March 20, 1951 M. WATTER 2,546,134

RAILWAY SLEEPING CAR ROOM ARRANGEMENT

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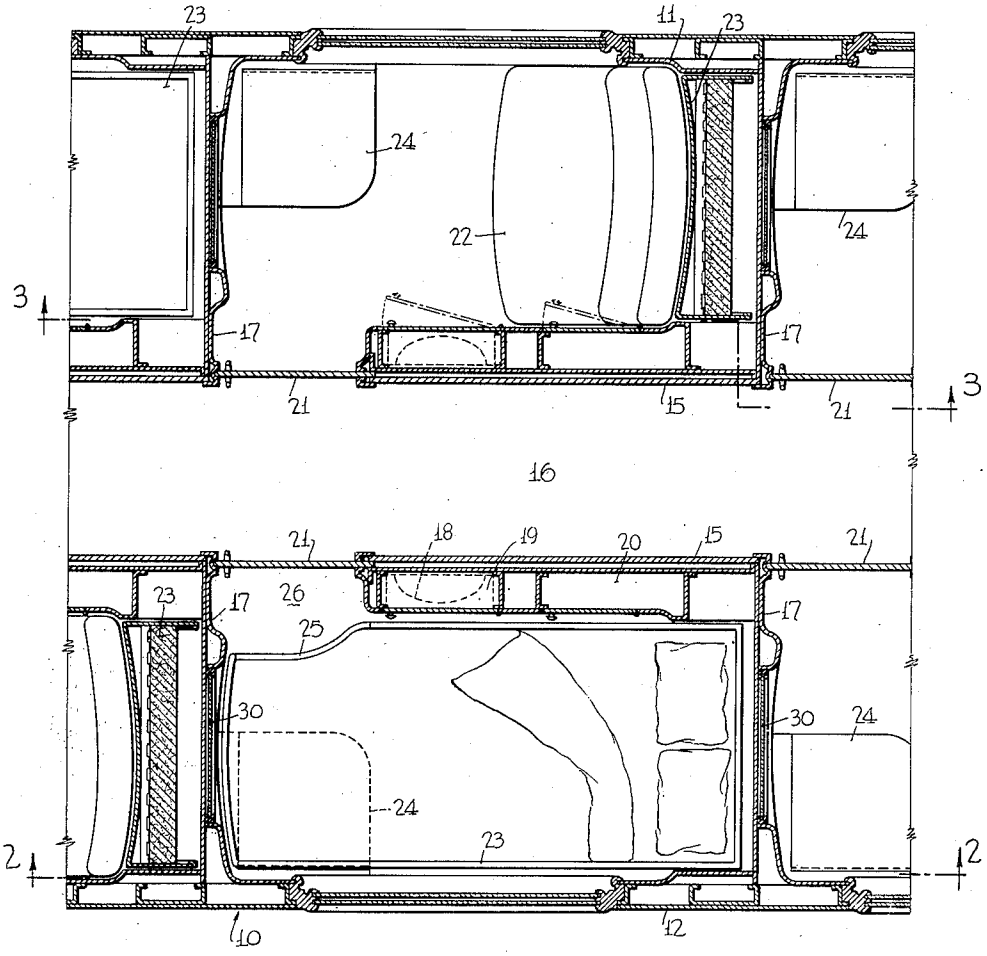


FIG. 1

INVENTOR
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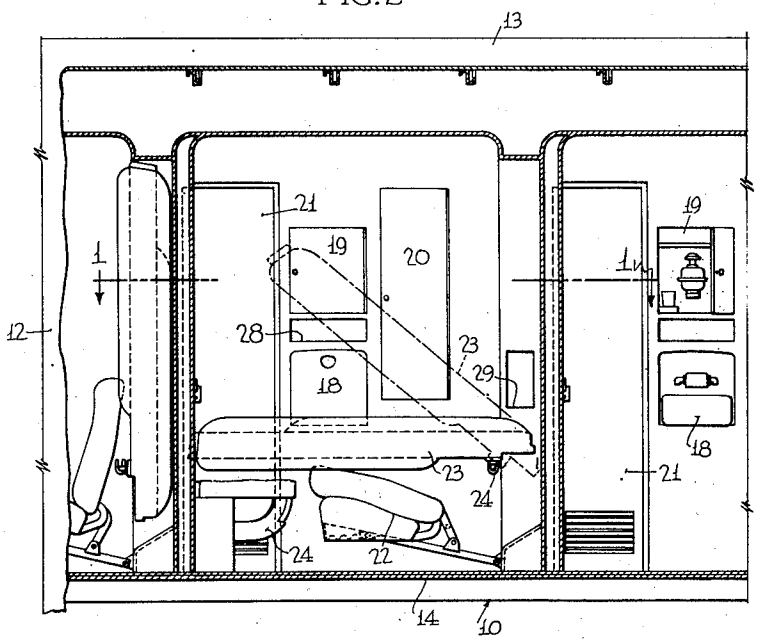
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FIG. 2



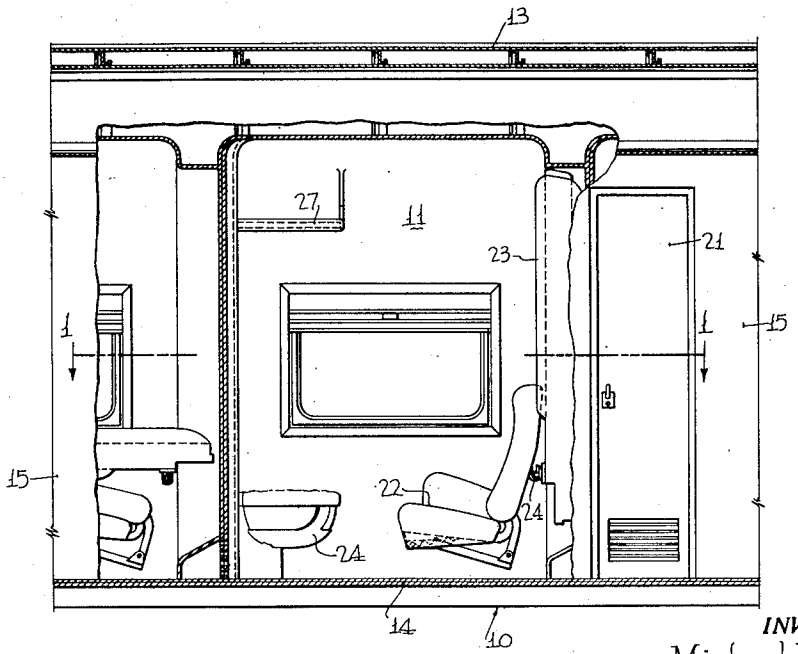


FIG. 3

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UNITED STATES PATENT OFFICE

2,546,134

RAILWAY SLEEPING CAR ROOM ARRANGEMENT

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Application February 5, 1946, Serial No. 645,632

4 Claims. (Cl. 105—315)

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The invention relates to railway cars, and particularly to sleeping cars. It is especially applicable to that type of sleeping cars disclosed in pending application Serial No. 583,259 filed March 17, 1945 in which a series of individual enclosed rooms are arranged on opposite sides of the center aisle of the car and furnished with an adjustable and collapsible seat, a folding bed, a toilet and wash basin, a wardrobe and other devices for the comfort and convenience of the room occupants.

It is an object of the invention to provide a room of this class which still further enhances the comfort and convenience of the occupant, insures greater privacy, and otherwise makes it more desirable than such rooms as heretofore provided, thereby increasing the saleability of the accommodation and thus adding to the revenues of the railroads providing such improved accommodations.

This and other and further objects and the manner in which they are attained will become evident from the following detailed description when read in connection with the accompanying drawings forming a part of this specification.

In the drawings:

Fig. 1 is a sectional plan view of a portion of a railway car embodying the invention, the section being taken approximately along the line 1—1 of Figs. 2 and 3;

Fig. 2 is a longitudinal vertical sectional view, on a somewhat reduced scale, the section being taken substantially along the line 2—2 of Fig. 1, and

Fig. 3 is a similar view taken substantially along the line 3—3 of Fig. 1.

In the embodiment of the invention selected for illustration the car 10 having side walls 11 and 12, a roof 13 and a floor 14 is shown provided, see Fig. 1, with two longitudinal series of rooms, one series arranged between each of the car side walls 11 and 12 and the respective adjacent wall 15 of the central longitudinally extending aisle 16.

In the drawings, Fig. 1, one room at each side of the central aisle is shown for its full length, together with portions of the adjoining rooms. The full length room at the top and the right hand adjoining room are shown made up as sitting rooms and the left hand adjoining room as a bedroom, while the full length room at the bottom is shown made up as a bedroom and the left and right hand adjoining rooms as sitting rooms.

As in the above-referred to pending applica-

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tion each room is a separate built-in compartment to insure privacy and each is provided with the usual conveniences. The transverse walls 17 extending between the aisle walls 15 and the adjacent car side walls 11 and 12 and separating the rooms from adjoining rooms are made relatively thin as compared with the over-all aisle wall thickness, which latter includes the thickness of such accessories as a folding wash basin 18, medicine cabinet 19 and a wardrobe 20, these thin transverse walls insuring a maximum number of rooms in a car of given length.

Each room is provided with a doorway and door 21 communicating with the aisle 16, this door being shown as a sliding door and being preferably arranged adjacent one end of the room, to insure greater privacy in the room, when it is made up as a sitting room, with the door open or partially open, and for other reasons as will appear later on.

Each room is provided with an adjustable and collapsible chair 22 including seat and seat back facing longitudinally and disposed adjacent the end of the room remote from the doorway opening, this chair extending transversely substantially the entire width of the room, and comfortably seating two people. A folding made-up fixed-length bed 23 pivoted at 24, is also provided in each room, said bed occupying a stowed position, extending vertically along the transverse wall of the room behind the chair 22, and when extended to use position occupying a horizontal position some distance above the floor 14, see Fig. 2. When the bed is in this position the chair 18 is stowed in collapsed condition under it.

The bed and chair may be readily moved from the stowed to the use position, either by the occupant of the room or the porter and any usual means may be provided for securing them in either of these positions.

The bed 23, see Figs. 1 and 2, is of a length to extend substantially from one thin transverse wall 17 to the opposite such wall of the room, and for most of its length, it is of a transverse width closely approaching the width of the room. An enclosed hopper 24, is arranged, as shown, in the corner of the room transversely opposite the corner having the doorway and door 21. When the bed is in horizontal use position, it overlaps the hopper.

In rooms of this class as heretofore provided, insufficient space was left between the aisle wall and the bed, when the aisle door was closed, for the occupant to stand while moving the bed to

lowered or raised position. To raise and lower the bed it was necessary to open the door and stand in the doorway during the operation. To insure some privacy under these conditions, it has been the practice to provide a curtain, in addition to the door, across the doorway opening, the occupant backing into this curtain when raising or lowering the bed. Not only was this likely to interfere with persons passing through the aisle but it offered no real privacy to the room occupant.

According to my invention, the curtain can be entirely dispensed with and real privacy afforded the occupant of the room in raising and lowering the bed.

To this end, the bed is provided on its aisle side with an offset or cut-out portion **25**, Fig. 1, narrowing the width of the bed in that region and providing a standing space **26** between the bed and the aisle wall of a width ample to provide clearance of the body of the occupant standing in said space, for the movement of the bed from lowered to raised position or vice versa. Preferably, this offset **25** is of a length along the bed substantially equal to the width of the door and doorway **21** and is also preferably disposed at the end of the bed opposite the doorway opening when the bed is in use position.

The arrangement of the offset in the bed at the end opposite its hinged end, and the location of the hopper **24** at this end of the room also has the advantage that the bed will not have to be raised as high as was necessary with prior arrangements to gain access to the hopper. In Fig. 2 the bed is shown in dot-and-dash lines in such partially raised position where it may be suitably locked.

The rooms are provided with other conveniences and appurtenances, among which are the baggage racks **27**, Fig. 3, the shelf **23** between the medicine cabinet **19** and the wash basin **18**, the night shelf **29**, Fig. 2, and the mirror **30**, Fig. 1 all shown.

While the invention has been illustrated in connection with a room having an endwise folding bed it will be understood that certain features thereof may be equally applicable in connection with rooms having transversely folding beds, and it is intended in the following claims to cover such obvious variants of the specific form shown as fall within the terminology of the claims.

I claim:

1. In a railway sleeping car, a room defined by longitudinally extending car side and aisle walls and spaced transverse walls interconnecting said car side and aisle walls, a rigid fixed-length bed foldable to extend lengthwise vertically adjacent one of said transverse walls in stored position and adapted to be lowered to extend horizontally some distance above the floor, when in use position and substantially from transverse wall to transverse wall of the room, an aisle entrance doorway and door adjacent the other of said transverse walls, a hopper disposed adjacent the car side wall opposite said doorway, and overlapped by the bed when the latter is in use position, said bed being of a width for most of its length closely approaching the width of the room, but being provided with an offset portion on its aisle side at its end laterally opposite the doorway in use position, providing standing space for the occupant between the offset portion of the bed and the door closing said doorway and permitting the lowering or raising of the bed past the occupant standing in said space and with the door closed.

2. In a railway sleeping car, a room defined by longitudinally extending car side and aisle walls and spaced transverse walls interconnecting said car side and aisle walls, a rigid fixed-length bed movable between a raised storage position flanking one of said walls and a lowered horizontal use position some distance above the floor of the room, a doorway normally closed by a door in the aisle wall and rendering the room accessible from the aisle, said bed when in use position extending lengthwise from transverse wall to transverse wall of the room and being of a width for most of its length taking up, with accessories, such as a folding wash basin and/or a wardrobe disposed adjacent the aisle wall, substantially the full transverse width between the car side wall and the aisle, the bed being formed with an offset portion on its aisle side of a length equal at least to the width of said aisle door and disposed for the most part longitudinally in a space where the aisle wall is relatively thin and free from said aisle wall accessories, thereby providing standing room for an occupant between the offset portion of the bed and the relatively thin portion of the aisle wall transversely opposite said offset and affording ample room to permit the lowering or raising of the bed past the occupant while standing in said standing room.

3. In a railway sleeping car having a center aisle and a room arranged between said center aisle and a side wall of the car, said room being defined by longitudinally extending car side and aisle walls and spaced transverse walls interconnecting said car side and aisle walls, relatively thick accessories, such as a folding wash basin and/or a wardrobe, disposed adjacent the aisle wall and materially increasing the overall thickness of the aisle wall in the longitudinal regions where they are disposed, but leaving a space extending lengthwise of said aisle wall unencumbered by such accessories and in which the aisle wall is relatively thin as compared with the overall thickness of the wall in the region of said accessories, a doorway and door in the aisle wall at said space rendering the room accessible from the aisle, a rigid fixed-length bed when in use position extending lengthwise substantially from transverse wall to transverse wall of the room and being movable between a raised storage position flanking one of said walls and a lowered horizontal use position some distance above the floor of the room, the bed being of a width for most of its length forming with the overall thickness of said wall in the region of said accessories, an over-all transverse dimension extending substantially from the aisle to the car side wall, but being formed in the region of the doorway with an offset portion narrowing the width of the bed in this region, and providing standing room for an occupant between the offset portion of the bed and the relatively thin aisle wall portion opposite it which permits the lowering and raising of the bed past the occupant while standing in said standing room with the door in the aisle wall closed.

4. In a railway sleeping car, a room of greater length than width and defined by spaced walls lengthwise of the room interconnected by spaced walls transversely of the room together enclosing a substantially rectangular floor area, relatively thick accessories, such as a wardrobe or the like, disposed adjacent one of said length-

wise walls and materially increasing the overall thickness of said wall in the regions where said accessories are disposed, but leaving a length of said wall unencumbered by such accessories and in which the wall is relatively thin as compared with its overall thickness in the regions of said accessories, a rigid fixed-length bed when in horizontal use position extending substantially from transverse wall to transverse wall of the room and being movable between a raised storage position flanking one of said walls other than said one wall and a lowered horizontal use position some distance above the floor of the room, the bed for most of its length being of a width taking up, with the thickness of said accessories, substantially the entire width of the room in the region of said accessories, and being formed with an offset portion on the side thereof adjoining said one wall, which is of less width than the main body of the bed and forms a space, in the region of said relatively thin length of said one wall, of a length and width affording standing

room for an occupant between the offset portion of the bed and the relatively thin length of said one wall opposite said offset portion, said standing room affording ample space to permit the lowering or raising of the bed past the occupant while standing in said standing room.

MICHAEL WATTER.

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