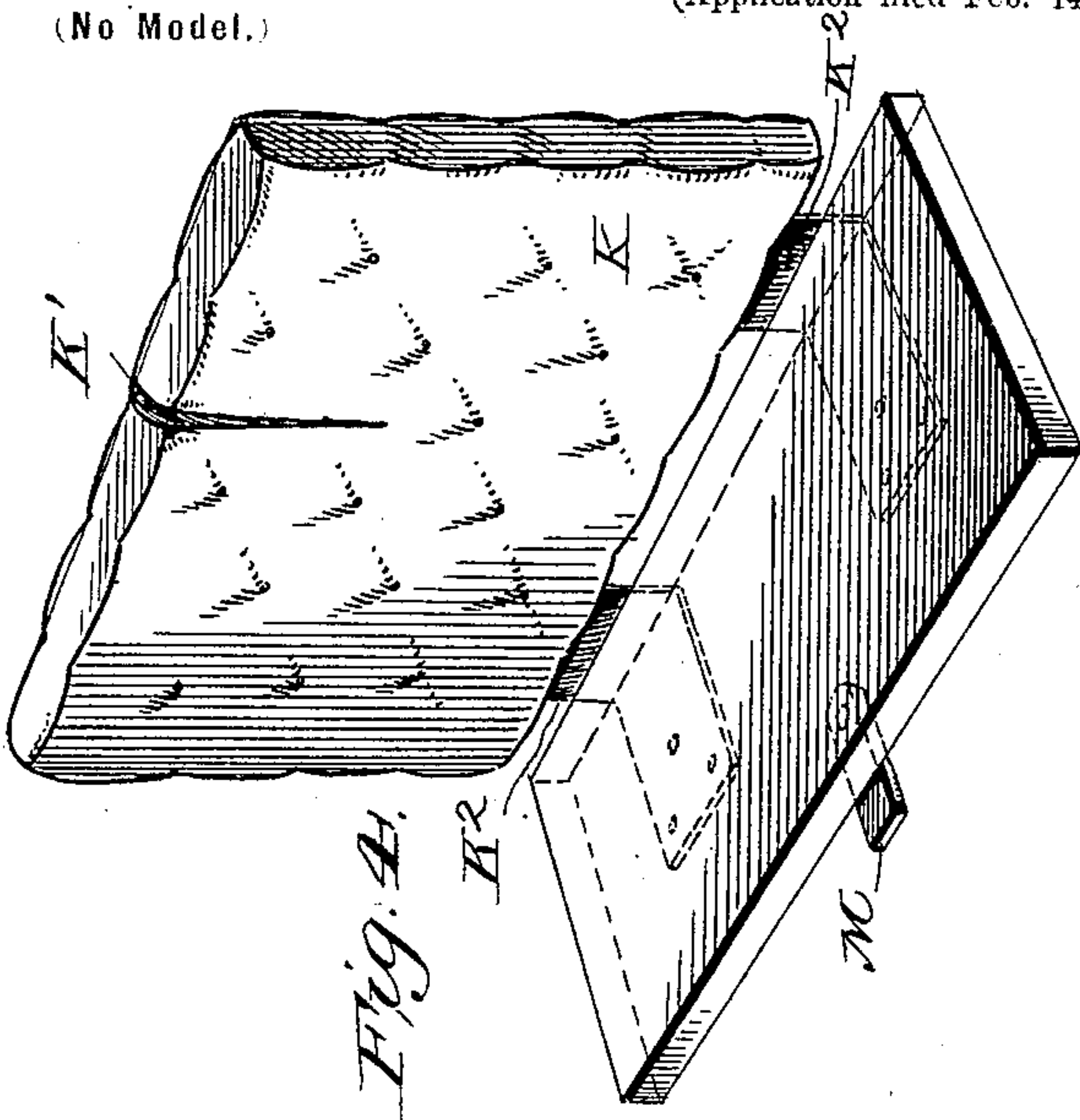
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By their Attorney
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UNITED STATES PATENT OFFICE.

LISTON B. BASSETT AND ELMER E. CASTLE, OF NORWICH, NEW YORK;
SAID CASTLE ASSIGNOR TO SAID BASSETT.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 606,910, dated July 5, 1898.

Application filed February 14, 1898. Serial No. 670,288. (No model.)

To all whom it may concern:

Be it known that we, LISTON B. BASSETT and ELMER E. CASTLE, citizens of the United States, residing at Norwich, in the county of Chenango and State of New York, have invented certain new and useful Improvements in Sleeping-Cars; and we 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 letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in sleeping-cars, and especially to the provision of an arrangement whereby the lower section may be converted into a couch when the berths are not made up to provide a seat between the oppositely-disposed seats of the section or may be readily removed, if desired, forming the ordinary arrangement of seats in the section.

A further part of the invention resides in the provision of a convertible or rolling hood that acts as a covering to the upper berth and at the same time acting as a protection against draft coming from the ventilator-windows in the top of the car upon the person sleeping in the upper berth, and by the adjustment of the said hood the supply of air may be regulated, taking out all the foul air which accumulates in the upper part of the said car.

A still further part of the invention resides in the provision of means for holding the hinged backs of the car-seats in a horizontal position when they are arranged to form the bed for the upper berth, in which construction trusses are held underneath the swinging edges of the backs to hold them securely in a horizontal position.

Our invention will be more clearly understood when taken in connection with the drawings which form a part of this application, in which the details of construction will be fully described, and specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this application, and in which drawings—

Figure 1 is a perspective view of a portion of a sleeping-car, showing a section with the berth made up and a portion of a section of the sleeper, showing a berth folded forming a seat. Fig. 2 is a detail view showing the hood which slides laterally under the roof of the car. Fig. 3 is a perspective view looking at the under side of the berth, showing the manner of supporting same. Fig. 4 is a detail in perspective of one of the seats and slitted cushions held thereto. Fig. 5 is a top plan view of two seats with connecting couch-cushion.

Reference being now had to the details of the drawings by letter, A A designate the hinged backs of the lower-section seats, which are pivoted at their upper ends to the section and adapted to swing out into a horizontal position, where they may be held when the upper berth is to be made up for a bottom to the same. Underneath each of the said pivoted backs are the eyes A', into which the ends of the trusses B are adapted to engage to form a support for the swinging ends of the backs when in a horizontal position. Directly over the back of the seat C is a cleat or projecting portion D, and E is a hinged partition-section which is hinged to the fixed portion E', which hinged sections fill up the entire space between the wall of the car and the aisle, and the said hinged section is adapted to fold back upon the fixed section when the berths are closed up. In order to make the section more exclusive, the sliding board F is inserted in the space intervening between the said hinged and fixed partitions and the upper end of the back of the seats, the upper end of the said board traveling in a groove in the under edges of the said sections, whereby the hinged section is held open.

Mounted between the cleats D, secured to the ceiling of the car, and on the upper curved margin of the fixed and hinged partitions E and E' is the rolling or sliding hood G, which may be slid back underneath the curved roof of the car or may be drawn forward, so as to cut off any drafts of air which might come from the ventilating-windows upon the upper berth. This hood also serves as a ventilator, in that it may be so adjusted as to cut off the supply or allow the foul air to escape from the berths through the ventilating-windows.

This hood may have, if desired, a handle, whereby it may be rolled back and forth conveniently.

The seats of the section are each mounted 5 on the side cleats H, and cushions H are provided, which are slitted at K' and have the straps K² secured to the under side of the seats, each seat having pivoted to its under side a button M, which when a couch is to be 10 made up in the section is turned out to form a support for the front edge of the couch-seat N. This couch-seat has its ends supported on the cross-pieces O, underneath the front edges of the seats, and when the couch-seat 15 is adjusted in place one of the flaps of the said cushion covers the same, and the second flap of the cushion of each seat will fall down in the position illustrated in the drawings, thus forming a cushion or couch which will 20 face the aisle of the car. When it is desired to remove the couch-seat, it may be readily done by turning back the buttons holding the board on which the cushions rest and allowing the flap to fall down, forming the front to 25 the seat, in which condition the sections are of the usual make-up.

Having thus described our invention, what we claim to be new, and desire to secure by Letters Patent, is—

30 1. In a sleeping-car, the combination with

the partitions dividing the sections, of a sliding hood mounted on said partitions adapted to form a cover to the outer portion of the berth, as set forth.

2. In a sleeping-car, the combination with 35 the partitions dividing the car into sections, each of the said partitions having a hinged and fixed portion, and grooved on the lower edges, and a board designed to slide in said groove to hold the sectional partition open, 40 and the sliding hood mounted on the upper ends of the partitions adapted to form a cover for the exposed part of the berth, as set forth.

3. In a sleeping-car the combination with 45 the seats of the section, the buttons secured to the forward edges of each seat, the couch-seat adapted to rest on said buttons, and cleats supporting the seats, the cushions, each of which is slitted, forming two flaps, one of which is adapted to form a cushion for the 50 adjustable couch-seat, and the straps connecting the cushion to the under side of the said seat, as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

LISTON B. BASSETT.

ELMER E. CASTLE.

Witnesses:

H. A. DUNCAN,

GEO. H. BALDWIN.