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PASSENGER CARRYING VEHICLE

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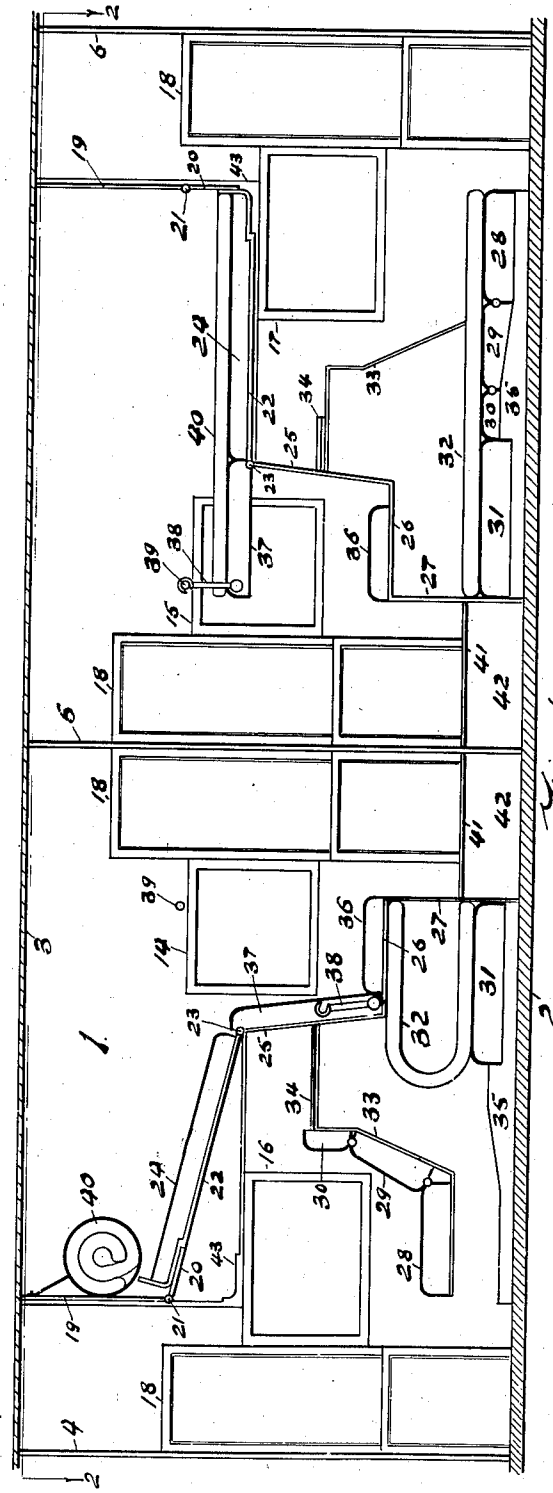


Fig. 1.

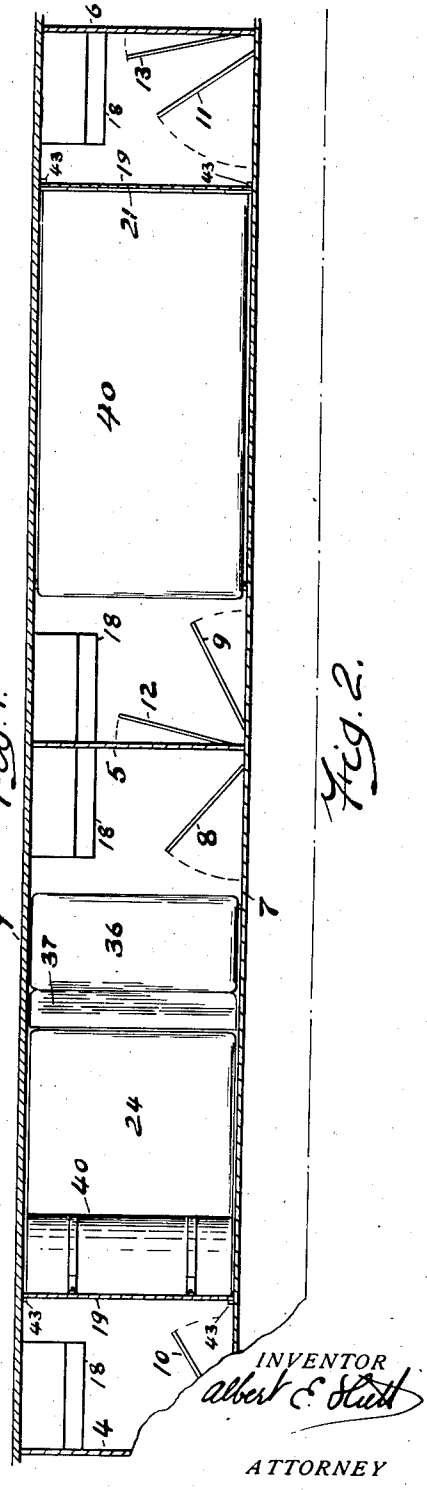


Fig. 2.

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PASSENGER CARRYING VEHICLE

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3 Claims. (Cl. 105—315)

My invention relates to a novel construction of passenger carrying vehicle particularly adapted to railroad use where it is desired to lower the overall height as is now being done in the new high speed streamlined trains.

My invention further relates to a novel construction of combination day and sleeping railroad coach affording greater comfort and convenience to the passengers than is found in the present so called Pullman coaches.

My invention further relates to a novel construction of combination day and sleeping railroad coach in which either an upper or a lower compartment may be converted from day use to night use and vice versa without the necessity of converting the other compartment.

My invention further consists of a novel construction of passenger carrying vehicle having a central longitudinal aisle or passageway and individual compartments on each side of said aisle for each passenger, such compartments being so constructed and disposed that there is provided in each ample standing room both day and night, seats for day use, beds for night use and wash basins and toilets for use either in the day time or at night.

My invention further consists of individual passenger compartments separated from the central lonigtudinal aisle by fixed partitions in which are located the doors for entrance or exit from such compartments. There are also fixed partitions between adjacent upper and adjacent lower compartments in which are also located doors for connecting any two such adjacent compartments.

With all these objects in view, my invention consists of the novel construction hereinafter described and finally claimed.

For the purpose of illustrating my invention, I have shown in the accompanying drawing the form thereof which is at present preferred by me, although it is to be understood that the various instrumentalities of which my invention consists can be variously arranged and organized and that my invention is not limited to these precise arrangements and organizations of the instrumentalities as herein shown and described.

The nature, characteristic features and scope of my invention will be more fully understood from the following description taken in connection with the accompanying drawing, forming part thereof and in which:—

Fig. 1 represents a longitudinal sectional view of two so called sections of a railroad coach, each embodying an upper and a lower compartment, the section being taken on the centre line of the longitudinal aisle. The partition between the compartments and the aisle has been omitted in this view to more clearly show the interior arrangement. The section to the left of the drawing shows an upper and a lower compartment made up for day use and the section to the right, an upper and a lower compartment made up for night use.

Fig. 2 is a plan view taken on the line 2—2 of Fig. 1. In this view the partition omitted in Fig. 1 is shown.

Referring now to the drawing, in which similar numerals designate similar parts, the numeral 1 designates an outside wall of the coach, 2 designates the floor and 3 the roof. 4, 5 and 6 designate fixed partitions between the different sections and 7 a partition between the sections and the aisle. 8 and 9 designate doors in the partition 7 by which the two upper compartments are reached from the aisle and 10 and 11 doors in the same partition by which the two lower compartments are reached from the aisle. 12 designates a door in the partition 5 which allows the two upper compartments to be connected and 13 a door in the partition 6 for connecting the lower compartment to the right with the next lower compartment that would be immediately to its right. (The doors 12 and 13 are omitted in Fig. 1 for the sake of clearness.) 14 and 15 designate windows in the upper compartments and 16 and 17 windows in the lower compartments. 18 designates toilet cabinets in each compartment, the upper part containing a folding wash basin, mirror and shelves and the lower part a swinging type hopper. The dividing elements between upper and lower compartments consist of the vertical partition 19, the moveable partition 20 which is hinged at 21 and locked in the day position by any suitable means, the moveable bed section support 22 which is hinged at 23 and to which is attached the bed section 24, the inclined partition 25, the horizontal partition 26 and the vertical partition 27. 28, 29 and 30 designate a seat in the lower compartment to the left, which, together with the permanent bed section 31 form a bed as shown in the lower compartment to the right. 32 designates a mattress stored in the daytime as shown in the lower compartment to the left and used to complete the bed as shown in the lower compartment to the right. 33 designate narrow strips attached to the outer wall 1 and partition 7 for the purpose of supporting the seat structure in the daytime. 34 designates a folding shelf in the lower compartment which can

be folded in two at night as shown in the lower compartment to the right. 35 is a support for the lower compartment bed when made up. 36 designates a seat cushion in the upper compartment and 37 a back rest which is also hinged at 23. 38 designates a supporting hook attached at one end to the back rest 37 and disposed to engage its other end with the pins or trunnions 39. 40 designates a mattress for the upper compartment shown rolled up and suspended to the partition 19 in the compartment to the left and used to complete the bed as shown in the compartment to the right. 41 designates the floor to the standing portion of the upper compartment and 42 a storage space under said floor. 43 designates supports attached to the outer wall 1 and partition 7 against which rest the fixed partition 19, movable partition 20 and moveable bed section support 22 when the upper compartment is made up for night use.

In order to convert a lower compartment from day use to night use, the porter first unlocks the moveable partition 20 allowing it to swing about the hinge 21 until it and the bed section support 22 rest against the support 43 as shown in the section to the right. He then places the seat members 28, 29 and 30 on the support 35 and unrolls the mattress 32 on top of these members and the permanent bed section 31, thus forming a bed as shown in the lower compartment to the right. The shelf 34 is now folded on itself if desired or left in the extended position at the will of the passenger.

To make up an upper compartment, the bed section support 22 having already been lowered to the support 43, the porter moves the seat cushion 36 forward and then swings the back rest 37 around the hinge 23 until it assumes a horizontal position, he next engages the free end of the supporting hooks 38 with the pins 39 and unrolls the mattress 40 and places it on the bed section 24 and back rest 37, thus making a bed as shown in the upper compartment to the right.

While I have shown the bed section support 22 hinged at 23 in order to raise the end of it which is over the seat in the lower compartment and thus create more headroom in the daytime it is to be noted that this bed section support 22 could be fixed in the horizontal position as my design provides ample head room for a seated passenger in the lower compartment without raising said bed section support 22.

It will be apparent to anyone skilled in the art that I can locate the aisle of the coach to one side instead of in the middle of the coach which is the preferred position.

I am aware that my invention may be embodied in other specific forms without departing from the spirit or essential attributes thereof and I therefore desire the present embodiment to be considered in all respects as illustrative and not restrictive, reference being had to the appended claims rather than to the foregoing description to indicate the scope of the invention.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:—

1. In a combination day and sleeping passenger carrying vehicle having a floor, roof, side and end walls, a longitudinal aisle, adjacent sections each comprising an upper and a lower compartment located between an outer wall of said vehicle and said aisle, partitions between said sections, doors in said partitions, a partition between said sections and said aisle, doors in said partition to reach said compartments from said aisle, a plurality of dividing partitions in different planes to separate said upper and lower compartments from each other, standing portions in upper and lower compartments located at opposite ends of said sections, said standing portions being of greater height than the height of an average standing passenger, seating and sleeping portions in each upper and lower compartment located between said standing portions and substantially one above the other, said seating and sleeping portions being of a greater height than an average seated or sleeping passenger but of a lesser height than that of an average standing passenger, toilet facilities in said standing portions, seats and permanent bed sections in said seating and sleeping portions, said seats and bed sections in said lower compartments being disposed to form a bed when said lower compartments are made up for night use and part of said seats and the bed sections in said upper compartments being disposed to form a bed in said upper compartments when said upper compartments are made up for night use.

2. A combination day and sleeping passenger carrying vehicle as described in claim 1, in which one of the dividing partitions between the upper and lower compartments is disposed to be raised in order to create more head room over the seat in the lower compartment.

3. A combination day and sleeping passenger carrying vehicle as described in claim 1 in which the floor of the standing portion in the upper compartments is on a higher level than the floor of the lower compartments.

ALBERT E. HUTT.