No. 672,864. Patented Apr. 23, 1901.

J. B. STRAUSS.

COMPARTMENT CAR.

(Application filed Dec. 13, 1900.)

(No Model.) 3 Sheets—Sheet 1.

Fig. 1.

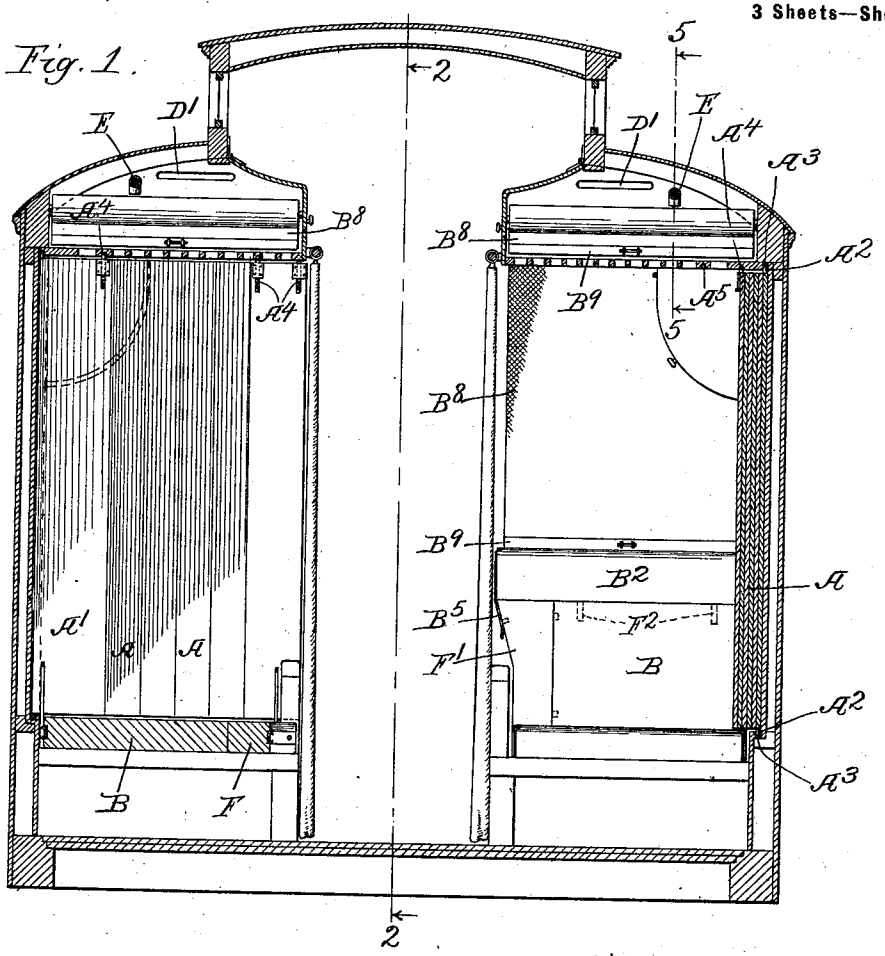


Fig. 10.

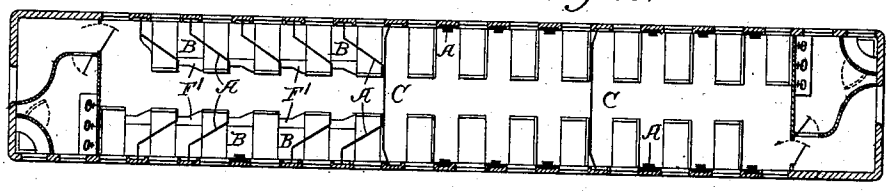


Fig. 4.

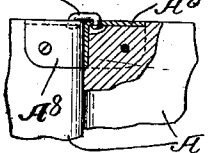


Fig. 11.

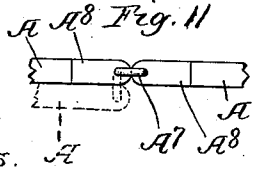


Fig. 8.

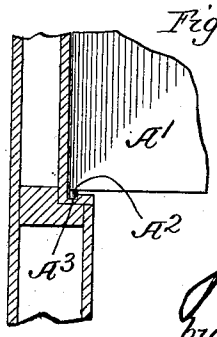
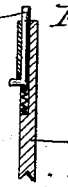


Fig. 9.



Witnesses.

Edward T. Wray.

Homer L. Kraft

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his Att'ys.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 672,864. Patented Apr. 23, 1901.

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(No Model.) 3 Sheets—Sheet 2.

Fig. 2.

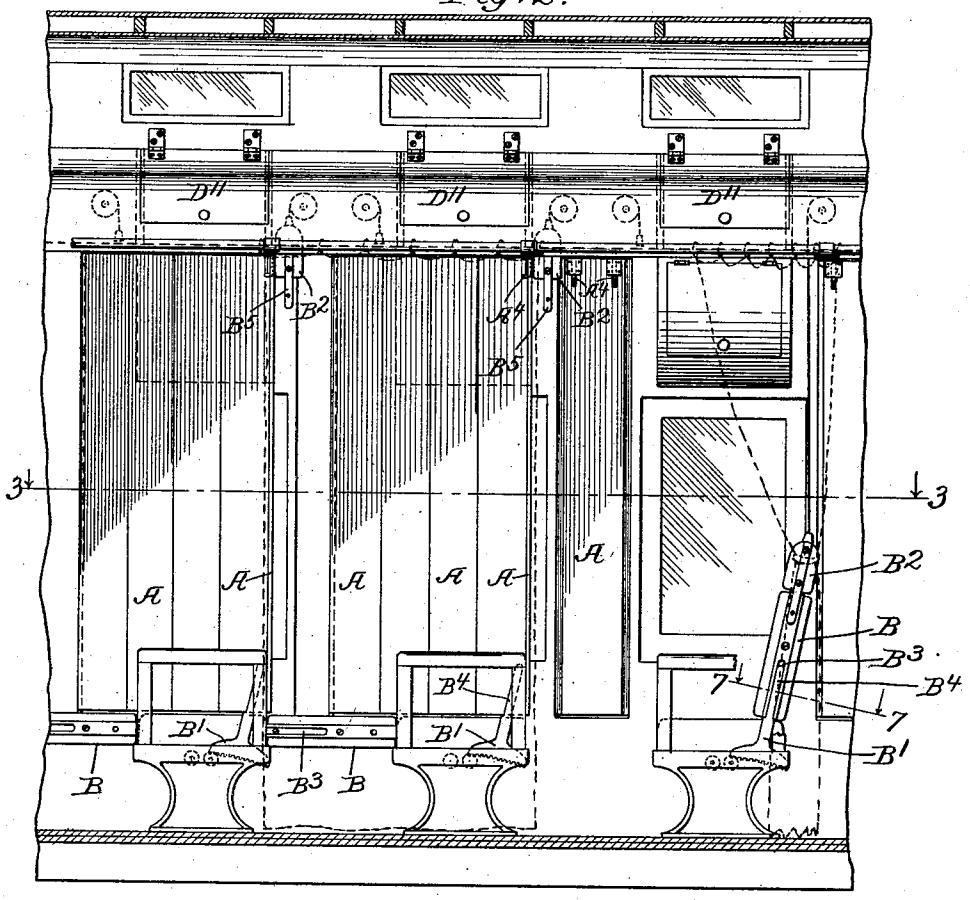
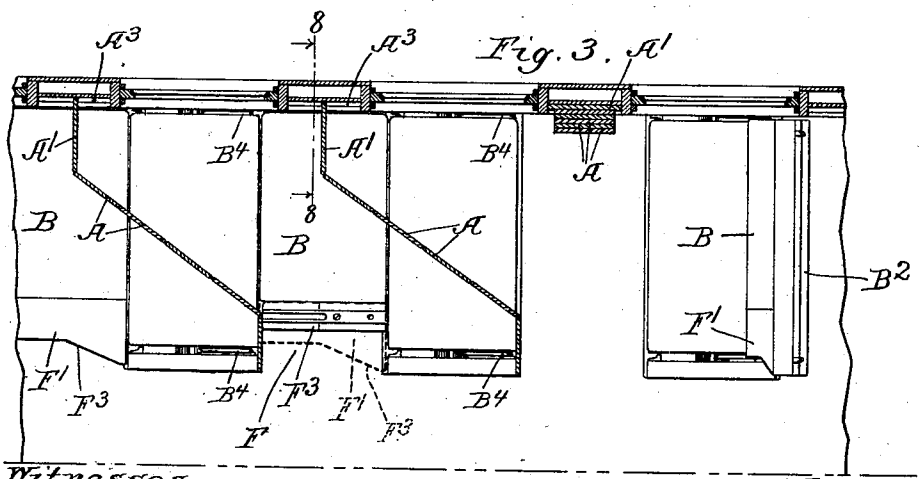


Fig. 3.



Witnesses.

Edward T. Wray.

Howard B. Kraft.

Inventor.

Joseph B. Strauss

by Parker & Carter

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COMPARTMENT CAR.

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(No Model.) 3 Sheets—Sheet 3.

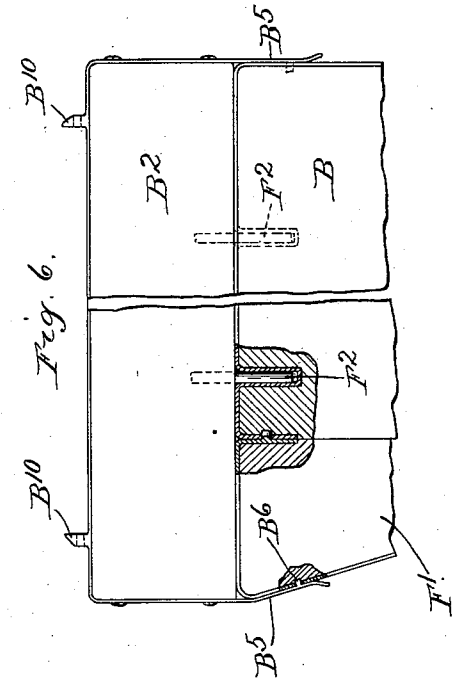


Fig. 6.

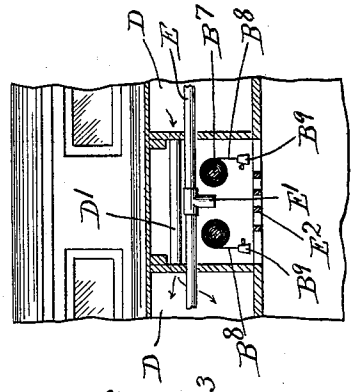


Fig. 5.

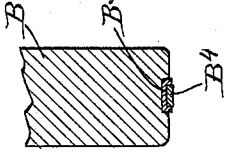


Fig. 7.

Witnesses.
Edward T. Wray.
Homer L. Kraft.

Inventor.
Joseph B. Strauss
by Parker & Carter
his Atty's.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSEPH B. STRAUSS, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO EDWIN B. TUTEUR, OF SAME PLACE.

COMPARTMENT-CAR.

SPECIFICATION forming part of Letters Patent No. 672,864, dated April 23, 1901.

Application filed December 13, 1900. Serial No. 39,601. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH B. STRAUSS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Compartment-Cars, of which the following is a specification.

My invention relates to improvements in compartment-cars, and has for its object to provide a new and improved construction of this description.

My invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a cross-sectional view through a car provided with my invention. Fig. 2 is a section, with parts omitted, on line 2 2, Fig. 1. Fig. 3 is a section on line 3 3, Fig. 2. Fig. 4 is a side view of two sections of the partition between the berths, showing one manner of connecting the sections. Fig. 5 is a section on line 5 5, Fig. 1, with parts removed. Fig. 6 is an enlarged view of the upper part of one of the seat-backs. Fig. 7 is a section on line 7 7, Fig. 2, with parts omitted. Fig. 8 is a section on line 8 8, Fig. 3. Fig. 9 is a sectional view showing one form of fastening device for the adjustable partitions. Fig. 10 is a diagrammatic view showing an entire car with the top removed. Fig. 11 is a plan view, with parts broken away, of the connecting arrangement shown in Fig. 4.

Like letters refer to like parts throughout the several figures.

One of the objects of my invention is to provide a car adapted to be used as a sleeping-car, which shall have a much larger number of lower berths than can be obtained by the present construction of such cars.

Another object of my invention is to provide a car with a series of what may be termed "overlapping" berths for sleeping purposes, so arranged that there will be practically a lower berth for each seat.

Another object of my invention is to provide a construction whereby each seat, except, perhaps, the end seats, will act as a portion of two distinct and separate berths.

My invention has also other objects, which will be hereinafter described.

Referring now to the drawings, particularly Figs. 1, 2, and 3, I have shown a series of what may be termed "diagonal" partitions A, preferably provided at one or both ends with the angular part A′. These partitions may be fixed; but I prefer to have them movable and adjustable. In this latter case they will preferably be made up of pieces hinged together and movably supported at the side of the car. I have shown one construction of this kind, wherein the angular parts A′ are hinged to the remaining portion of the partition and are movably supported at the side of the car, so that the parts can be folded up, as shown, for example, in Figs. 1 and 3. It is of course evident that any desired construction may be used for this purpose, and I have simply illustrated a particular construction to make my invention clear. The end of the partition, or, more properly speaking, the angular part A′, is provided at the top and bottom with the projections A^2. (See Figs. 1 and 8.) These projections engage grooves or the like A^3 at the side of the car, as shown, for example, in Figs. 1 and 3. These grooves have a length preferably equal to the width of the angular part A′, as shown. When it is desired to fold the partition, these projections are moved to the ends of the grooves, thus permitting the angular part A′ to be folded in against the side of the wall, as shown in Fig. 3. When the partition is to be used, these projections are moved toward the middle of the groove, as shown on the left of Fig. 3, and the angular part A′ and the rest of the partition are held in place by fastening devices of any desired description. As herein illustrated, these fastening devices consist of pins A^4. (See Figs. 1 and 9.) These pins are provided with actuating-springs and are suitably attached to the partition. The ends of these pins pass into holes A^5, as shown in Fig. 1. These holes are properly located to hold the partition in the desired position. In the daytime the partitions, when adjustable, are folded up against the wall, as shown in Figs. 1 and 2.

I have illustrated in Fig. 11 one means of connecting the several sections of the partition A together when made adjustable. In this construction the edges of the sections are made rounding, as shown, and a loop or the like A^7 connects them together. This connection may be made in any desired way, and a

suitable plate or shield A^8 is connected with each section, the loop A^7 being connected with said plates. It will be seen that this construction permits the several sections to be folded, as shown on the left in Fig. 3.

When a car is provided with my invention, it may be divided off into separate rooms or sections by drawing any two opposed partitions toward the center aisle and connecting them, as shown, for example, at C, Fig. 10.

When it is desired to make up the berths, some means is provided for bridging the space between the seats. Any desired means for this purpose may be used, and I do not limit myself in this particular. As herein illustrated the seat-backs are made detachable, and said seat-backs or a part thereof, when removed, are placed between the seats, so as to bridge the space between them. If the entire seat-back is used to bridge the space between the seats, it is removably held in position in any desired manner, so that it may be readily taken from its support and placed in position. I have illustrated in the drawings a construction where only part of the seat-back is used to bridge the space between the seats. In this construction the part B of the seat-back is removably connected to the supports B′, and the remaining or top portion B^2 is removably connected to the part B. Any desired construction for this purpose may be used. As illustrated in Figs. 2, 6, and 7, the part B of the back is provided on its edges with suitable grooves B^3, into which the parts B^4 of the seat-support fit. It will thus be seen that by lifting the portion B upward it can be removed from engagement with this support. The upper part B^2 of the back, as shown in Fig. 6, is provided with the spring-latches B^5, provided with projecting parts or pins B^6, which fit into openings in the edges of the part B, as shown. It will be seen that by moving these latches outwardly the parts B^2 can be released from the part B.

When the construction shown in Fig. 6 is used, some means must be provided for properly caring for the part B^2. Said parts may of course be placed in any position when the berth is made up, and I have shown one means of taking care of it. The device for this purpose consists of a spring-roller B^7, located above the seat-back, so as to be out of the way, and provided with a flexible part or curtain B^8, having engaging devices B^9, adapted to engage the parts B^{10} on the seat-back. When it is desired to make up the berth, the flexible curtain is pulled down and attached to the upper part of the seat-back and then moved upwardly, carrying the part B^2 with it, said part taking the position shown on the left in Fig. 2.

At the upper part of the car I provide a series of suitable receptacles or lockers D for the bedding to be used in making up the berths, said lockers being provided with suitable doors D″. I also provide means for airing or ventilating the bedding when in the lockers, which has been divided out of this case, and for which I expect to make a divisional application.

In order to provide the passenger with a convenient space to stand in while disrobing, I may construct the portion B of the back of the seat which spans the space between the seats so that it will leave sufficient standing room at the outer end. This may be accomplished in any desired manner—as, for example, by making the portion B of the back shorter than the seats or by providing a removable or compressible or what may be more properly called a "displaceable" part F′, Fig. 6, which can be compressed or moved or otherwise displaced, so as to provide the space indicated at F in Fig. 3. The passenger can then stand in this space and disrobe with convenience. It is of course evident that any desired construction to produce this result may be used. In the present instance I have shown the part B of the seat-back as having attached thereto the part F′, the part B being connected to the part B^2 on its upper edge by means of the pins F^2. This part F′ is shown in its proper position in dotted lines in Fig. 3. While the passenger is disrobing it may be turned up on edge, as shown in full lines in said figure, the space between the full lines representing the face F^3 of the part F′. As there is plenty of space above the seats, it will be seen that the passenger can stand in this space and disrobe with convenience.

I have described in detail a particular construction embodying my invention; but it is of course evident that the parts may be greatly varied in form, construction, and arrangement and that some of the parts may be omitted and others used with parts not herein shown without departing from the spirit of my invention. I have only attempted to show a simple and more or less diagrammatic construction which will make my invention clear, and I therefore do not limit myself to the construction shown.

The use and operation of my invention are as follows: In the day-time the parts, the partitions A, and the seat-backs are in the position shown on the right in Figs. 1 and 2. When it is desired to make up the berth, the seat-back is removed from its support and the portion B placed between the seats, as shown on the left of Figs. 2 and 3. The upper part B^2 of the seat-back is connected to a flexible curtain or the like on the roller B and is moved up and supported, so as to be out of the way. The partitions are then pulled out and fastened in position, as shown in said Figs. 2 and 3. The proper bedding is then placed in the berth and it is ready to be occupied.

It will be seen that a part of each seat is used for two adjacent berths and that a part of the device which spans the space between the seats is also used as a part of two adjacent berths. When it is desired to take down the berths, the bedding is placed in the lockers D, the partitions folded up, as shown on

the right of Figs. 1 and 3, and the seat-backs placed in position.

I claim—

1. A compartment-car, comprising a series of seats, a series of diagonal partitions extending across the space above the seats so as to divide said space into a series of separate sleeping-berths.

2. A compartment-car, comprising a series of seats, a series of diagonal partitions extending across the space above the seats so as to divide said space into a series of separate sleeping-berths, said berths overlapping so that one seat acts as a part of two adjacent berths.

3. A compartment-car, comprising a series of adjustable diagonal partitions, extending across the space above the seats so as to divide said space into a series of separate diagonal berths, said partitions adapted to be moved so as to be out of the way when not in use.

4. A compartment-car, comprising a series of adjustable diagonal partitions, extending across the space above the seats so as to divide said space into a series of separate diagonal berths, said partitions attached at one end to the side of the car and adapted to be folded up out of the way, when not in use, each diagonal partition being provided with an angular end piece, substantially as described.

5. A compartment-car, comprising a series of seats, having divided removable seat-backs, said backs adapted to be separated and one piece placed between the seats so as to span the space between them, and means for suspending the other piece from the top of the car.

6. A compartment-car, comprising a series of seats, having removable seat-backs, said backs adapted to be placed between the seats so as to span the space between them, a series of adjustable diagonal partitions adapted to be extended across said backs and seats so as to form a series of independent diagonal berths, each partition provided at one end with an angular piece connected with the side of the car, and means for removably holding said diagonal partitions in place.

7. A compartment-car, provided with two sets of adjustable flexible partitions pivotally connected to the side of the car, one set on each side of the car, the opposite partitions adapted to be moved out across the aisle and connected together so as to divide the car into separate compartments.

8. A compartment-car, comprising a series of seats, means for spanning the space between the seats, a series of flexible partitions pivotally connected with the side of the car and adapted to be swung out into the space above the seats, and means for fixing said partitions in a diagonal position across the seats so as to divide the space above the seats into a series of separate berths.

9. A compartment-car, comprising a series of seats, removable backs for said seats, adapted when removed to span the space between them, each back provided with a displaceable part, so that a portion of the space between the seats will be left free for standing room for the passenger while disrobing, and a series of diagonal partitions extending across the space above said seats so as to divide it into independent compartments.

10. A compartment-car, comprising seats having removable seat-backs, adapted to be removed so as to leave a free space above the seats, means for spanning the space between said seats, a series of diagonal partitions extending across the space above said seats, so as to form a series of separated sleeping-berths.

11. A compartment-car, comprising a series of seats, means for bridging the space between said seats, and a series of diagonal partitions extending across the space above the seats, so as to form a series of independent compartments or berths.

JOSEPH B. STRAUSS.

Witnesses:
HOMER L. KRAFT,
EDGAR L. CONANT.