E. D. PRIEST.

SLEEPING CAR.

APPLICATION FILED OCT. 19, 1916.

1,225,854.

Patented May 15, 1917.

3 SHEETS—SHEET 1.

Fig. 1.

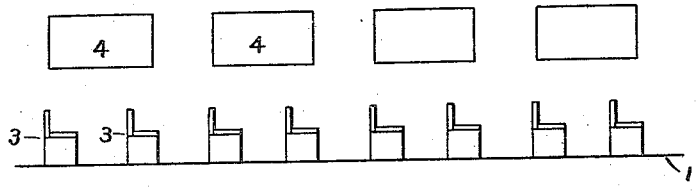


Fig. 2.

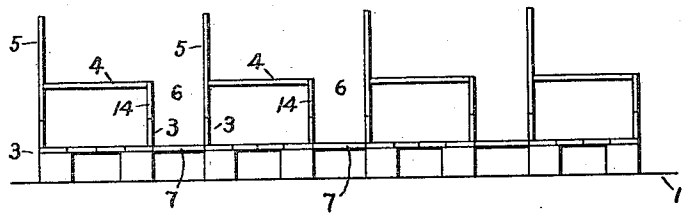
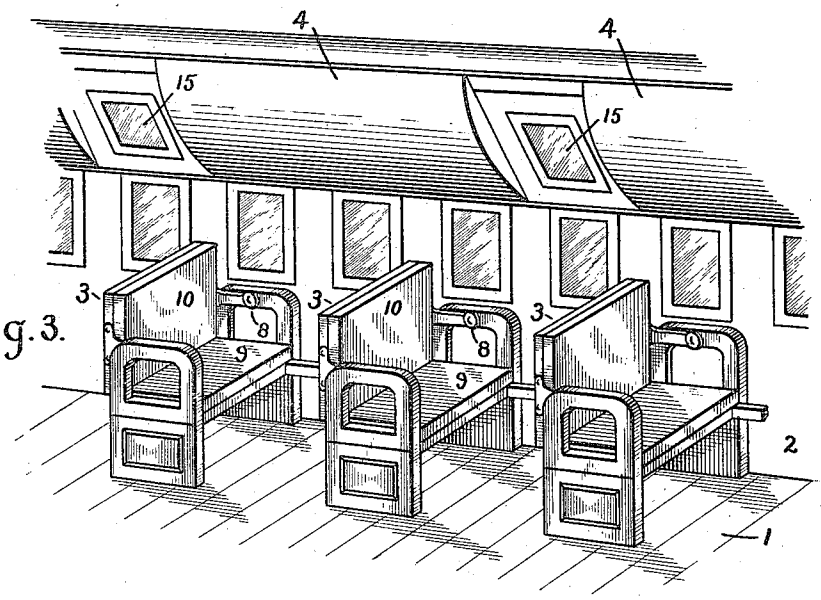


Fig. 3.



Inventor.
Edward D. Priest
by Edwin L. Rich
Atty.

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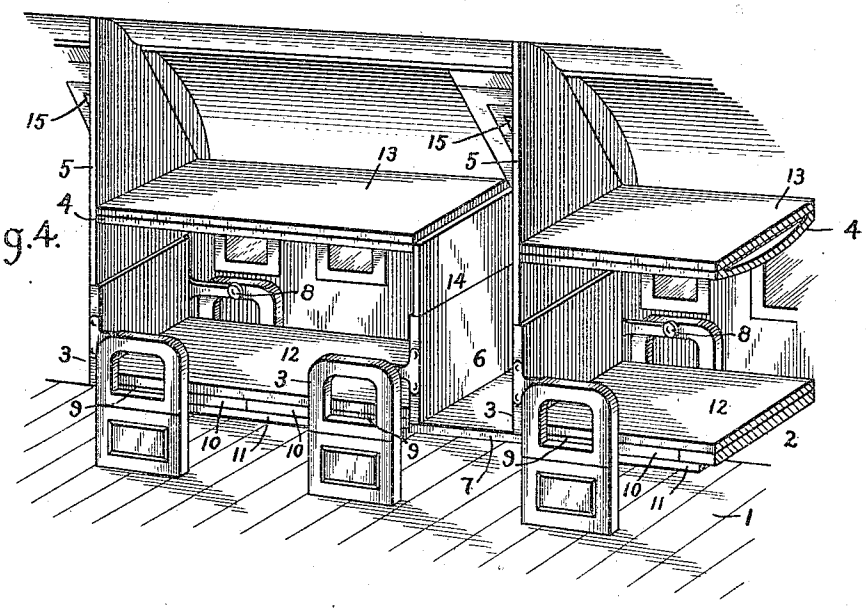
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3 SHEETS—SHEET 2.

Fig.4.



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by Edwin L. Rich
Atty.

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3 SHEETS—SHEET 3.

Fig.5

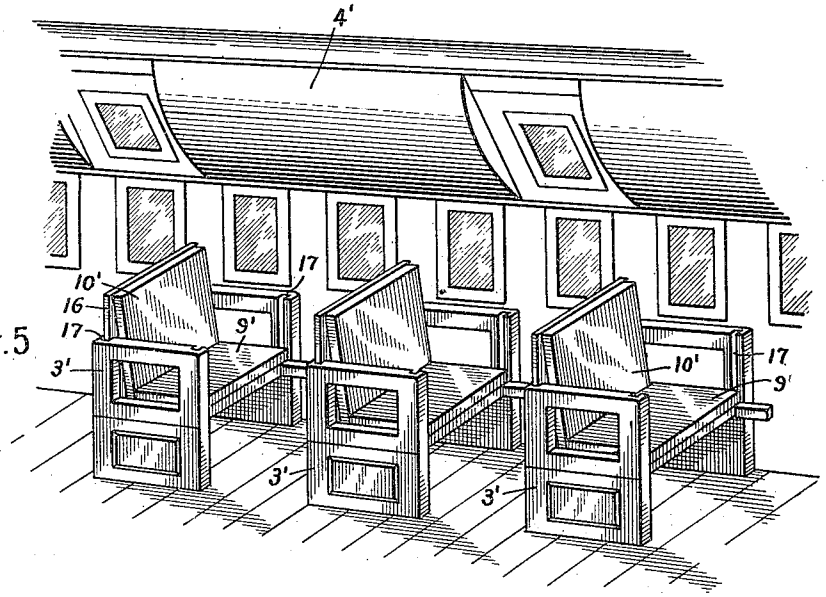
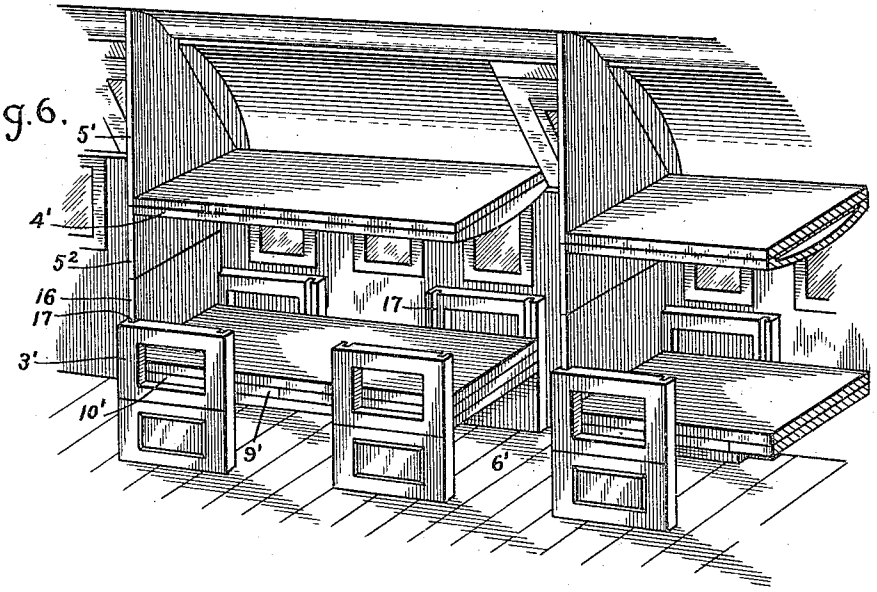


Fig.6.



Inventor.

Edward D. Priest

by Edwin Thiel

Atty.

UNITED STATES PATENT OFFICE.

EDWARD D. PRIEST, OF SCHENECTADY, NEW YORK.

SLEEPING-CAR.

1,225,854. Specification of Letters Patent. Patented May 15, 1917.

Application filed October 19, 1916. Serial No. 126,536.

To all whom it may concern:

Be it known that I, EDWARD D. PRIEST, a citizen of the United States, residing at Schenectady, county of Schenectady, State of New York, have invented certain new and useful Improvements in Sleeping-Cars, of which the following is a specification.

My invention relates to sleeping cars and has for its object, first to make the upper berths as desirable as the lower berths, or more so, and second, to arrange the seating so that for each berth, lower or upper, there will be, if desired, a full seat independent of the other berth seat.

In sleeping cars as heretofore constructed, the upper berths are not considered as desirable as the lower berths, with the result that nearly always many of the upper berths are vacant. The demand for lower berths is often so great that it is impossible to supply everyone who desires a lower berth. My invention consists in a novel arrangement of seats and upper berth members, whereby for night travel the upper berths are as desirable or even more so than the lower berths, and for day travel the seats may be preferably arranged so that each occupant of a berth, lower or upper, has an independent seat. This latter arrangement is particularly advantageous when the occupants of the upper and lower berths are strangers, or the car is used as a parlor car.

For a better understanding of my invention reference may be had to the following description taken in connection with the accompanying drawing, in which Figure 1 shows diagrammatically the day arrangement of my sleeping car; Fig. 2 shows diagrammatically the night arrangement of my sleeping car; Fig. 3 is a perspective view of a portion of my car arranged for day travel, Fig. 4 is a perspective view of my car arranged for night travel, and Figs. 5 and 6 are perspective views of a modification of my car arranged for day and night travel, respectively.

Referring to Figs. 1 to 4 of the drawings, 1 represents the floor and 2 the sides of my sleeping car. On the floor are seats 3, each of which is spaced away from the adjacent one. Pivotally mounted in the sides 2 of the car are upper berth members 4, spaced apart. These members 4, during day travel, are fastened in place in the sides of the car as shown in Figs. 1 and 3, so as to be out of the way. The seats 3 and upper berth members 4 are arranged to form compartments for night travel. Each compartment comprises a lower berth formed of two adjacent seats 3 and a single upper berth member 4 swung downwardly into a horizontal plane directly above the seats forming the lower berth, as clearly seen in Figs. 2 and 4. The upper berth members 4 may be supported in their lowered position by chains as usual. Partitions 5 are provided, each of which separates one end only of an upper berth from the adjacent compartment, the other end of the upper berth being in communication with the space 6 between the lower berth and the adjacent compartment, which is formed by the spacing of the seats. It may be readily seen that each partition 5 may be placed at either end of an upper berth, so that such berth may be in communication with the space 6 at the right or left. I also preferably provide a platform 7 above the floor 1 of the car and arranged in the space 6 between the lower berth and the adjacent compartment. Curtains will be provided in front of the compartments to separate the same from the aisles of the car, as is usual in sleeping cars now in use.

This arrangement of each compartment makes the upper and lower berths independent of each other, and allows the occupant of the upper berth to dress and undress upon the platform 7 and to enter his space by means of the platform 7, without in any way inconveniencing or annoying the occupant of the lower berth. The baggage of the occupant of the upper berth may be stored under this platform 7. During the day time the platform 7 may be slid under the seats 3, or otherwise disposed of. I preferably make the seats 3 reversible in any way, as by hinging the backs thereof at 8, so that the backs may be swung about during day travel, and all of the seats faced in the direction of travel of the car as seen in Figs. 1 and 3. With this arrangement, each of the occupants of the lower and upper berths has an independent seat, which is a great advantage if they are strangers. If desired, every other seat can be turned so that adjacent seats face each other. The seats 3 are provided with seat cushions 9 and back cushions 10. The back cushions can be slightly tilted in the usual way.

For night travel, a lower berth is made up by reversing one of two adjacent seats,

so that they face each other, pulling out bars 11 and placing the back cushions 10 thereon, so that the cushions 9 and 10 form a bed spring, on which a mattress 12 is placed. The upper berth members 4 are swung downwardly into a horizontal plane. They are provided with the usual springs on which mattresses 13 are placed. The partitions 5 are placed between the top of every other one of the seats and the side 2 of the car, and partitions 14 are placed between the top of the remaining seats and the upper berth members 4. These partitions make the lower berths independent of the upper berths, and each of the partitions 5 separates one end of an upper berth from the adjacent compartment. The other end of the upper berth is in communication with the space 6 as explained above. The space 6 may be provided with the usual conveniences, such as hooks for clothing, mirrors, etc. I have shown the spaces 6 provided with upper windows 15, so that occupants of the upper berth can see out, or secure ventilation in hot weather.

As is usual in sleeping cars as heretofore constructed, space is provided in the side of the car behind the upper berth members 4, in which the mattresses 12 and 13, the partitions 5 and 14, and the usual pillows and blankets may be stored during day travel.

In Figs. 5 and 6 an arrangement of sleeping car is shown, in which the backs 16 of the seats 3′ are removable, whereby the seats may be easily reversed for day travel, and whereby the upper and lower berths may both be arranged to communicate with the space 6′, so that if a family is traveling together the occupants of both the upper and lower berths may use the space 6′ as a dressing room. I have shown the backs 16 of the seats as fitting in grooves 17 in the seats 3′, whereby they are made easily removable.

In the arrangement of Fig. 5 the seats all face in the direction of travel for the day time, the backs 16 being slid into their proper grooves. The seats have the usual seat cushions 9′ and back cushions 10′, the latter being shown as slightly tilted.

For night travel, a lower berth may be made up by putting one of the backs 16 in the grooves 17 so as to reverse one of two adjacent seats, and then proceeding as described above in connection with Fig. 4. If, however, it is desired to make both upper and lower berths communicate with the space 6′, one of the backs 16 is entirely removed, and no platform such as 7 in Fig. 4 is provided. Such an arrangement is shown in Fig. 6. In order that a person may climb into the upper berth 4′, an ordinary step ladder (not shown) may be provided. Partitions are provided, each of which separates one end only of the upper berth from the adjacent compartment. These partitions are shown as comprising two parts 5′ and 5^2, the parts 5′ being supported on the upper berths 4′ and the parts 5^2 being supported on the seat backs 16. If desired, each seat back 16 and parts 5^2 of the partition may be replaced for night travel by a single partition.

It is readily seen that with the arrangement shown in Figs. 5 and 6, any one or more of the berths of two adjacent compartments can be thrown into communication with each other and the dressing space 6′ between them. I desire it to be understood that I aim in the appended claims to cover such a modification as well as any others, which do not depart from the spirit and scope of my invention.

What I claim as new and desire to secure by Letters Patent of the United States, is,—

1. A sleeping car comprising seats spaced apart, and upper berth members spaced apart, each of said upper berth members being pivotally mounted in the side of said car and arranged to swing downwardly to form an upper berth, said seats and upper berth members being arranged to form compartments, each of said compartments comprising a lower berth formed of two of said seats adjacent to each other, an upper berth formed of a single one of said upper berth members swung downwardly into a horizontal plane directly above said seats forming the lower berth, and partitions for separating one end only of each upper berth from the adjacent compartment, the other end of said upper berth being in communication with the space between said lower berth and said adjacent compartment formed by the spacing of said seats, whereby access may be had to said upper berth.

2. A sleeping car comprising seats spaced apart, and upper berth members spaced apart, each of said upper berth members being pivotally mounted in the side of said car and arranged to swing downwardly to form an upper berth, said seats and upper berth members being arranged to form compartments, each of said compartments comprising a lower berth formed of two of said seats adjacent to each other, an upper berth formed of a single one of said upper berth members swung downwardly into a horizontal plane directly above said seats forming the lower berth, partitions for separating one end only of each upper berth from the adjacent compartment, the other end of said upper berth being in communication with the space between said lower berth and said adjacent compartment formed by the spacing of said seats, whereby access may be had to said upper berth, and a platform above the floor of said car and arranged in said space between said lower berth and the adjacent compartment.

3. A sleeping car comprising reversible seats arranged to face in the direction of

motion of said car for day travel, said seats being spaced apart, and upper berth members spaced apart, each of said upper berth members being pivotally mounted in the side of said car and arranged to swing downwardly to form an upper berth, said seats and upper berth members being arranged to form compartments for night travel, each of said compartments comprising a lower berth formed of two of said seats adjacent to each other, one of each being reversed so as to face the other, an upper berth formed of a single one of said upper berth members swung downwardly into a horizontal plane directly above said seats forming the lower berth, and partitions for separating one end only of each upper berth from the adjacent compartment, the other end of said upper berth being in communication with the space between said lower berth and said adjacent compartment formed by the spacing of said seats whereby access may be had to said upper berth.

4. A sleeping car comprising reversible seats arranged to face in the direction of motion of said car for day travel, said seats being spaced apart, and upper berth members spaced apart, each of said upper berth members being pivotally mounted in the side of said car and arranged to swing downwardly to form an upper berth, said seats and upper berth members being arranged to form compartments for night travel, each of said compartments comprising a lower berth formed of two of said seats adjacent to each other, one of each being reversed so as to face the other, an upper berth formed of a single one of said upper berth members swung downwardly into a horizontal plane directly above said seats forming the lower berth, and partitions for separating one end only of each upper berth from the adjacent compartment, the other end of said upper berth being in communication with the space between said lower berth and said adjacent compartment formed by the spacing of said seats whereby access may be had to said upper berth, and a platform above the floor of said car and arranged in said space between said lower berth and the adjacent compartment.

5. A sleeping car comprising seats having removable backs so that said seats may be arranged to face in the direction of motion of said car for day travel, said seats being spaced apart, and upper berth members spaced apart, each of said upper berth members being pivotally mounted in the side of said car and arranged to swing downwardly to form an upper berth, said seats and upper berth members being arranged to form compartments for night travel, each of said compartments comprising a lower berth formed of two of said seats adjacent to each other, an upper berth formed of a single one of said upper berth members swung downwardly into a horizontal plane directly above said seats forming the lower berth, and partitions for separating one end only of each upper berth from the adjacent compartment, the other end of said upper berth being in communication with the space between said lower berth and said adjacent compartment formed by the spacing of said seats whereby access may be had to said upper berth.

6. A sleeping car comprising seats having removable backs so that said seats may be arranged to face in the direction of motion of said car for day travel, said seats being spaced apart, and upper berth members spaced apart, each of said upper berth members being pivotally mounted in the side of said car and arranged to swing downwardly to form an upper berth, said seats and upper berth members being arranged to form compartments for night travel, each of said compartments comprising a lower berth formed of two of said seats adjacent to each other, one of said backs being removed, an upper berth formed of a single one of said upper berth members swung downwardly into a horizontal plane directly above said seats forming the lower berth, and partitions for separating one end only of each upper berth from the adjacent compartment, the other end of said upper berth being in communication with the space between said lower berth and said adjacent compartment formed by the spacing of said seats whereby access may be had to said upper berth, said lower berth also being in communication with said space.

In witness whereof, I have hereunto set my hand this 17th day of October, 1916.

EDWARD D. PRIEST.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."