April 22, 1941. J. W. PATTON 2,239,272

SLEEPING CAR CONSTRUCTION

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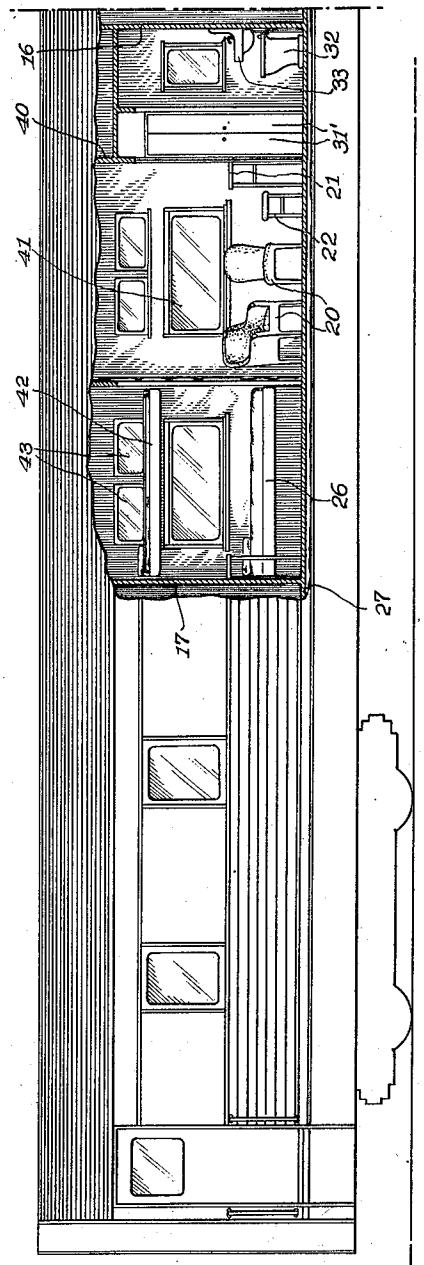


Fig. 1.

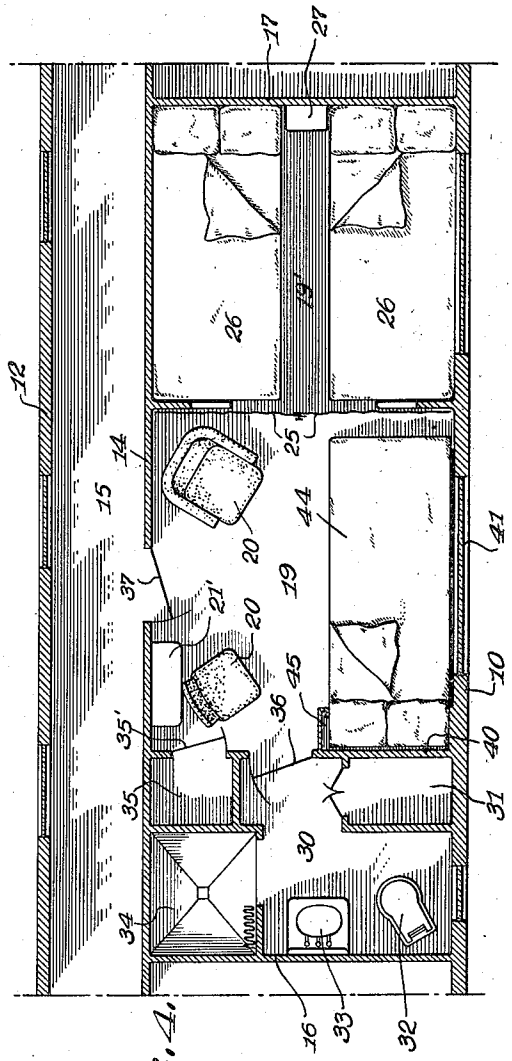


Fig. 4.

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Fig. 3.

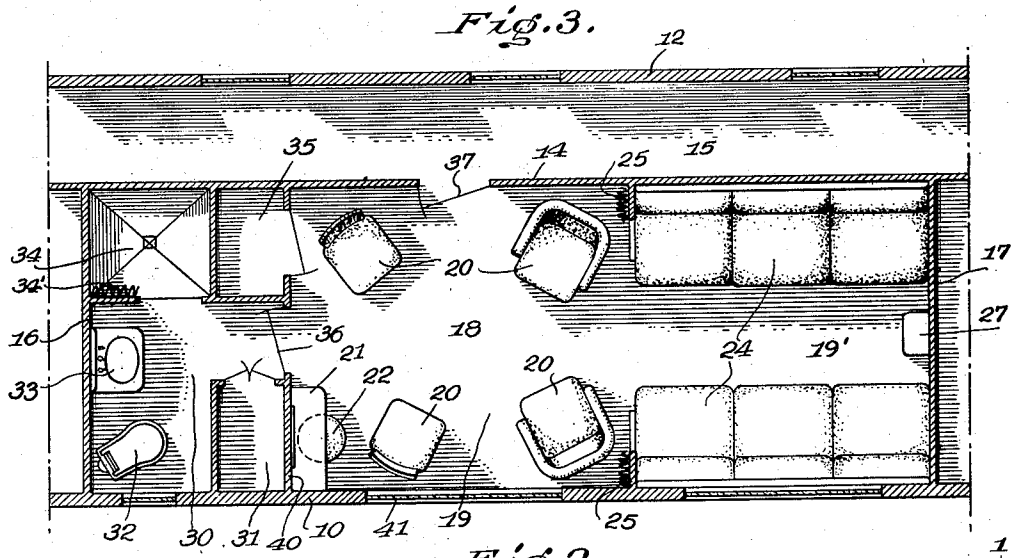
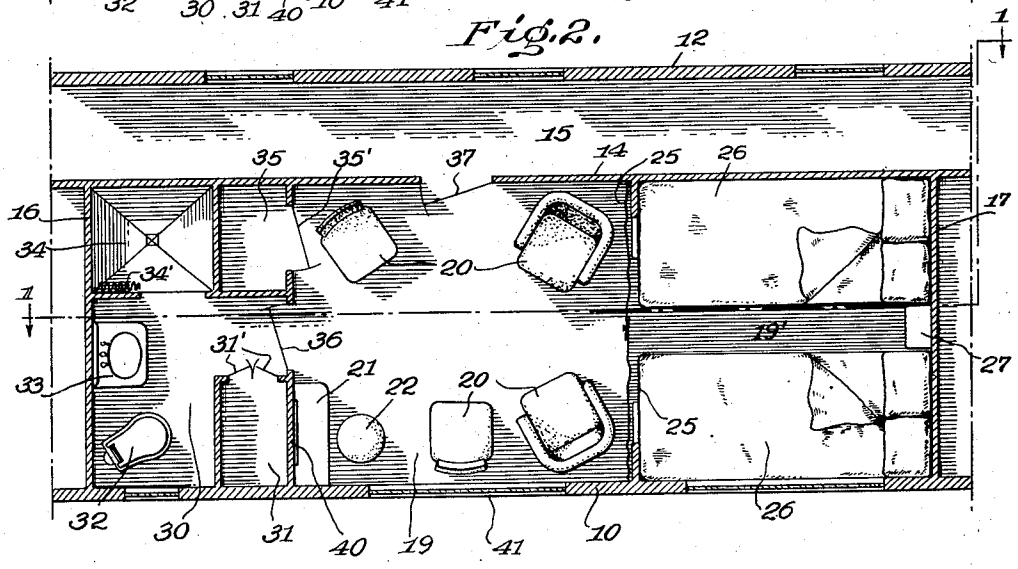


Fig. 2.



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UNITED STATES PATENT OFFICE

2,239,272

SLEEPING CAR CONSTRUCTION

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Application April 20, 1939, Serial No. 268,863

3 Claims. (Cl. 105—315)

This invention relates to improvements in sleeping car construction, more particularly for railways.

One of the principal objects of the invention is to provide a deluxe sleeping car accommodation as in extra fare cross country trains.

Another object of the invention is to provide an economical construction for a twin bed sleeping accommodation which will be readily adapted to change from daytime couch arrangement to nighttime bed arrangement.

Another object of the invention is to provide a sleeping car with a combined sleeping-bath-living arrangement which is particularly spacious and adapted for family use.

Further objects and advantages of the invention will appear from the following description of a preferred form of embodiment of the invention taken in connection with the attached drawings, illustrative thereof, in which

Fig. 1 is a partial side elevation of a rail car showing one form of my invention applied thereto, the portion of the car showing the invention being broken away and shown in section, the section being taken as indicated by the line 1—1 of Fig. 2.

Fig. 2 is a horizontal sectional plan view of the room arrangement according to the invention as shown in Fig. 1, showing the sleeping accommodations made up.

Fig. 3 is a view similar to Fig. 2 showing the arrangement made up for daytime occupancy.

Fig. 4 is a view similar to Fig. 2 showing a modification with an additional bed made up along the outer side wall, the wall of the living room.

In accordance with a preferred form of embodiment of my invention, the sleeping car is provided with outside walls 10 and 12 and with an aisle partition 14 spaced from the side wall 12 to provide the customary aisle 15. In addition, transverse walls 16 and 17 are provided between aisle wall 14 and outside wall 10 which set off the improved room 18 which may be termed a "master stateroom." It is especially adapted for deluxe service on extra fare trains and is considerably longer than the usual drawing room or compartment.

The stateroom consists primarily in a central living room section 19 suitably furnished with comfortable chairs 20 and may have a writing table 21 for which a stool 22 is provided. This table is shown in this form of the invention arranged along a transverse wall 40 of the section 19 adjacent the outer wall and window 41. In addition, the stateroom is provided, adjoining one end of the central section 19, with a section 19' provided with two couch seats 24 which extend longitudinally of the car along the outside wall 10 and the aisle partition 14. Preferably these seats are of full length for use as a couch during the daytime if desired and are adapted to be made up into separate beds 26 in the nighttime as shown in Fig. 2. An end table 27 may be provided on the transverse wall 17 and may be used as a night table.

Another portion of the stateroom at the end opposite the couch section may be designated as the dressing room section 30 separated from the central living room section by the transverse wall 40. This section is provided with a wardrobe 31 having doors 31', hopper 32, lavatory 33 and a shower 34 provided with a curtain 34'. If desired, a second wardrobe 35 may be provided. This is shown to open into the parlor section 19 through door 35'. The dressing section 30 is accessible from the parlor section 19 by the door 36 in transverse wall 40.

It will thus be seen that the stateroom generally indicated at 18, and which may be entered through the door 37 from the aisle 15 is entirely complete for living purposes even though it is but a part of the car. It gives complete privacy and may be readily built into the standard sleeping car. It is particularly adapted for two people desirous of superior accommodations. A curtain 25 between the couch section 19' and the living room section 19 provides the desired privacy. It is undertsood that the entire stateroom is preferably air conditioned and provided with artificial lighting as is customary with standard car construction at this time.

To provide accommodations in the improved stateroom for three or four people, additional sleeping accommodations may be had by furnishing the couch section 19' as shown in Fig. 1, with the usual upper berths 42 as one extending along the outside wall 10 and foldable upwardly against said wall in the usual manner, when not in use. Windows 43 are provided above this upper berth to permit its occupant to see out. A similar upper berth (not shown) may be arranged along the aisle wall of section 19', where desired.

As shown in the modification of Fig. 4, accommodations for another person may be provided by widening the fixed portion of the transverse wall extending between the side wall 10 and the door 36 to a width sufficient to receive a single folding bed 44. The bed is shown in the lowered operative position extending along the wall 10 of the sitting room section 19 and may be folded

up into a recess in the transverse wall 40 when not in use, leaving the sitting room free for daytime occupancy. In this modification as the space occupied by the table 21 in Fig. 2 is now taken up by the bed, this table may be moved to another wall and is shown at 21' arranged along the aisle wall 14. Certain of the chairs 20 may be foldable and stored under the bed 44. This arrangement has the advantage over that shown in Fig. 1 of providing three beds arranged close to the floor and therefore more readily accessible than an upper berth, and also provides a less crowded sleeping arrangement, where three persons are traveling together since the extra bed is in a section separate from the twin bed section 19'. With this arrangement five persons can be accommodated, if the section 19' is provided with upper berths as previously described.

From the foregoing description it will be seen that the arrangement is quite flexible accommodating comfortably for day time occupancy as many as 10 or 12 persons and for night time occupancy anywhere from 2 to 5 persons. It is thus well adapted for accommodating entire families, and insuring them complete privacy en route.

One or more of these special master staterooms may be provided in one car and the remainder of the car may be built with standard section sleepers or any other desired combination of bedroom equipment.

While I have shown a preferred form of embodiment of my invention, I am aware that other modifications may be made thereto and I therefore desire a broad interpretation of my invention within the scope and spirit of the disclosure herein and of the claims appended hereinafter.

What I claim is:

1. In a sleeping car having a side aisle, a stateroom defined by an aisle wall, an outside car wall and spaced transverse walls extending between said aisle wall and outside wall, said stateroom being of longer dimension longitudinally than transversely of the car and divided by a transverse partition into a parlor section having a doorway to the aisle, and a convertible bedroom and lounging section, said sections having an intercommunicating doorway through the partition separating them, said bedroom section being provided with at least three convertible couch beds arranged along its longitudinal walls, two along one of said longitudinal walls and arranged one above the other and the third being arranged along the opposite longitudinal wall of said bedroom section, there being standing room space between the beds arranged along the opposite walls, said parlor and bedroom sections being adjoining and having a doorway in said partition of such width of opening that the beds in said bedroom section, when extended out, project substantially beyond the sides of the doorway and so that when the beds are not extended, the parlor and bedroom sections may be thrown together, said doorway through the partition having a closure which may be drawn across the doorway, said beds and their respective sections being of substantially the same length.

2. In a sleeping car having a side aisle, a stateroom defined by an aisle wall, an outside car wall and spaced transverse walls extending between said aisle wall and outside wall, said stateroom being of longer dimension longitudinally than transversely of the car and divided by a transverse partition into a parlor section having a doorway to the aisle, a convertible bedroom and lounging section, said sections having an intercommunicating doorway through the partition separating them, said bedroom section being provided with at least three convertible couch beds arranged along its longitudinal walls, two along one of said longitudinal walls and arranged one above the other and the third being arranged along the opposite longitudinal wall, and said bedroom section having standing room space between the beds arranged along the opposite walls, said parlor and bedroom sections being adjoining and having a doorway in said partition of such width of opening that the beds in said bedroom section, when extended out, project substantially beyond the sides of the doorway and so that when the beds are not extended, the parlor and bedroom sections may be thrown together, said doorway through the partition having a closure which may be drawn across the doorway, and said parlor section having a foldable bed normally folded into a recess in the wall thereof opposite to said bedroom and extensible into the parlor section alongside of the longitudinal wall thereof opposite to said aisle whereby the parlor section may be utilized for sleeping purposes, said bed in width extending beyond the side wall of the doorway leading into said bedroom, said beds and their respective sections being of substantially the same length.

3. In a sleeping car having a side aisle, a stateroom defined by an aisle wall, an outside car wall and spaced transverse walls extending between said aisle wall and outside wall, said stateroom being of longer dimension longitudinally than transversely of the car and divided by a transverse partition into a parlor section having a doorway to the aisle, a convertible bedroom and lounging section, said sections having an intercommunicating doorway through the partition separating them, said bedroom section being provided with at least three convertible couch beds arranged along its longitudinal walls, two along one of said longitudinal walls and arranged one above the other and the third being arranged along the opposite longitudinal wall and said bedroom section having standing room space between the beds arranged along the opposite walls, said parlor and bedroom sections being adjoining and having a doorway in said partition of such width of opening that the beds in said bedroom section, when extended out, project substantially beyond the sides of the doorway and so that when the beds are not extended, the parlor and bedroom sections may be thrown together, said doorway through the partition having a closure which may be drawn across the doorway, said parlor section having a foldable bed normally folded into a recess in the wall thereof opposite to said bedroom and extensible into the parlor section alongside of the longitudinal wall thereof opposite to said aisle whereby the parlor section may be utilized for sleeping purposes, said bed in width extending beyond the side wall of the doorway leading into said bedroom, and a toilet section adjacent to and having its doorway opening into the parlor section on the side thereof opposite the bedroom section, and a passageway leading to said toilet section from said parlor section and being immediately at the edge of the wall housing the recess for the bed of said parlor section, said beds and their respective sections being of substantially the same length.

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