

No. 743,872.

PATENTED NOV. 10, 1903.

H. F. HOLLAND & A. L. WHEELER.
CHAIR AND BERTH FOR SLEEPING CARS.

APPLICATION FILED MAY 25, 1903.

NO MODEL.

4 SHEETS—SHEET 1.

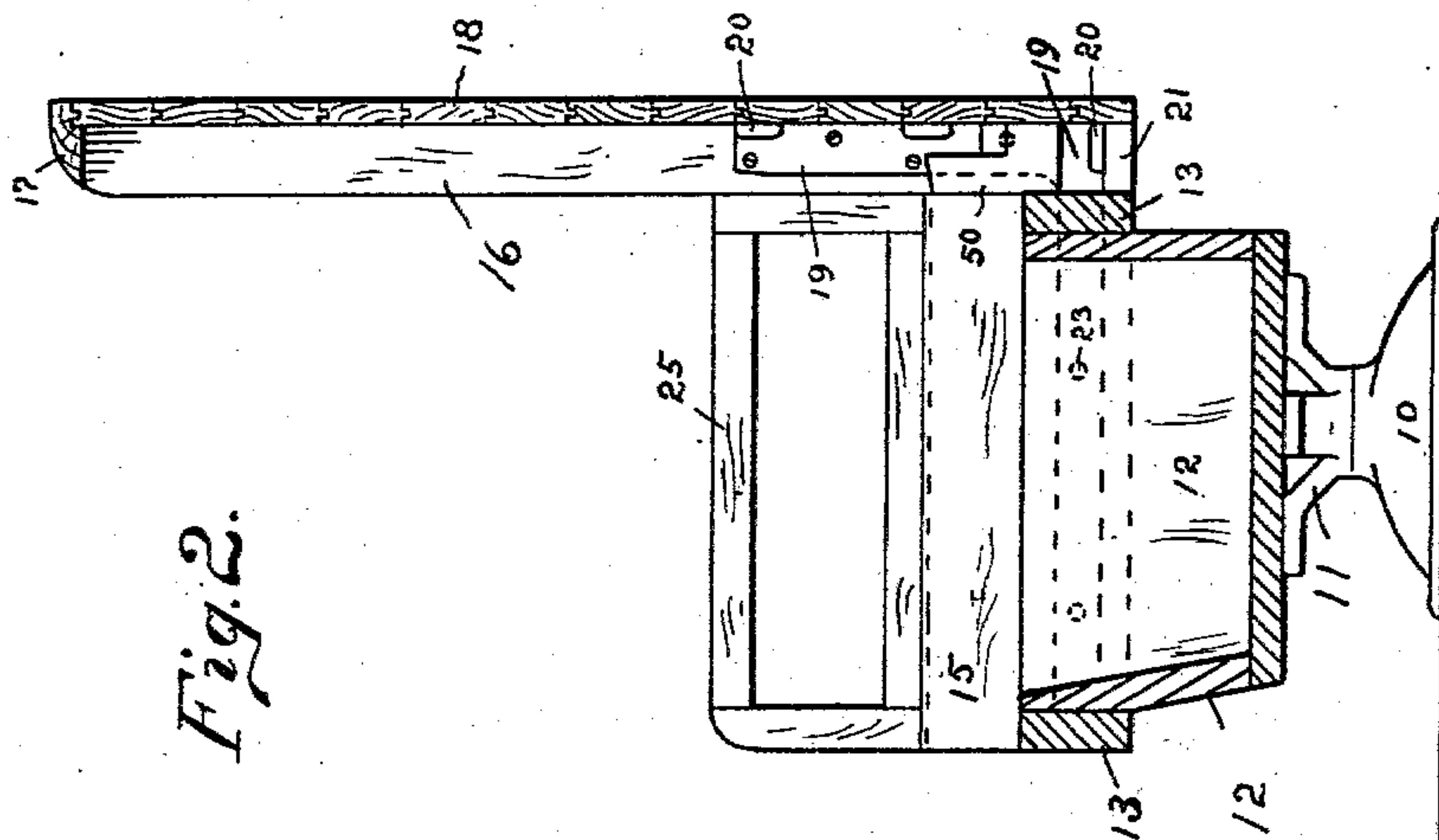


Fig. 2.

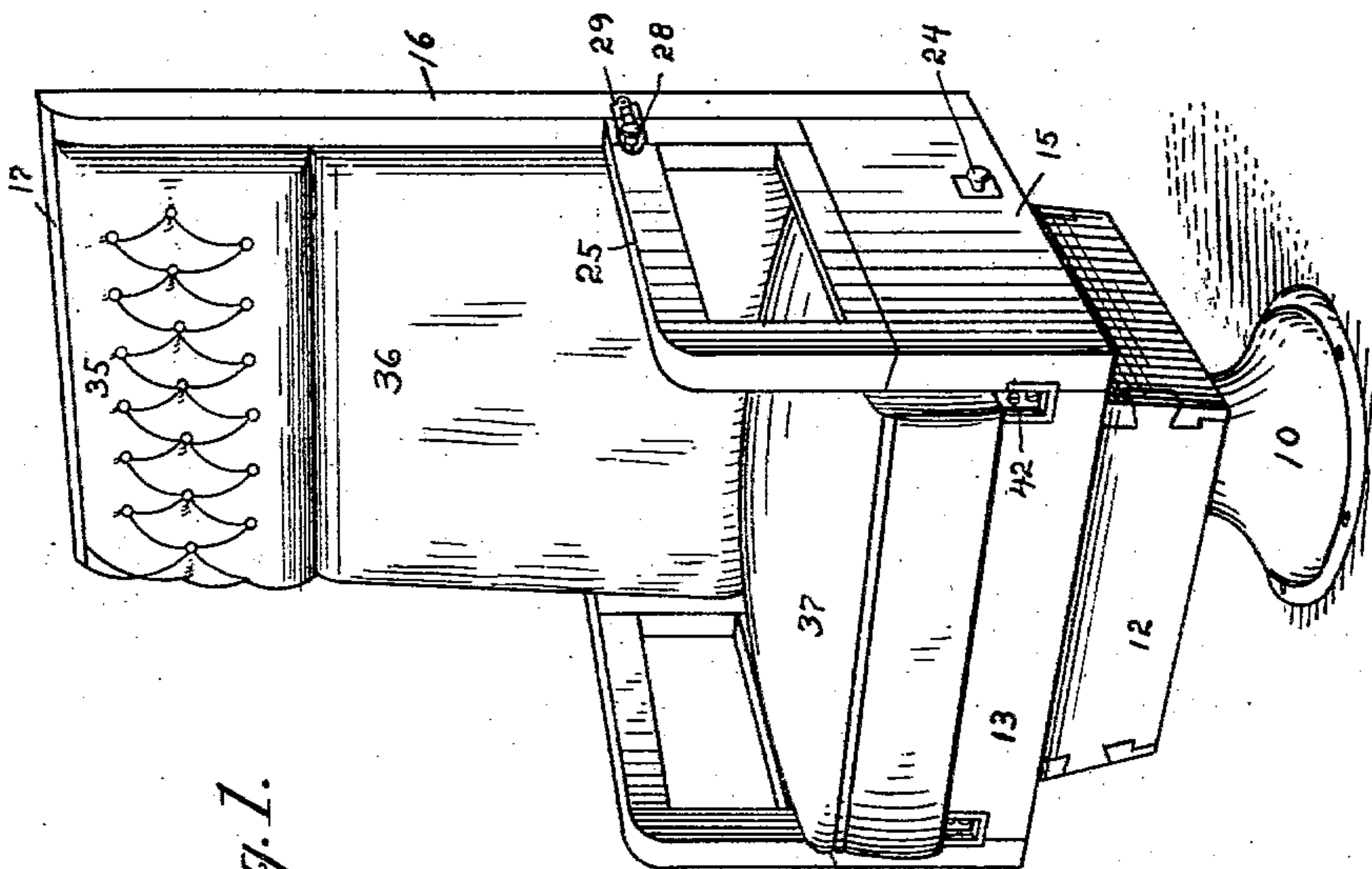


Fig. 1.

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4 SHEETS—SHEET 2.

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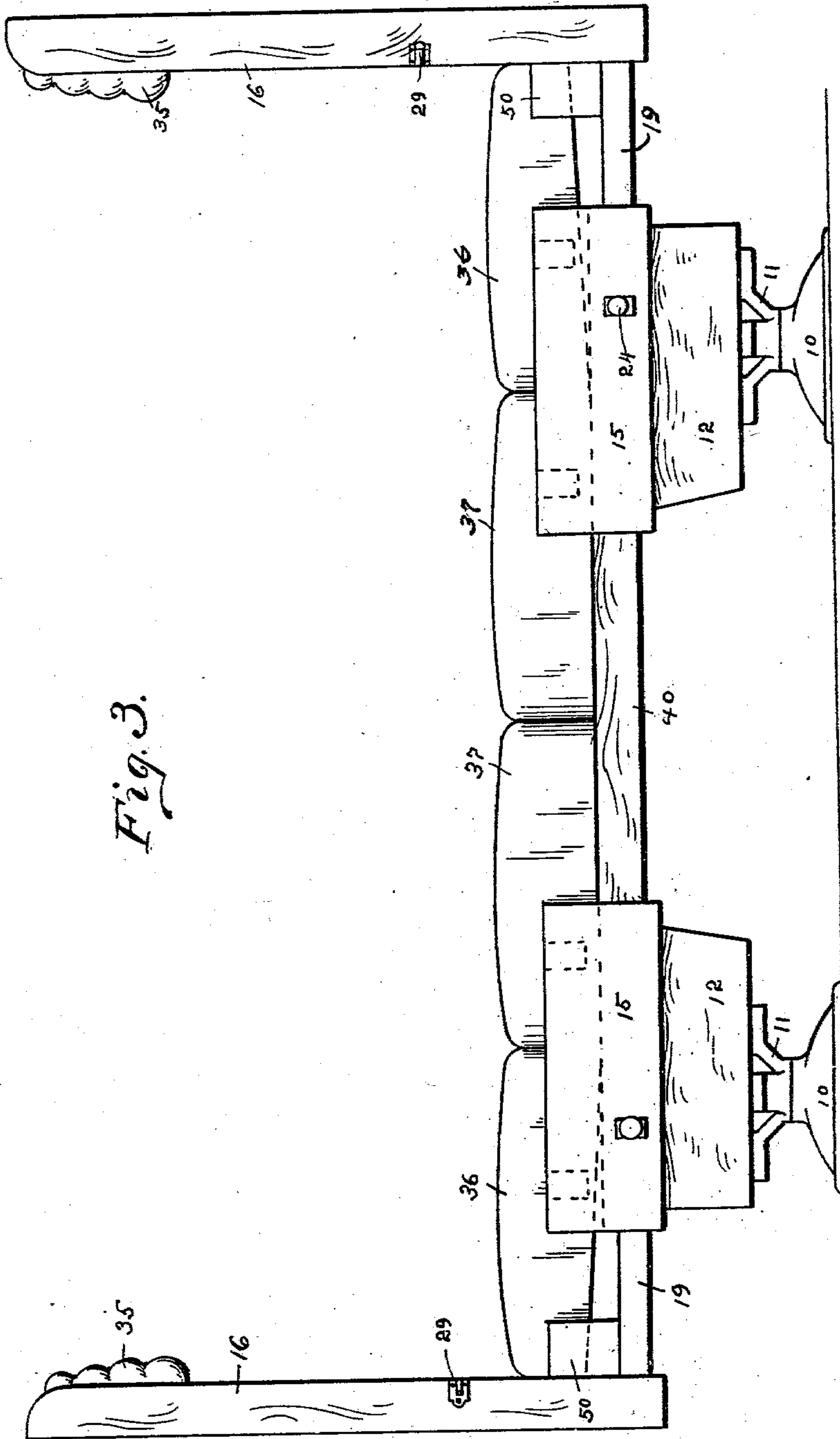


Fig. 3.

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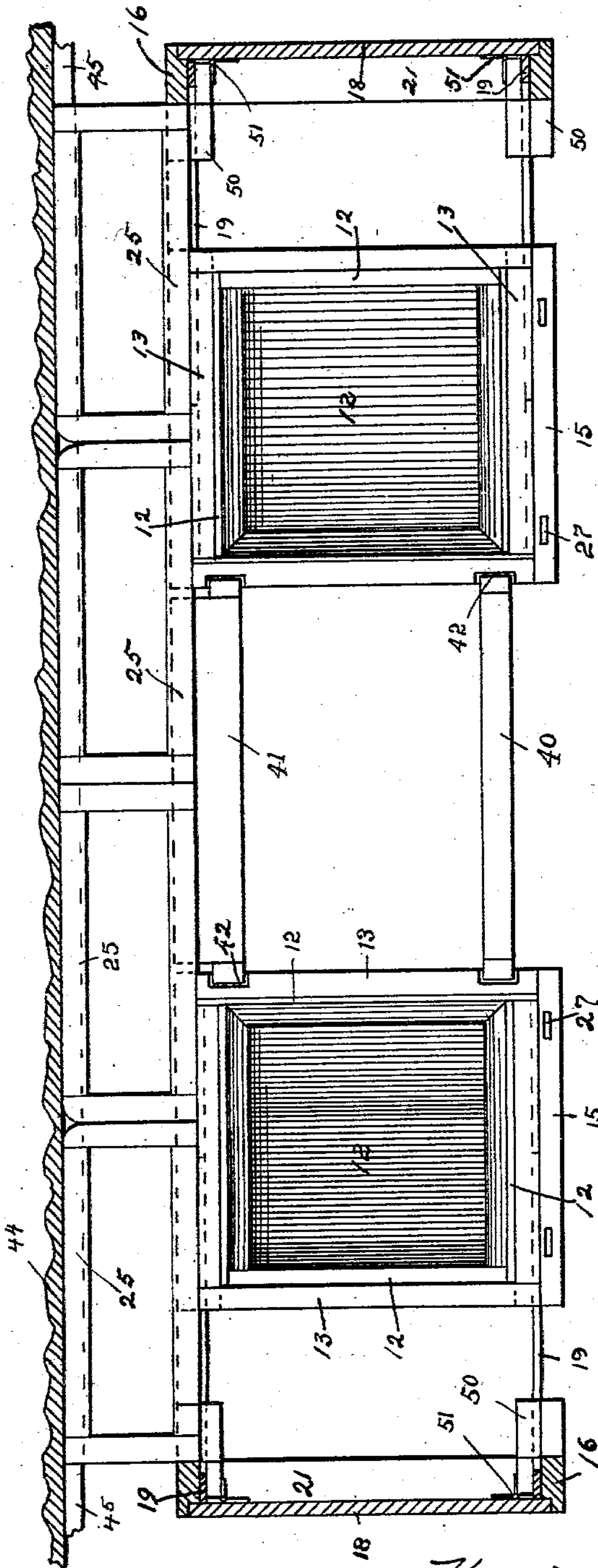
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4 SHEETS—SHEET 3.

NO MODEL.

Fig. 4.



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4 SHEETS—SHEET 4.

NO MODEL.

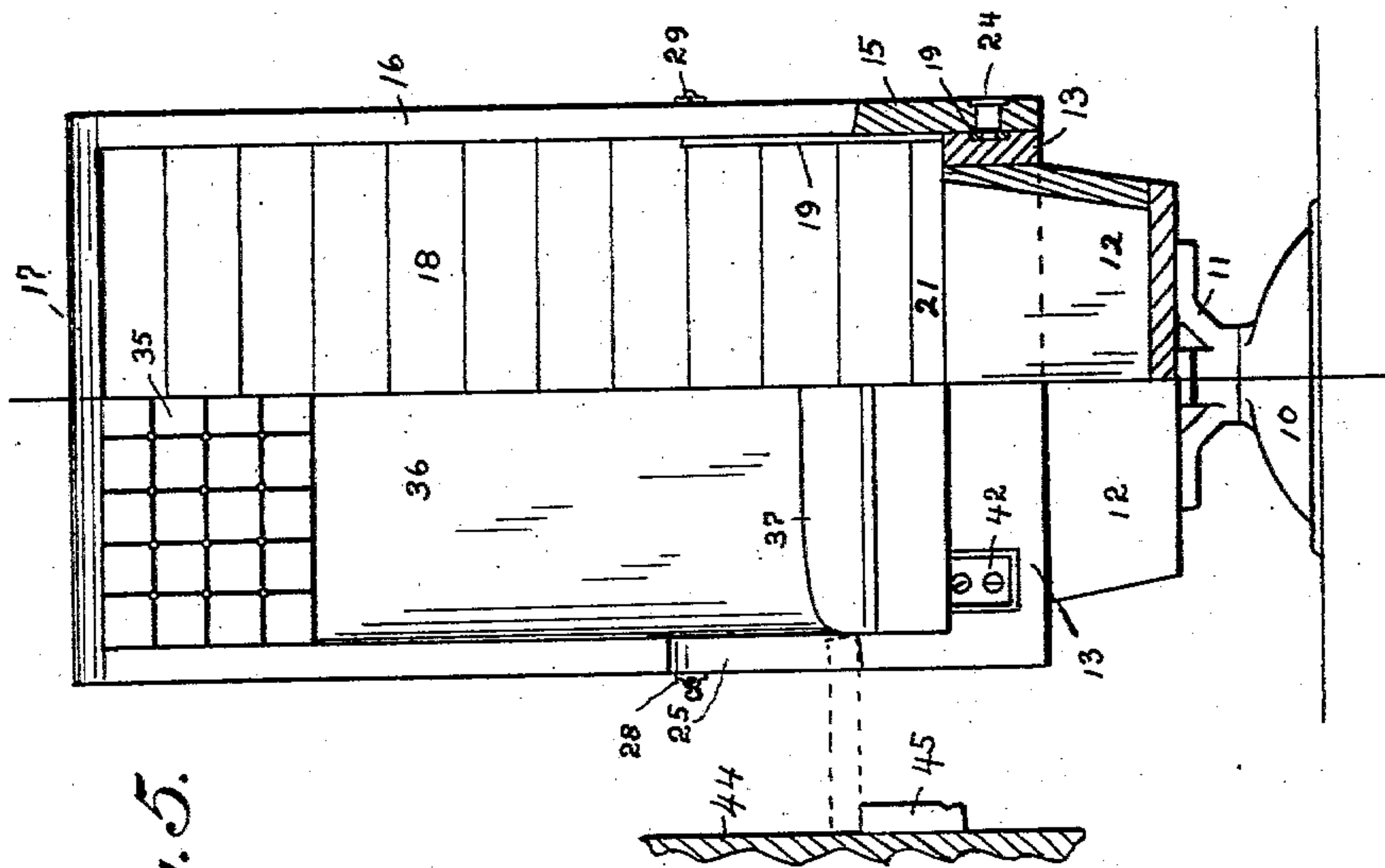


Fig. 5.

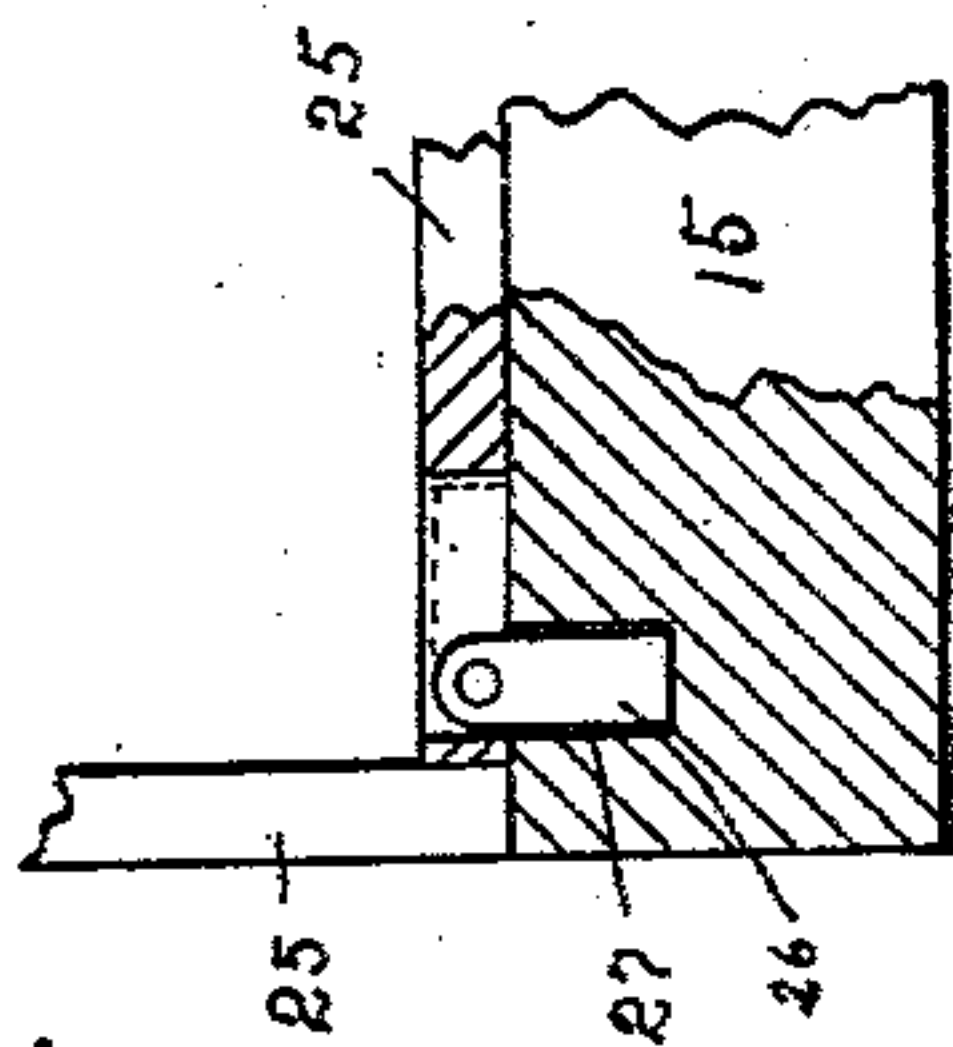


Fig. 6.

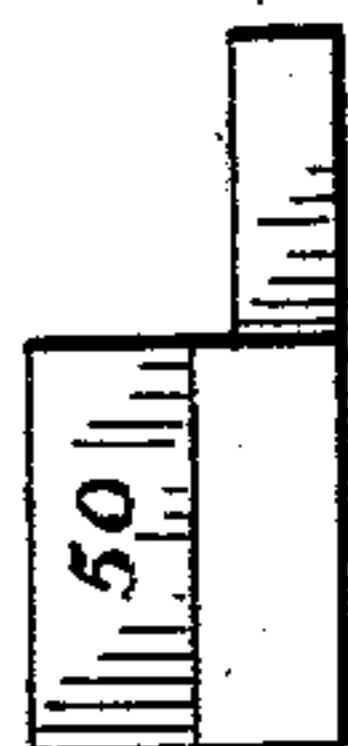


Fig. 7.

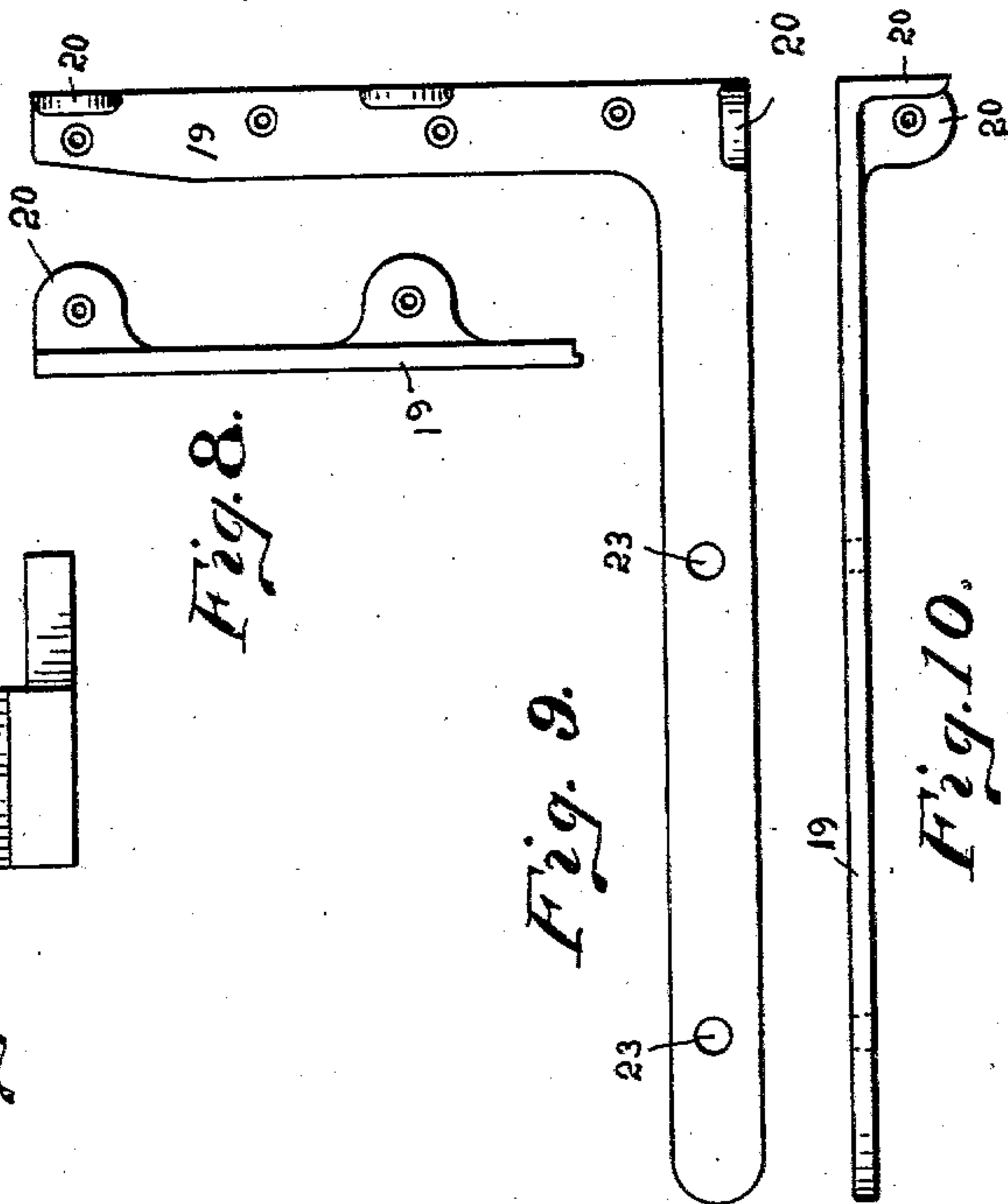


Fig. 8.

Fig. 9.

Fig. 10.

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UNITED STATES PATENT OFFICE.

HARRIS F. HOLLAND AND AMZI L. WHEELER, OF INDIANAPOLIS, INDIANA,
ASSIGNORS TO THE HOLLAND PALACE CAR COMPANY, OF INDIANAPOLIS,
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CHAIR AND BERTH FOR SLEEPING-CARS.

SPECIFICATION forming part of Letters Patent No. 743,872, dated November 10, 1903.

Application filed May 25, 1903. Serial No. 158,730. (No model.)

To all whom it may concern:

Be it known that we, HARRIS F. HOLLAND and AMZI L. WHEELER, of Indianapolis, county of Marion, and State of Indiana, have invented
5 a certain new and useful Chair and Berth for Sleeping-Cars; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like figures
10 refer to like parts.

The object of this invention is to provide economical and convenient chairs for sleeping-cars that are readily convertible into berths.

15 The full nature of this invention will be understood from the accompanying drawings and the following description and claims.

In the drawings, Figure 1 is a perspective view of one of the chairs. Fig. 2 is a central
20 vertical longitudinal section thereof. Fig. 3 is a side elevation of a berth formed from a pair of said chairs. Fig. 4 is a plan view of said berth with the cushions removed and showing the backs of the two chairs in trans-
25 verse section and also a portion of the side of the car in transverse section, a part being broken away. Fig. 5 is a front elevation of the left-hand half of a chair and a vertical section of the right-hand half through the
30 lock, the cushions and arms being removed, with the side wall of the car being shown in vertical section, parts being broken away. Fig. 6 is a sectional detail of the means for securing the arms in place. Fig. 7 is a plan
35 view of the filling-block. Figs. 8, 9, and 10 are detail views of the chair-back supports.

In detail 10 represents a stationary pedestal for the chair, which is secured to the car-floor rigidly. 11 is a rotary chair-support mounted
40 rotatable on said pedestal. Said two parts are made of metal, and 12 is a box made of wooden boards, there being a bottom with four sides secured thereto. To said box a chair-frame is secured consisting of a bar 13 on each
45 of the four sides of the box. Two side boards 15 are secured to the side bars 13. These parts 13 and 15 are rigidly secured to the box 12, which is rigidly secured to the rotary metal support 11. The back is formed of an

upright 16 on each side and a cross top piece 50
17 and back boards 18, secured to said side pieces 16. The back-support 19, made of metal, is secured to the inner side of the side upright 16, as appears in Fig. 2. This back-support, as is seen in Fig. 10, has ears 20, 55
some of which are secured to the back boards 18 and the lower one to a bottom cross-piece 21, that extends from side to side and is secured to the lower end of the side pieces 16. The back-support 19 has besides the verti- 60
cally-extending portion which is secured to the chair-back also a horizontal portion that extends into a guideway grooved out of the outer surface of the side bars 13 and between them and the side boards 15, as appears in 65
Fig. 5.

The back-support metal bars 19, as appears in Fig. 10, have holes 23, in which a lock or pin 24, placed in the side board 15, as shown in Figs. 1 and 5, may enter. When the chair- 70
backs are closed, as shown in Fig. 2, the pin 24 enters the right-hand or rear hole 23. When the chair-backs are moved rearward to the position shown in Fig. 3, the locking-pin enters the left or forward hole 23. (Shown in 75
Fig. 10.) By this means the chair-back is locked in either the outer or inner position.

The arms 25 are removable and along their lower edges have secured to them locking plates or tongues 26, that extend downward 80
into the sockets 27 in the side boards 15 when the arms are in place. These plates 26 are pivoted at 27 in recesses in the arms, so that when the arms are detached the plates will fold in said recesses out of the way. The arm 85
is secured at its upper rear corner to the back by a lock 28 and catch 29, as shown in Fig. 1.

There are in the chair a stationary cushion 35, secured to the top of the back, a removable back-cushion 36, and a removable seat- 90
cushion 37.

A berth is made by facing two of these chairs and placing the connecting-bars 40 and 41 between them, with the metal ends of said bars fitting in sockets 42 in the front face of each 95
chair on each side, as appears in Figs. 1 and 4. Then the chair-backs are drawn backward, as shown in Fig. 3, and locked in such posi-

tion. The arms 25 of the chairs are removed and placed in the position shown in Figs. 4 and 5 between the sides of the chairs and the wall 44 of the car. One edge of the arm rests
 5 on the top of the side board 15 of the chair and the other end on a ledge 45, secured to the side wall of the car and running the full length thereof. The appearance of the framework of the berth is as seen in Fig. 4. The
 10 connecting-bar 41 is wide enough to permit the two intermediate arms 25 to rest thereon. The length of the arms, as shown in Fig. 4, is such as to fit snugly between the back-uprights 16 of the two chairs next to the side of
 15 the car. After the seat and back cushions are drawn down into the position shown in Fig. 3 the berth is ready for the mattress.

To support the cushions at the head and foot of the berth, as shown in Fig. 3, and make
 20 them level with the intermediate cushions, it is necessary to employ a block at each of the four corners beneath the cushions. This block is illustrated in Fig. 7. Said block 50 is, as shown in Fig. 4, hinged at the end 51 to
 25 the chair-back, so that the block 50 can be swung around against the back of the chair and will be behind the seat-cushion and under the back-cushion when the blocks are in the position shown in Fig. 2. They hold
 30 these two cushions in place while the parts are in the chair form. When the berth is formed, the blocks are swung around into the position shown in Fig. 4, and the thinner end of the back-cushions rests thereon, as seen in
 35 Fig. 3. The outer side of said block extends up beside the cushion, as seen in Fig. 3, to hold the cushion.

What we claim as our invention, and desire to secure by Letters Patent, is—

40 1. In a sleeping-car, chairs for forming a berth having their backs rearwardly movable and adjustable with relation to the seats thereof.

2. In a sleeping-car, chairs having a seat-
 45 frame with a horizontal guideway at each side thereof, a back, and horizontal bars secured to the back for supporting the same that are movable in the guideways in the seat.

3. In a sleeping-car, chairs having a seat-
 50 frame with a horizontal guideway at each side thereof, a back, horizontal bars secured to the back for supporting the same that are movable in the guideways in the seat, and

means for locking said supporting-bars in the desired position.

4. In a sleeping-car, chairs for forming a
 55 berth consisting of a stationary pedestal, a base rotary thereon, a box secured on said base with the top open, bars secured on the four sides of said box at the upper end there- 60 of to form a seat-frame, said bars on two opposite sides having guideways extending from the rear, a separable back, horizontal bars secured to the lower end of the back and fitting in said guideways in the seat-frame, 65 and means for locking said horizontal bars in the desired position.

5. In a sleeping-car, chairs for forming a berth having suitable side boards, a back, arms, the back and arms being separable 70 from the side boards and from each other, means for removably securing the back to the side boards, and means for removably securing the arms to the side boards.

6. In a sleeping-car, a pair of chairs facing 75 each other for forming a berth, the backs of said chairs being rearwardly movable and adjustable with relation to the seats thereof, and means extending between the fronts of said chairs for forming a part of the berth. 80

7. In a sleeping-car, a pair of chairs facing each other and located beside the wall of the car, bars extending between said chairs for forming a part of a berth, a ledge on the side wall of the car, and removable arms on the 85 chairs adapted to rest on said ledge and the sides of the chairs and the connection between them, substantially as set forth.

8. In a sleeping-car, a berth formed of two chairs facing each other, the backs of said 90 chairs being rearwardly movable and adjustable with relation to the seats thereof and the arms of said chairs being removable, removable means between said chairs for connecting them, and a ledge on the side wall of 95 the car near said chairs, said chair-arms being placed on said ledge and sides of the chairs and the connection between them.

In witness whereof we have hereunto affixed our signatures in the presence of the wit- 100 nesses herein named.

HARRIS F. HOLLAND.
 AMZI L. WHEELER.

Witnesses:

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 NELLIE ALLEMONG.