Nov. 1, 1927.

1,647,584

A. R. ROSSMAN

SLEEPING CAR

Filed March 8, 1926

4 Sheets-Sheet 1

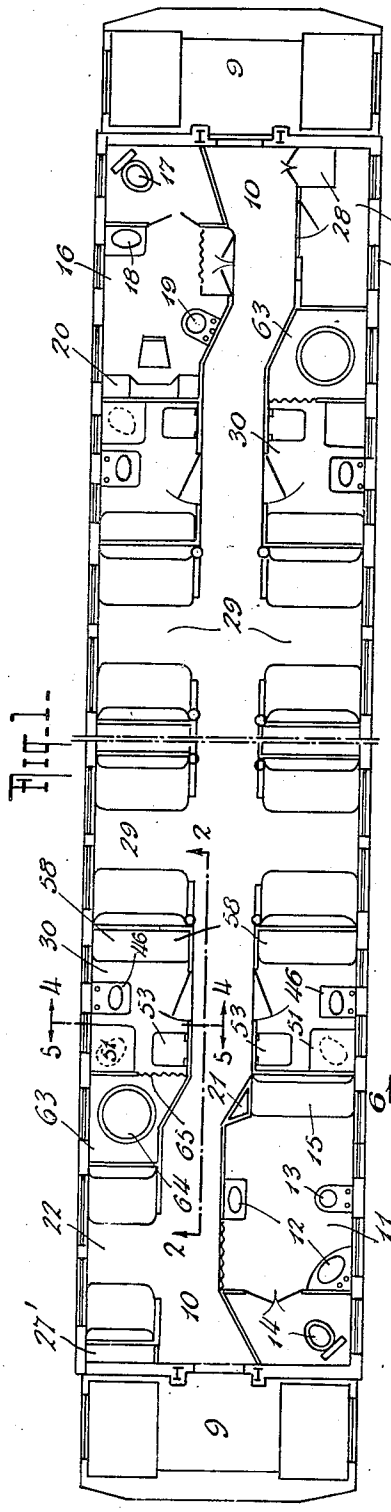


Fig. 1.

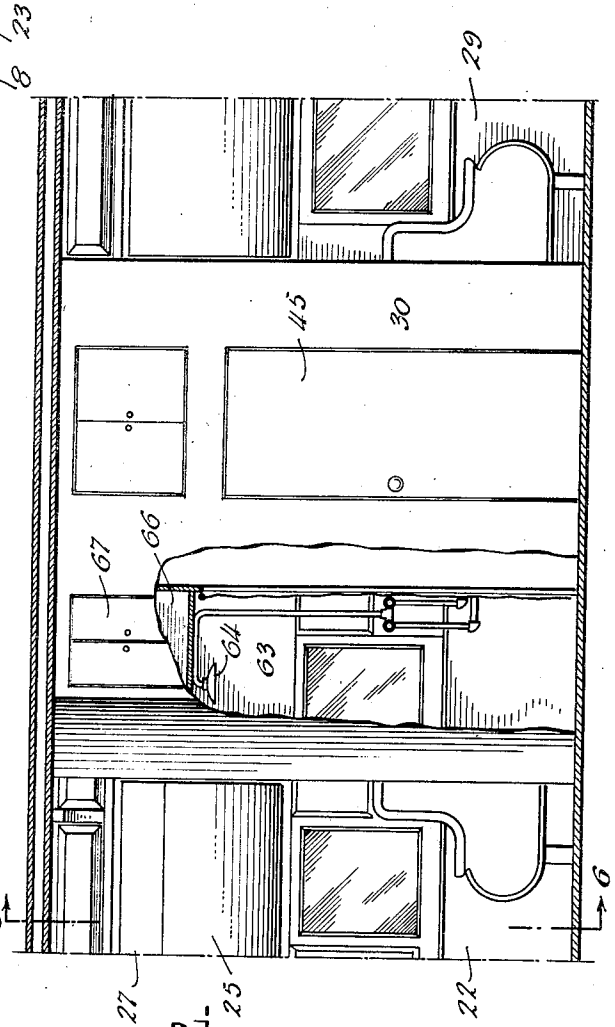


Fig. 2.

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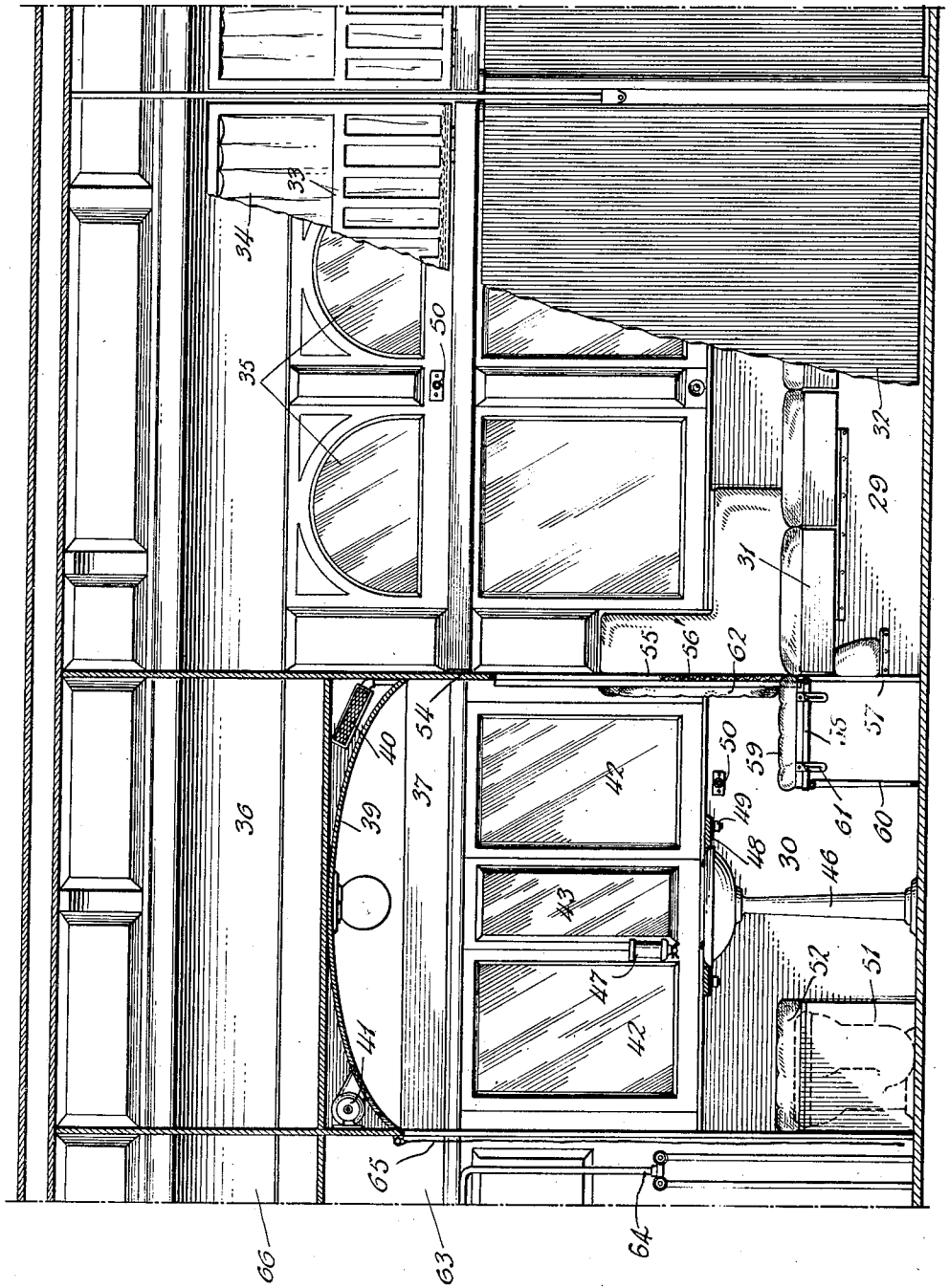


Fig. 3.

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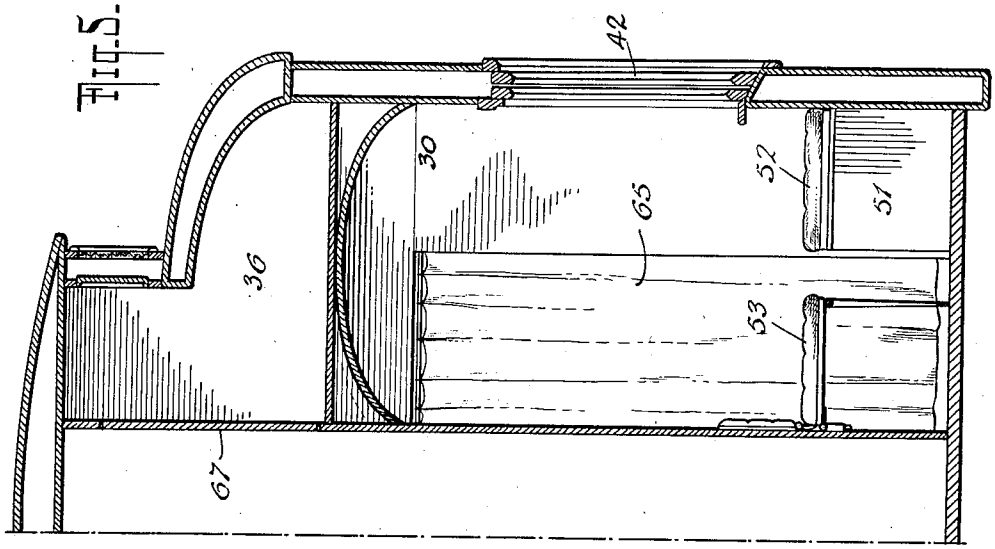
A. R. ROSSMAN

SLEEPING CAR

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Fig. 5.



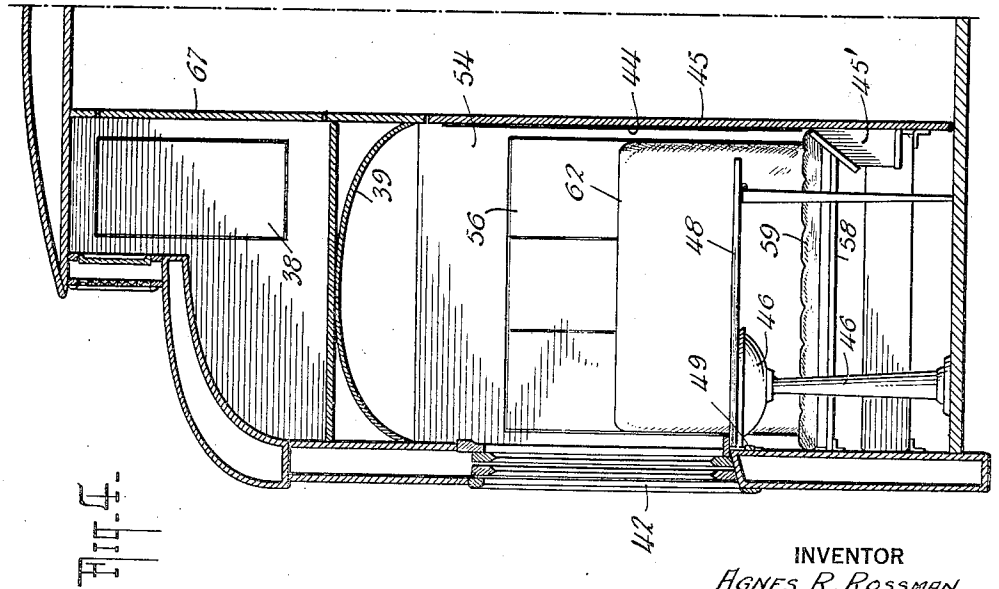


Fig. 4.

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Fig. 6.

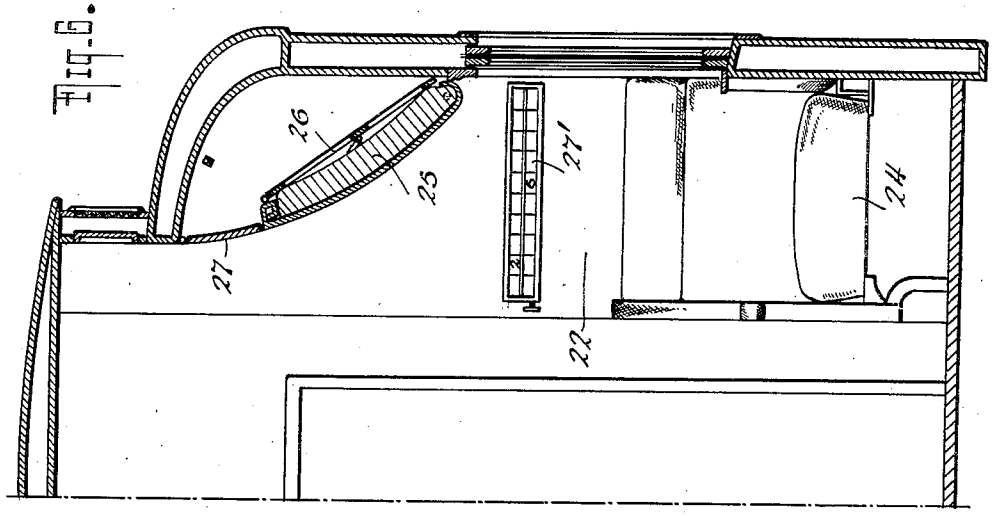
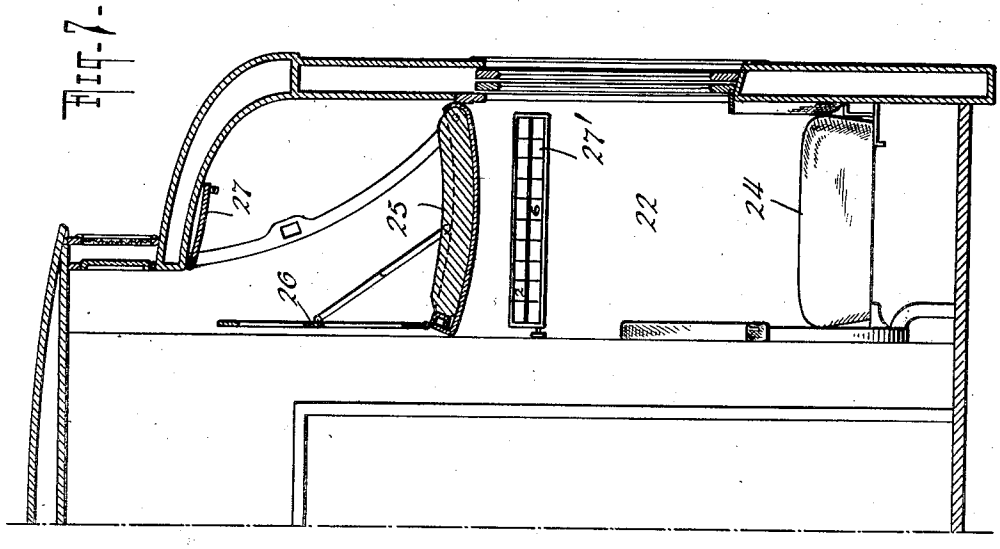


Fig. 7.



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Patented Nov. 1, 1927.

1,647,584

UNITED STATES PATENT OFFICE.

AGNES R. ROSSMAN, OF SCOTCH PLAINS, NEW JERSEY.

SLEEPING CAR.

Application filed March 8, 1926. Serial No. 93,009.

This invention relates to improvements in railway cars, and has particular reference to a car of the type shown in my Patent No. 1,543,298, patented June 23, 1925.

An object of the present invention is to provide an improved construction in which the arrangement of partitions and compartments shown in said patent may be utilized to increase the seating capacity of the car when used during the day and to provide additional facilities for persons occupying the berth at night.

Another object is to efficiently utilize the floor space of the car by providing at one end thereof a berth section on the side of the aisle of the car opposite from one of the customary retiring rooms and also provide, at the other end of the car, a storage compartment likewise on the side of the aisle opposite the other retiring room.

A further object resides in arranging a compartment next adjacent each set of berths with communication therebetween and providing a seat in the compartment which may be utilized as an extension of one of the berths of a set so as to comfortably accommodate tall persons who would otherwise be cramped in a berth of standard size.

In the drawings—

Figure 1 is a fragmentary diagrammatic illustration of the interior of the car constructed in accordance with the invention;

Figure 2 is a sectional view taken substantially on the line 2—2 of Figure 1;

Figure 3 is a fragmentary longitudinal section illustrating a berth section and an adjoining compartment;

Figure 4 is a section take substantially on the line 4—4 of Figure 1;

Figure 5 is a similar view on the line 5—5 of Figure 1;

Figure 6 is a section on the line 6—6 of Figure 2; and

Figure 7 is a view similar to Figure 6 showing the upper berth of a section in its lowered position.

Referring more particularly to Figure 1, in which the car is laid out diagrammatically, the numeral 8 indicates generally the body of the car having the usual vestibules 9 at each end affording entrance into the aisle 10 of the car which extends centrally thereof from one vestibule to the other. Between the broken lines in the middle of Figure 1 the construction and arrangement of berths and compartments may be identical with that shown in the aforementioned patent.

At the left-hand end of the car there is arranged on one side of the aisle 10 a men's retiring room 11 in which various accessories are placed including two washstands 12, a dental bowl 13, a toilet 14, and the usual seat 15 disposed transversely of the room. A somewhat similar room 16 for ladies is provided at the other end of the car and on the side of the aisle opposite that on which the room 11 is located. This room 16 may also contain various accessories such as the toilet 17, washstand 18, dental bowl 19, and dresser 20. In one corner of the room 11, but accessible from the aisle 10, there may be provided a built-up water cooler 21. The rooms 11 and 16 are made narrower than the customary rooms found on Pullman cars for the purpose of providing additional floor space which may be utilized for the erection of a berth section 22 opposite the room 11 and a compartment 23 opposite the room 16. The berth section 22 is illustrated in detail in Figures 6 and 7 wherein there is shown the lower and upper berths or bunks 24 and 25. These berths are not as wide as the remaining berths in the car and are primarily designed for the accommodation of the conductor and porter of the car. The lower berth is of the usual construction and the upper berth is similar to the upper berth shown and described in said patent. Briefly, this upper berth is pivoted to the side of the car and is provided along its front edge with a guard rail 26 which may be folded to a position on top of the berth proper when not in use. Inasmuch as the upper berth is not as wide as the other berths of the car, the outer or free edge thereof will not extend to the roof of the car as is customary when said berth is folded and, therefore, a closure plate 27 is provided which is hinged to the roof of the car and which is lowered to the position shown in Figure 6 when the upper berth is folded so as to fill in the space between the outer edge of the berth and said roof. A call enunciator 27′ may be conveniently mounted in the berth section 22.

The compartment 23 at the opposite end of the car may be of substantially the same length and width as the berth section 22 and is utilized as a storage space for linen, etc., the arrangement being such that shelves may be provided in the bottom of the compart-

ment for said accessories. The compartment 23 may also be used by the porter when shining shoes or performing other duties. An auxiliary compartment or booth 28 may also be provided at one end of the compartment 23 in which a switchboard may be mounted for the control of various electrical appliances in the car.

On the same side of the car on which the berth section 22 is located and adjacent thereto there is provided a berth section 29 and a compartment 30 interposed between said section and the section 22. The section 29 and compartment 30 are shown in detail in Figure 3 and the arrangement and construction of said section and compartment are substantially the same as set forth in the previously mentioned patent. Briefly, the lower berth 31 is provided with the curtain 32, while the upper berth has a foldable guard rail 33 which supports the upper and lower edges of the sliding curtain 34. The specific construction of the guard rail is described and claimed in my co-pending application, Serial No. 86,126, filed February 5, 1926, and may have associated therewith the ladder construction claimed in my other co-pending application, Serial No. 38,489, filed June 20, 1925, allowed December 22, 1925, now Patent 1,589,820, issued June 22, 1926. The upper berth may be provided with windows 35 which are in line with the windows of the lower berth.

The compartment 30 is divided into upper and lower sections 36 and 37, the upper section being utilized as a storage space for the occupant of the upper berth, access being had to said section through the door 38 (Figure 4). In the present construction the lower section 30 of the compartment is provided with a dome ceiling 39, the space between said ceiling and the bottom of the upper section 36 being utilized to receive a radiator 40, a blower or fan 41, and suitable connections for electrically operating the ventilating unit which is individual to each compartment. This ventilating unit draws in, by suction, fresh air from the outside of the car through any suitable screen which will prevent the entrance of dirt, cinders, etc. If desired, the fan may be operated for predetermined periods (for instance, for four minutes) to alternately exhaust and blow air into the lower berth and its connecting compartment through suitably located apertures, thereby completely changing the air as rapidly as may be necessary for satisfactory ventilation. The radiator 40 may be connected by pipes and control devices to the car heating system thereby making it possible to heat the incoming air when the outside temperature is too low for comfort. Varying temperatures of the air admitted into the berth and compartment can be secured at will by regulation of the proportion of incoming air passing through the radiator. Between the windows 42 in the lower section a mirror 43 may be disposed and arranged opposite the mirror 44 on the door 45 leading into said compartment from the aisle of the car. A shoe receptacle or bin 45′, such as described and claimed in my co-pending application, Serial No. 82,397, filed January 20, 1926, may be mounted on the door 45 below the mirror 44. A washstand 46 is arranged in the compartment directly below the mirror 43 and above this washstand there may be supported a thermos bottle 47. A demountable table 48 may be supported by sockets 49 in the wall of the car, the table being cut away to receive the bowl of the washstand 46. A socket 50 may also be provided in the wall of the car for radio reception and in this connection a radio receiving apparatus may be placed in the compartment 28 and connected to the sockets 50 of the various compartments 30. In one corner of the compartment 30 there is provided a toilet 51 of a standard make having a cushion top 52 which may be utilized as a seat in the compartment. Also opposite said toilet 51 and adjacent the door leading into the compartment from the aisle a detachable or foldable seat 53 is provided. For the purpose of establishing communication between the lower berth 31 and the compartment 30 the partition 54 dividing the same is provided with an aperture 55 which may be closed by means of a folding door 56 so that the occupant of the berth 31 may have easy access to the compartment 30. If desired, a netting 56′ may be detachably secured in the opening 55 when the door 56 is opened to prevent an occupant of the berth 31 from being accidentally thrown therefrom into the compartment by any extraordinary jolting of the train, or sudden stopping thereof. The lower end of the door is arranged in substantially the same plane as the berth 31 and below said door the partition 54 is provided with an opening 57. Hingedly supported by said partition adjacent said opening 57 there is a seat 58 which, when in operative position, affords additional seating space in the compartment 30. This seat may be provided with a detachable cushion 59 and is supported by the legs 60 which are foldable underneath the seat to permit the latter to be lowered into the opening 57 in vertical alignment with the door 56. The seat 58 may also be utilized as an extension of the lower berth 31 so that taller persons may be conveniently accommodated in the berth by making the seat 58 a part thereof. In this event, the cushion 59 may be adjusted vertically by means of slotted brackets 61 so that the cushion 59 may be raised to the level of the remaining portion of the berth when the latter is made up for occupancy and has the mattress thereon. A

detachable cushion 62 may be secured to the door 56 when the seat 58 is used as a seat. It will thus be seen from the foregoing description that during day travel the compartment 30 may be utilized to seat four persons and will provide considerable privacy owing to the fact that the compartment is closed by the door 45 leading into the aisle of the car. Also when utilized for night travel the compartment 30 with its upper and lower sections 36 and 37 is utilized for the convenience of the occupants of the upper and lower berths in the section 29, it being understood, of course, that the occupant of the upper berth has access only to the section 36.

For the further convenience of the passengers two of the sections 29, one at each end of the car, has a private shower bathroom 63 in which a suitable shower apparatus 64 is arranged. This shower bathroom is next adjacent to the compartment 30 and may be separated therefrom by a curtain 65 or a sliding door, if desired. Above the shower bathroom 63 a storage compartment 66 may be provided, access being had to this compartment through a door 67 opening into the aisle of the car.

What is claimed is:

1. In a railway car construction, a berth, a compartment adjacent said berth and communicating therewith, and a seat in said compartment forming an extension of said berth.

2. In a railway car construction, a berth, a compartment adjacent said berth, a communicating door between the berth and said compartment, and a seat in said compartment adapted to form an extension of said berth when said door is opened.

3. In a railway car construction, a berth, a compartment adjacent said berth, an apertured partition between said berth and compartment, and a seat in said compartment hinged to said partition and forming an extension of said berth.

4. In a railway car construction, a berth, a compartment adjacent said berth and communicating therewith, a seat in said compartment forming an extension of said berth, and means for changing the elevation of said seat.

5. In a railway car construction, a berth, a compartment adjacent said berth, an apertured partition between said berth and compartment, a seat in said compartment hinged to said partition and forming an extension of said berth, and means for changing the elevation of said seat.

6. In a railway car construction, a berth, a compartment adjacent said berth, a communicating door between the berth and said compartment, a seat in said compartment adapted to form an extension of said berth when said door is opened, and means for hinging said seat below said door to permit of the same being swung to a position substantially in a plane with said door when the latter is closed.

7. In a railway car construction, a berth, a compartment adjacent said berth, a partition between said berth and compartment and having an opening adjacent the bottom thereof, and a seat in said compartment hinged to said partition and forming an extension of said berth, said seat being movable to a position within the opening in said partition.

8. In a railway car construction, a berth, a compartment adjacent said berth, an apertured partition between said berth and compartment, a seat in said compartment hinged to said partition and forming an extension of said berth, and a netting removably attached to said partition and extending across the aperture in said partition.

9. In a railway car construction, an aisle, a retiring room at one end of the car and on one side of said aisle, a berth section on the other side of said aisle opposite said retiring room, a berth and associated compartment also on the latter side of said aisle, and a shower bathroom communicating with said compartment and positioned between the same and said berth section.

10. In a railway car construction, an aisle, a retiring room at one end of the car and on one side of said aisle, a compartment on the other side of said aisle opposite said retiring room, a berth and associated compartment also on the latter side of said aisle, and a shower bathroom communicating with the last named compartment and positioned between the same and the first named compartment.

11. In a railway car construction, an aisle, a retiring room at one end of the car and on one side of said aisle, a berth section on the other side of said aisle opposite said retiring room, a berth and associated compartment also on the latter side of said aisle, and another compartment communicating with the first named compartment and positioned between the same and said berth section.

12. In a railway car construction, an aisle, a retiring room at one end of the car and on one side of said aisle, a berth section on the other side of said aisle opposite said retiring room, a berth and associated compartment also on the latter side of said aisle, another compartment communicating with the first named compartment and positioned between the same and said berth section, and a storage compartment located above said other compartment.

In testimony whereof I have affixed my signature.

AGNES R. ROSSMAN.