

L. J. BERG.
SLEEPING CAR BERTH.
APPLICATION FILED SEPT. 14, 1909.

948,128.

Patented Feb. 1, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

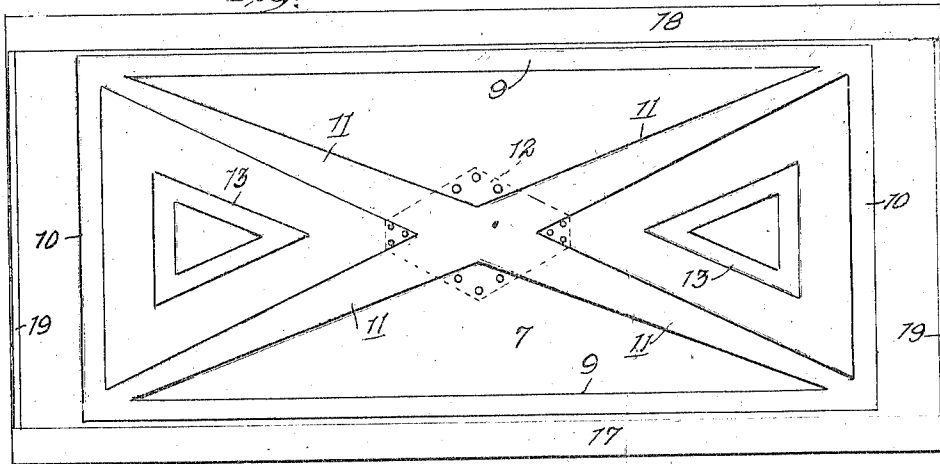


Fig. 2.

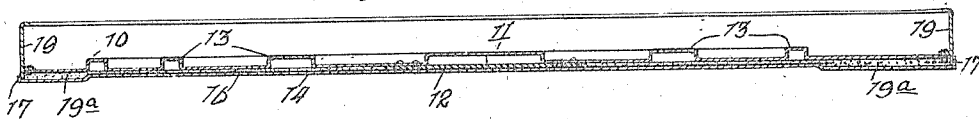
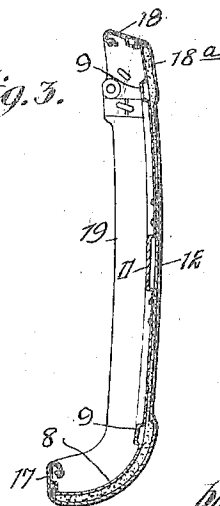


Fig. 3.



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2 SHEETS—SHEET 2.

Fig. 4.

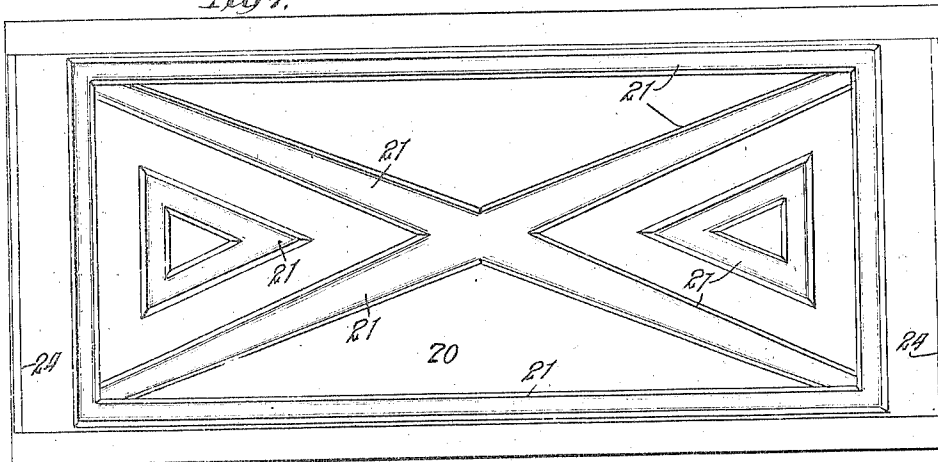


Fig. 5.

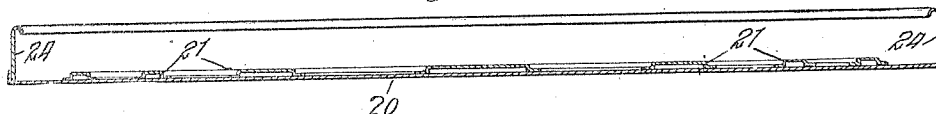
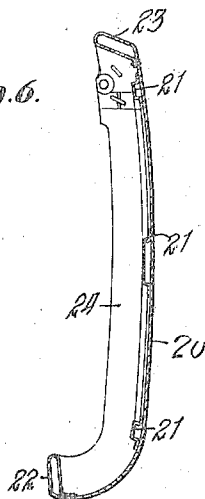


Fig. 6.



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UNITED STATES PATENT OFFICE.

LARS J. BERG, OF CHICAGO, ILLINOIS, ASSIGNOR TO METALLIC SHEATHING COMPANY,
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SLEEPING-CAR BERTH.

948,128.

Specification of Letters Patent.

Patented Feb. 1, 1910.

Application filed September 14, 1909. Serial No. 517,673.

To all whom it may concern:

Be it known that I, LARS J. BERG, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Sleeping-Car Berths, of which the following is a specification.

This invention relates particularly to the construction of the panel which supports, and in a large measure constitutes, the upper berth of a sleeping-car; and the object of the invention is to construct the panel out of plate metal in such form as to combine great rigidity with the necessary lightness, and at the same time to afford the proper and necessary finish to permit the panel to harmonize with the remainder of the car.

The invention consists in the features of construction and combination of parts hereinafter described and claimed.

In the drawings, Figure 1 is an inner face view of the metallic panel; Fig. 2 a longitudinal sectional view taken through the center thereof; Fig. 3 a cross sectional view taken through the center thereof; Fig. 4 an inner face view of a slightly modified form of construction; Fig. 5 a longitudinal sectional view taken through the center thereof; and Fig. 6 a cross sectional view taken through the center thereof.

Referring to Fig. 1, the panel as a whole comprises a main or body plate 7 of a substantially rectangular form and of the necessary size and shape to fit into the space allotted for the upper berth. The lower edge 8 of the body plate is preferably curved to give the curving contour usually found in upper berths of sleeping-cars. The body plate is provided, near each side, with longitudinally extending reinforcing beads 9 which are struck inwardly and are connected with similarly formed end reinforcing beads 10, furnishing a continuous reinforcement near the side and end edges of the body plate. The side and end beads are connected, at their points of intersection, by diagonally extending beads 11 which are reinforced, at their point of crossing, by a center plate 12 which is bolted or otherwise secured to the body plate. The body plate is further reinforced by the provision of triangularly arranged beads 13, which occupy the triangular spaces intermediate the diagonal and end beads at each end of the body plate.

The body plate has secured thereto a flat facing plate 14 which is secured to the body plate, around its edges, and is separated from the body plate by the center plate 12 for the reception of a layer of felt 16, or other packing, which serves to insulate and deaden the construction. The lower edge of the facing plate is curved to conform to the curvature of the body plate and is provided with an inturned flange 17, which overlaps the edge of the body plate. The upper edge of the facing plate is inturned to afford an edge flange or wall 18, which is supplemented by end flanges 19 at each end of the panel. The facing plate, at its upper and lower ends, is offset, as at 18^a, to permit a heavier packing of felt at these points.

In Fig. 6 a slightly modified form of construction is shown. A body plate 20 is employed, which has brazed, or otherwise rigidly secured thereto, a plurality of channeled reinforcing strips 21, which are arranged similarly to and serve the function of the beads previously described, the construction being substantially similar, except that instead of making the reinforcing members integral with the body plate they are made separate therefrom and rigidly secured thereto. The front face of the body plate being plain, or substantially so, the facing plate is omitted, and the body plate is formed to afford an inturned lower flange 22 and an upper edge wall 23, similar in function to the flange 17 and the edge wall 18 in the construction first described. The end walls 24 complete the structure shown in Figs. 6, 7 and 8.

Either form of construction enables the employment of a relatively thin grade of plate metal without sacrificing the necessary strength and rigidity, and at the same time the smooth, or relatively smooth, outer face presented by the panel, as a whole, permits the metal to be finished in a manner to harmonize with the finishing of the remainder of the car. By arranging the reinforcing beads or strips in the manner shown, a rigid reinforcement is afforded around the edges of the panel, and ample reinforcement is afforded the center of the panel, so that a heavy weight can be sustained without bending, or without distortion of the panel.

I claim:

1. In a sleeping-car upper berth, a body plate formed of metal having reinforcing

members extending across and properly secured to the face thereof, substantially as described.

2. In a sleeping-car upper berth, a body plate formed of metal having reinforcing members extending across and properly secured to the inner face thereof, substantially as described.

3. In a sleeping-car upper berth, a metallic body plate having reinforcing members extending around the edges thereof, and having diagonally extending reinforcing members crossing one another substantially at the center of the body plate, substantially as described.

4. In a sleeping-car upper berth, a metallic body plate having reinforcing members extending around the edges thereof on the inner face of the body plate, and having diagonally extending reinforcing members crossing one another substantially at the center of the body plate, substantially as described.

5. In a sleeping-car upper berth, a metallic body plate provided with inwardly extending beads, and a smooth facing plate secured to the body plate, substantially as described.

6. In a sleeping-car upper berth, a metallic body plate provided near its edges with inwardly struck, continuously extending beads, and provided with a smooth facing plate secured to the outer face of the body plate, substantially as described.

7. In a sleeping-car upper berth, a metal-

lic body plate provided near its edges with an inwardly struck, continuously extending bead connected at its corners by diagonally extending beads inwardly struck, and a smooth facing plate secured to the outer face of the body plate, substantially as described.

8. In a sleeping car upper berth, a metallic body plate provided near its edges with an inwardly struck continuously extending bead connected at its corners by diagonally extending beads inwardly struck, a central reinforcing plate secured to the outer side of the metallic body portion, a smooth facing plate extending over the surface of the body plate and separated therefrom by the reinforcing plate, and a packing interposed in the space between the body plate and the facing plate, substantially as described.

9. In a sleeping-car upper berth, a metallic body plate provided near its edges with an inwardly struck continuously extending bead connected at its corners by diagonally extending beads inwardly struck, a central reinforcing plate secured to the outer side of the metallic body portion, a smooth facing plate offset along its outer and lower edges and extending over the surface of the body plate and separated therefrom by the reinforcing plate, and a packing interposed in the space between the body plate and the facing plate, substantially as described.

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Witnesses:

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