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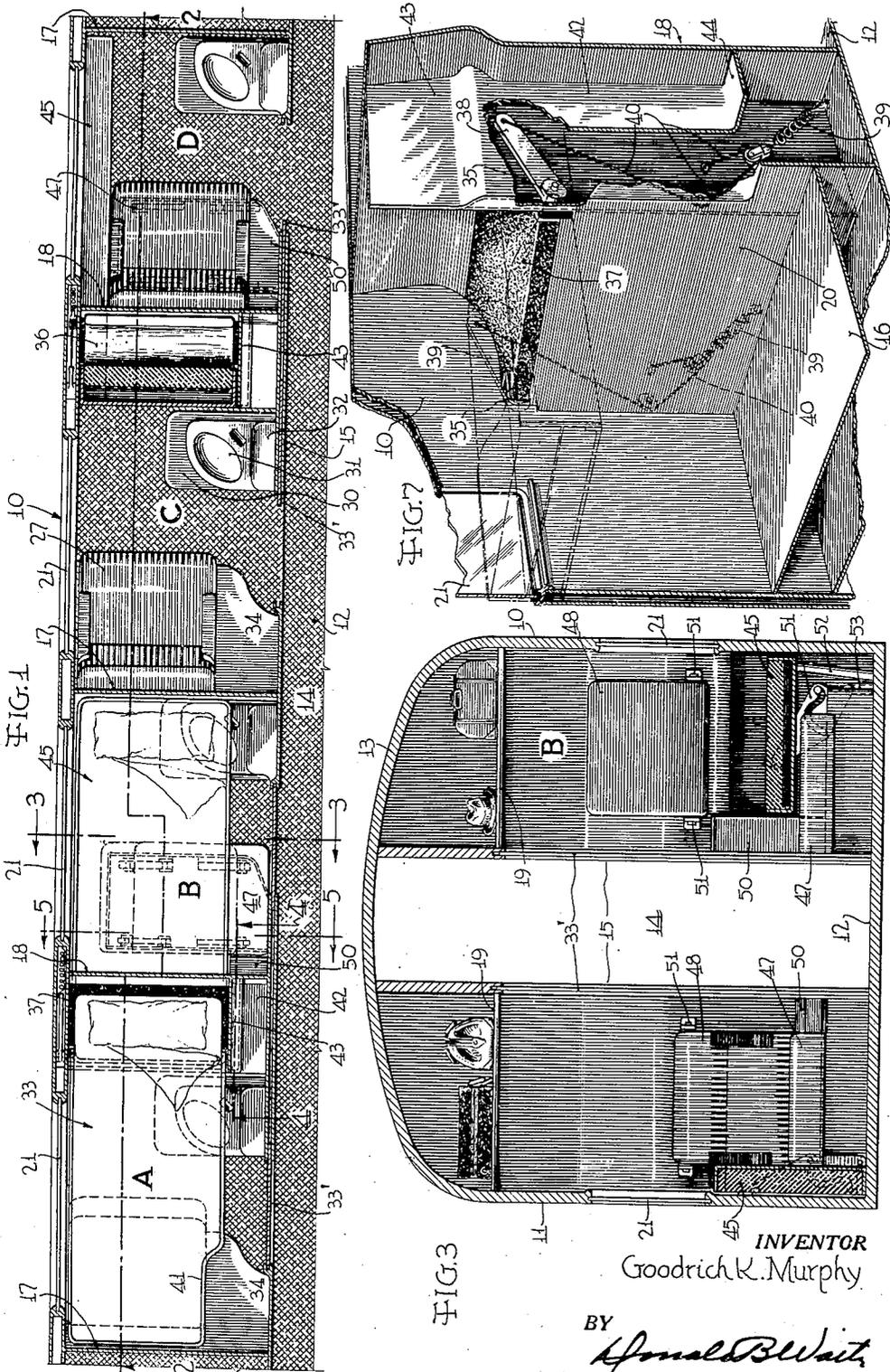
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SLEEPING CAR ROOM ARRANGEMENT

Filed July 13, 1946

2 Sheets-Sheet 1



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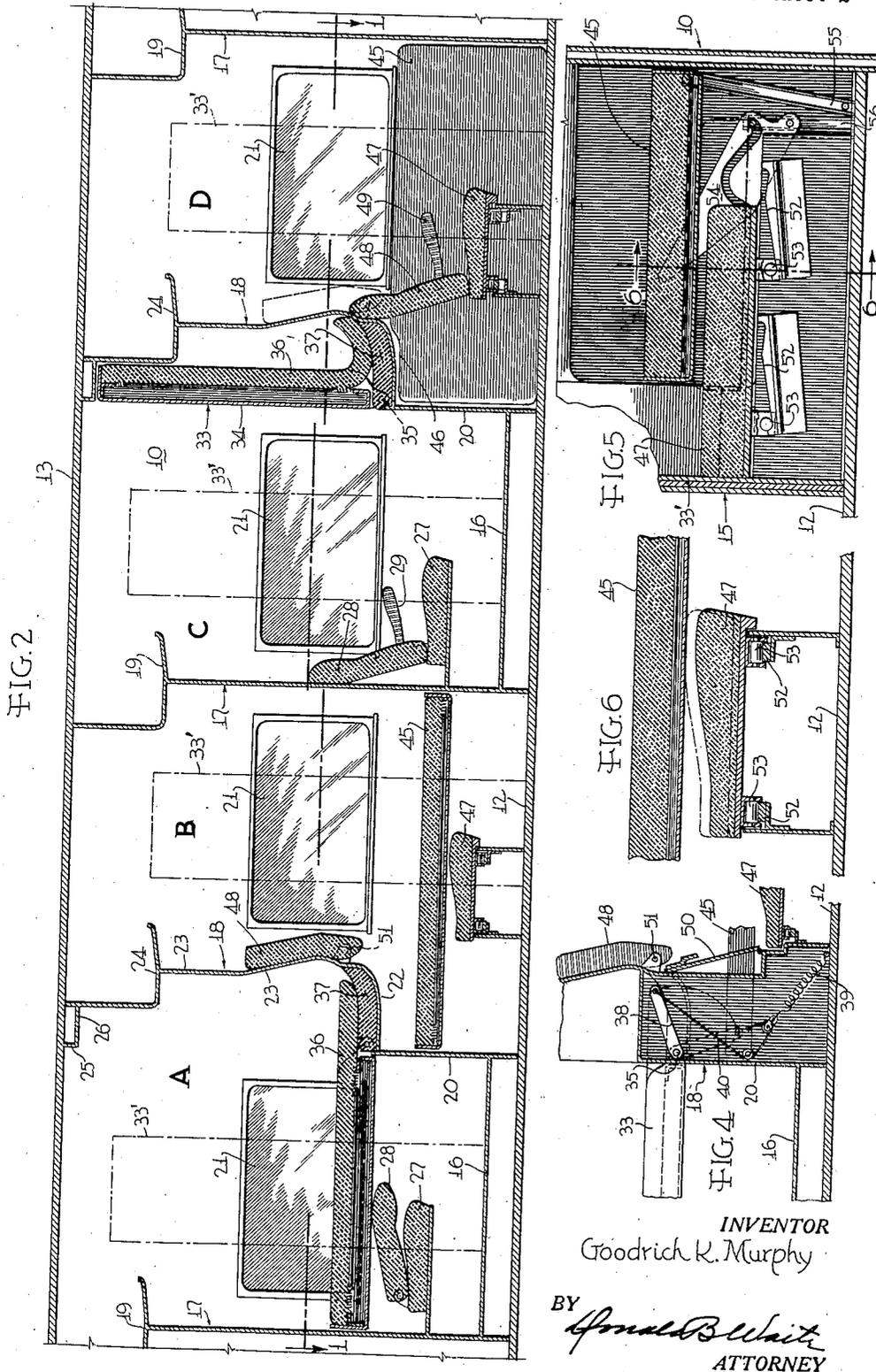
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SLEEPING CAR ROOM ARRANGEMENT

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2 Sheets-Sheet 2



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# UNITED STATES PATENT OFFICE

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## SLEEPING CAR ROOM ARRANGEMENT

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12 Claims. (Cl. 105—315)

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The invention relates to railway cars and particularly to such cars having separate rooms readily convertible for daytime or nighttime travel.

It has heretofore been proposed to provide railway cars with two series of adjoining rooms arranged in pairs, one series located at each side of a center aisle and, to accommodate a larger number of rooms in a given car length, to have the rooms of each pair arranged in lengthwise overlapping relation, the overlaps providing upper and lower spaces in the adjoining rooms of a pair in which lengthwise extending beds could be arranged. In such prior arrangements, the floor level of one of the rooms of an adjoining pair of overlapping rooms was either raised well above the floor level of the other room which was ordinarily at the car floor level, and the windows of the room were similarly vertically staggered or, if the floor level of both rooms was the same, the bed in one room was at an inconveniently high level, making access to it relatively difficult. The result, in either case, was to make the lower level rooms more desirable and the upper level less desirable for the traveling public.

It is an object of the invention to make this class of room arrangement more uniformly convenient and comfortable and therefore to make the overall accommodations in a car equipped with such rooms more desirable, thereby promoting travel and increasing the revenue of the railroads so equipped.

This object is achieved in large part by arranging the rooms of each overlapping pair in such fashion that the floor levels thereof are approximately at the car floor level, or but slightly above said level, so that the rooms can be readily entered from the aisle, by at most, but a single low step. With such approximately the same level of the floors in the two rooms of a pair, the windows of each room can be arranged at substantially the same level and give the occupants sitting in the rooms substantially the same feeling and view of the outside for either room of a pair. The transverse wall separating the rooms of a pair is further provided with an offset the horizontal portion of which provides the upper and lower overlaps of the rooms and is arranged at a low elevation approximately at the level of the bottom margins of the windows, and the beds in the rooms are normally arranged in stowed position where they are out of the way when the rooms are used as sitting rooms, but are movable to horizontal use position at convenient heights above the floors of the respective rooms, the one in the lower room extending at substantially seat height and the one in the upper room at substantially the level of the lower margin of the windows. This latter bed, when in use position, is readily reached by a platform along side it, reached by a single step from the room floor and the height of the bed

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from this platform is such that a person sitting on the bed can comfortably rest his feet on the platform, just as in the other room a person sitting on the bed can comfortably rest his feet on the floor.

The arrangement is further such that both rooms have substantially the same combined sitting and standing area and are provided with similar facilities, so that both rooms provide substantially equally desirable accommodations for either daytime or nighttime travel.

Other and further objects and advantages and the manner in which they are attained will become apparent 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 fragmentary sectional view, taken substantially along the line 1—1 of Fig. 2 showing, more or less diagrammatically, two adjoining pairs of rooms according to the invention, the pair of rooms at the right being shown made up as sitting rooms or for daytime travel and the pair of rooms at the left being shown made up as sleeping rooms or for nighttime travel.

Fig. 2 is a similar longitudinal vertical sectional view through the rooms shown in Fig. 1, the section being taken substantially along the line 2—2 of Fig. 1.

Fig. 3 is a vertical transverse sectional view through a car equipped on both sides of the center aisle with rooms similar to those shown in Figs. 1 and 2, the section being taken substantially along the line 3—3 of Fig. 1, the room at the right being made up as in Fig. 1 as a bedroom and the room at the left as a sitting room.

Figs. 4 and 5 are detail sectional views taken, respectively, substantially along the lines 4—4, and 5—5 of Fig. 1.

Fig. 6 is a detail sectional view taken substantially along the line 6—6 of Fig. 5; and,

Fig. 7 is a fragmentary perspective view showing the bed-operating mechanism for the upper level bed.

In the embodiment of the invention selected for illustration, referring to Fig. 3, the car side walls are designated 10 and 11, the car floor by 12 and the roof or ceiling by 13. The longitudinal walls defining the central aisle 14 are designated by 15.

Referring to Figs. 1 and 2, there are shown two pairs of adjoining rooms designated A, B, and C, D, the pair A, B being shown made up as bedrooms or for nighttime travel and the pair C, D being shown made up as sitting rooms or for daytime travel. Each pair of rooms is disposed between the longitudinally extending car side wall 10 and the adjacent aisle wall 15. The rooms B and D have their floor at the level of the car floor 12 and the rooms A and C have their floor

16 raised a small step height above the car floor 12. For convenience of description the rooms A and C will hereafter be designated the upper rooms and the rooms B and D the lower rooms, altho there is but a slight difference in their floor levels and it is within the invention to make their floor levels both the same as the car floor level, if desired. While but two pairs of rooms are shown it is to be understood that the series of pairs of rooms may be extended through the length of the car, except for storage lockers, toilets and porter's accommodations, usually provided at one or both ends. For a standard sleeping car length (85 ft. between bumpers) it is possible to provide at least twenty-four separate rooms of this type, by having them arranged at both sides of the central aisle.

Each pair of rooms is disposed between the longitudinally extending car side wall, as 10, and the adjacent aisle wall 15, and is defined by transverse end walls 17, 17 and an intermediate transverse separating wall 18. The end walls 17 are substantially vertical and of plane form in their main bodies extending from the floor to a point above standing room height from the floor. Above this point they are offset to form a deep luggage rack 19 the horizontal portion of which extends on both sides of the plane form main body of the transverse wall 17. By this arrangement the baggage rack projects for only about half its width into either of the adjacent rooms, and yet has a width which enables it to easily and firmly hold large pieces of luggage. The luggage racks 19 are associated with the respective rooms A and C.

The intermediate transverse wall 18 separating a pair of rooms, as A and B, is comprised of a lower vertical portion 23 extending from the floor 12 to a relatively small height, say, approximately to the height of the lower margins of the windows 21, at which height it is extended by a horizontal offset portion 22 increasing the length of the room, as A, above said offset and a generally vertical portion 23 extending upwardly from the end of the horizontal offset portion to a height similar to the height of the baggage racks 19. At this height the vertical portion 23 is offset similarly to the top of wall 17 to form a baggage rack 24 of a width extending on opposite sides of the portion 23 similarly to the baggage racks 19. Adjacent the roof or ceiling 13 is secured a short transverse wall portion 25 in vertical alignment with the lower vertical portion 20, the lower margin of which portion 25 is joined to the vertical portion of the baggage rack offset by a horizontal portion 26. By reference to Fig. 2, it will be seen that the longitudinal distance between the main body of the vertical wall 17 of rooms A or C to the vertical portion 20 of the intermediate wall is substantially the same as the longitudinal distance between the vertical wall 17 of rooms B or D and the vertically extending portion 23 of the intermediate wall 18, thus making the combined standing and seating floor areas of the two rooms of a pair substantially equal.

Centrally of the longitudinal combined seating and standing areas of each room are provided the large windows 21, these windows being arranged at a height to give the passengers seated in the rooms a wide view of the outside. These windows are of the same size and height above the car floor for each room, and thus give the occupants of the respective rooms substantially the same range of vision, as well as giving the outside of the car a more pleasing appearance than the vertically staggered windows of earlier

constructions and avoiding the greater complexity of side wall construction present in the staggered arrangement.

Comfortable seat and seat back facing longitudinally are arranged in each of the rooms. For the rooms A and C, these seats and seat backs are designated respectively, 27 and 28, the backs being provided with foldable arm rests 29. The seats may be carried by a fixed support and the backs 28 are foldable to a stowed position, shown at the left of Fig. 2, when the rooms are converted into bedrooms. Adjacent the wall opposite the seat and seat back and adjacent the aisle wall 15 are arranged the usual covered toilet 30, folding wash basin 31 and cabinet 32. While the toilet is not shown of the folding type, such folding type may be used to give the occupant additional foot room.

Each room is entered from the aisle through a doorway and door 33', the door being preferably of the sliding type as shown, this doorway and door being disposed substantially centrally of the standing and sitting area of the room.

The seats and seat backs in rooms A and C are not of the full width of the room but the support for the seats is preferably extended to the aisle to form a raised platform 34. If desired, a loose cushion, not shown, normally stored under the seat may be provided to cover this platform for daytime occupancy and thus provide a width of seat to comfortably seat two persons. The platform is however uncovered, as shown, when the room is made-up for nighttime occupancy for a purpose which will be later described.

As shown, the seats and seat backs, 27 and 28, are arranged in rooms A and C adjacent the transverse wall 17 and the toilets, wash basin etc., adjacent the opposite wall 18. When the room, as C, is arranged for daytime occupancy, the bed 33 is stowed in vertical position in the recess formed by the offset in wall 18 and its bottom forms a flush wall with the wall portions 20 and 25 extending to the ceiling. The bed 33 has a hinged portion 34 of less than the full bed length hinged at both sides of the bottom, on pivots 35. The mattress 36 extends beyond the hinged portion 34 of the bed and its free end curves upwardly when the bed is stowed. A rubber or other yielding pad 37 overlies the horizontal portion 22 of the offset, the upper face of which is curved to aid in curling up the free end of the mattress when the bed is stowed. When the bed is swung around its pivots 35 to the horizontal use position, the free end of the mattress straightens out and rests upon the pad 37 to form with the hinged portion 34 and mattress portion resting thereon the full length bed. It will be understood that the bed is made up with sheets, blankets, etc., before it is stowed so that the occupant can lower it to operative position for use without the porter's assistance. Suitable means not shown, are provided to lock the bed in either of its use or stowed positions, and suitable counterbalancing means is provided to facilitate the operation of the bed. The means shown comprises an arm 38 fixed to each side of the hinged end of the bed, which arm is operated on by a coil spring 39 through a cable and pulley system 40 (see Fig. 7).

As shown in Figs. 1 and 7, the bed is less than the full width of the room, and its free end is provided with a cut-out 41, Fig. 1, so that an occupant can stand on the platform 34 and lower or raise the bed when the door is closed, insuring complete privacy. The platform 34 is of such height, that it can be readily reached from the

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room floor by a single step, and when the bed is in use position, the occupant can comfortably rest his feet thereon while sitting on the bed.

The longitudinal offset 22, 23 in the intermediate transverse wall 18 is but slightly greater than the width of the bed, leaving a space 42 between a lengthwise extending wall 43 and the main body of wall 18, and the aisle wall 15, having a bottom wall 44 which may serve as a place to hang clothes, or for other purposes. This space could be completely closed and rendered accessible by a door to provide a closed wardrobe, if desired. As shown in Fig. 7, the lower part of wall 42 is double providing a pocket to house the counterbalancing means. The counterbalancing means at the opposite sides of the bed may be housed within the hollow car side wall (see Fig. 1).

When the rooms B and D are made up as sitting rooms the bed 45 is stowed lengthwise on edge adjacent the car side wall. It may have a slight cut-out at 46 to fit easily under the horizontal portion 22 of the offset in wall 18.

The seat and seat back, respectively, designated 47 and 48 are disposed adjacent the wall 18 and face longitudinally, the seat extending close to the aisle wall, and the back being provided with the usual folding arm rests 49. The space between the seat and aisle wall may be closed by a foldable platform 50, shown in normal position at the right of Fig. 1 and in folded condition at the left of Fig. 1 and in Fig. 4. When this platform is in down position as shown in room D of Fig. 1, it may also be covered, like platform 34, by a removable seat cushion so as to increase the width of the seat 47 and permit seating of two adult persons thereon. The space above the platform 50 and vertically above the seat and seat back may be utilized as a wardrobe space, similarly to the space between the wall 43 and the aisle wall in the adjoining room as C. The back 48 of the seat may be folded to its stowed position shown in Fig. 4 about the pivotal support 51 and locked in said position by any suitable means. The seat is supported upon cammed trackways, as 52, upon which rollers 53 fastened to the bottom of the seat 47 are movable. These trackways guide the seat laterally inwardly and downwardly from its normal position to the position shown in Fig. 5 and in full lines in Fig. 6, the dot and dash lines indicating the normal seat level. Suitable locking means, not shown, may secure the seat in either position.

When the seat 47 and seat back 48 have been moved to their stowed position, the fully-made-up bed 45 may be readily moved to the horizontal use position shown in Figs. 5 and 6 and also at the left in Figs. 1 and 2, being guided and supported in this movement by cam levers 54 and guideways 55 and 56, see Fig. 5, at each end of the bed, all as clearly shown and described in detail in copending application Serial No. 633,324, filed Dec. 7, 1945. Suitable locking means, not shown, are provided for locking the bed in either the stowed or the use position. The height of the bed in use position is substantially at seat level height, and this allows an occupant, with the door of the room closed, to swing the bed down past the lower part of his legs, when it approaches the use position. Thus, he can prepare this room for sleeping in entire privacy and without calling the porter. Similarly he can raise the bed, when desired.

The beds in each room, when in horizontal use position, extend throughout substantially the entire length of the room from the inner end of the recess formed by the offset in the transverse

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wall 18 to the associated transverse opposite wall 17.

It will be understood that the showing in the drawings is largely diagrammatic and the rooms and aisle are shown extended up to the car roof. It will be obvious that this roof would include a ceiling spaced from the roof proper to accommodate the usual air conditioning ducts, etc. The detail showing of the means for moving the beds and seats to stowed and use positions could also be widely varied to suit particular conditions without departing from the main features of the invention. All such variations as would readily occur to those skilled in the art are intended to be covered in the claims appended hereto.

What is claimed is:

1. In a sleeping car, a pair of rooms disposed between longitudinally extending center aisle and car side walls, and defined by end transverse walls and an intermediate transverse wall separating the rooms, windows of substantially the same size and at substantially the same height above car floor level, one in the side wall of each room, the transverse wall having an offset providing a generally horizontally extending portion at substantially the level of the bottoms of the windows providing vertically arranged longitudinally extending overlaps between the rooms, seats and seat backs in the rooms facing longitudinally, the one room having a slightly higher floor level than the other which has its floor at the level of the car floor, the seat in said higher floor level room being disposed with its back adjacent the end transverse wall of said room and the seat in the other room being arranged with its back adjacent the transverse separating wall, made-up beds movably disposed in the respective rooms and adapted to occupy stowed and use positions therein, the beds when in use position extending substantially throughout the maximum length of the respective rooms, the bed in the higher floor level room, at substantially the lower margin of the window in said room and the bed in the other room at substantially seat level in said room.

2. In a railway sleeping car, a pair of adjoining rooms arranged between longitudinally extending car side and center aisle walls and defined by end transverse walls and an intermediate transverse wall separating the rooms, windows of substantially the same size and at substantially the same height above the car floor, one in each of said rooms, said transverse wall being formed with a longitudinal offset forming a generally horizontally extending portion at substantially the level of the bottoms of said windows and providing upper and lower longitudinally overlapping portions for the respective rooms, the maximum length of the rooms being in the region of their respective overlapping portions, a made-up bed movable between stowed and use positions in each of said rooms, and being of a length extending substantially throughout the maximum length of the respective rooms, longitudinally facing seats and seat backs, one in each room, the one in the room with the lower overlapping portion being disposed with its back adjacent the intermediate transverse wall and the one in the other room being disposed with its back adjacent the end transverse wall of said room, at least the backs of the seats being movable to stowed positions out of the paths of movement of the respective beds when the latter are moved to use position, the use position of the bed in the room with the lower overlapping portion being disposed substantially at seat level and some distance below said offset

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and the bed in the other room in use position being disposed just above said offset.

3. In a railway sleeping car, a pair of adjoining rooms arranged between longitudinally extending car side and center aisle walls and defined by transverse end walls and an intermediate transverse wall separating the rooms of said pair, a window in the side wall of each room, said windows being of substantially the same size and at substantially the same height above the car floor, said transverse wall having lower and upper vertical portions offset longitudinally and interconnected, at about the level of the bottoms of said windows, by a generally horizontally extending portion and providing a lower maximum length portion in one of the rooms and an upper maximum length portion in the other room, a made-up bed in each room movable between stowed and use positions, a seat and seat back in each room, the seat in each room facing longitudinally, the one room with said lower maximum length portion having its seat disposed normally with its back adjacent the upper vertical portion of the intermediate transverse wall, the other room having its seat disposed normally with its back adjacent the end transverse wall of said room, at least a portion of the back of each seat being movable out of the path of movement of the bed of the associated room when said bed is moved from stowed to use position, the bed in said one room when in use position extending horizontally for substantially the maximum length of the room at approximately seat level and the bed in said other room in use position extending horizontally for substantially the maximum length of its room at approximately the level of the bottom of the window in said room.

4. In a railway sleeping car, a pair of adjacent rooms equipped for daytime and nighttime travel and arranged to extend lengthwise between a car side wall and a center aisle wall and defined by end transverse walls and an intermediate transverse wall separating the rooms of said pair, said intermediate wall having lower and upper vertical horizontally offset portions interconnected by a generally horizontally extending portion providing lower and upper maximum length portions in the respective rooms overlapping by the lengthwise extent of said horizontally extending portion, a window in the side wall of each room, the windows of the respective rooms being of substantially the same size and height above the car floor level, a made-up bed in each room stowable for daytime travel and movable from stowed to use position for nighttime travel and in use position extending substantially throughout the maximum length of the associated room, a longitudinally facing seat and seat back in each room for daytime travel, at least a portion of each combined seat and seat back being movable out of the path of the associated bed when the latter is moved to use position, the seat and seat back in one of said rooms being disposed adjacent the transverse separating wall and the seat and seat back in the other of said rooms being disposed adjacent its end transverse wall, the bed of said one room in use position being disposed approximately at seat level and the bed of the other of said rooms being disposed approximately at the level of the lower margin of the associated window.

5. In a railway sleeping car, a pair of adjacent rooms equipped to serve alternatively as bedrooms or sitting rooms and arranged to extend lengthwise between longitudinally extending car side

and center aisle walls and defined by end transverse walls and an intermediate transverse wall separating the rooms of the pair, the rooms having substantially equal standing and seating areas, but the intermediate transverse wall being off-set to provide upper and lower sleeping areas in the respective rooms of greater length than said standing and sitting areas and overlapping each other, a large window in the side wall of each room, the windows of the respective rooms being of substantially the same dimensions and at substantially the same height above the car floor, and the lower margins of the windows being at substantially the same height as said offset, a seat and seat back in each room facing longitudinally and being normally disposed with its back adjacent one of the transverse walls of the respective rooms, a made-up bed in each room occupying a stowed position when the room is made up as a sitting room, and movable to a horizontal use position when the room is made up as a bedroom, at least a portion of the combined seat and seat back in each room projecting, when the room is made up as a sitting room, into the path of movement of the associated bed and being movable out of said path to permit movement of the bed to use position, the bed of said room having the lower sleeping area being disposed in use position at approximately seat level and the bed in the other room in use position being disposed approximately at lower window margin level, the bed in each room, when in use position, extending substantially throughout the maximum length of the associated room.

6. In a railway sleeping car, a pair of adjacent rooms equipped to serve, alternatively, as bedrooms or sitting rooms and arranged to extend lengthwise between longitudinally extending car side and center aisle walls and an intermediate well separating the rooms of the pair, the rooms having substantially equal standing and seating areas, and the intermediate wall being offset to provide upper and lower sleeping areas in the respective rooms of greater length than said standing and seating areas and overlapping each other, a large window in the side wall of each room, the windows of the respective rooms being of substantially the same dimensions and at substantially the same height above the car floor, and the lower margins of the windows being at substantially the same height as said offset, a seat and seat back in each room, a bed in each room occupying a stowed position when the room is made up as a sitting room and movable to horizontal use position when the room is made up as a bedroom, at least a portion of the combined seat and seat back in each room projecting, when the room is made up as a sitting room, into the path of movement of the associated bed and being movable out of said path to permit movement of the bed to use position, the bed of said room having the lower sleeping area being disposed in use position at approximately seat level and the bed in the other room in use position being disposed at approximately lower window margin level, the beds in use position extending substantially the full length of the respective rooms.

7. In a railway sleeping car, a pair of adjacent rooms equipped to serve alternatively as bedrooms or sitting rooms and arranged to extend lengthwise between longitudinally extending car side and center aisle walls and an intermediate wall separating the rooms of said pair, the rooms having substantially equal combined seating and standing areas, and the intermediate wall being

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offset to provide upper and lower sleeping areas in the respective rooms of greater lengths than said combined standing and seating areas and overlapping each other, a large window in the side wall of each room, the windows of the respective rooms being of substantially the same dimensions and at substantially the same height above the car floor, and the lower margins of the windows being at substantially the same height as said offset, a bed in each room occupying a stowed position when the room is made up as a sitting room and movable to horizontal use position when the room is made up as a bedroom, the bed of said room having the lower sleeping area being disposed in use position at approximately seat height level and the bed in the other room in use position being disposed at approximately lower window ledge level, said beds in use position extending substantially the full length of the respective rooms.

8. In a railway sleeping car, a pair of adjacent rooms equipped to serve as either bedrooms or sitting rooms and arranged to extend lengthwise between longitudinally extending car side and center aisle walls and an intermediate wall separating the rooms of said pair, the rooms having substantially equal combined standing and seating areas and the intermediate transverse wall being offset to provide upper and lower sleeping areas in the respective rooms of greater length than said combined standing and sitting areas and overlapping each other, a bed in each room occupying a stowed position when the room is made up as a sitting room, and movable to horizontal use position extending substantially the full length of the room when the room is made up as a bedroom, the bed in said room having the higher sleeping area being disposed in use position at substantially the height of said offset, a platform in said room alongside the bed in use position and arranged at a comfortable step height above the floor of the room, and the bed in the other room in use position being disposed at a height above the floor thereof substantially equal to the height of said first-named bed above said platform, the latter height being such as enables the occupants of the respective rooms to sit on the bed with their feet resting upon the platform, in the case of the upper bed level room, or on the floor, in the case of the lower bed level room.

9. In a railway sleeping car, a room defined by longitudinally extending center aisle and car side walls, and two spaced transverse walls interconnecting said aisle and side walls, a window in the side wall of the room, an offset in one transverse wall of the room at substantially the height of the lower margin of said window, rendering said room above said offset of greater length than below it, a made-up bed in said room movable between use and stowed positions therein, said bed in stowed position being folded upwardly to form a flush wall with the lower portion of said transverse wall and when extended to use position extending horizontally just above said offset and

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adjacent the lower margin of said window and for substantially the full length of the room.

10. In a railway sleeping car, a room defined by longitudinally extending center aisle and car side walls, and two spaced transverse walls interconnecting said aisle and side walls, a window in the side wall of the room, an offset in one transverse wall of the room at substantially the height of the lower margin of the window rendering said room above said offset to a point adjacent the ceiling of greater length than below said offset, the upper portion of said wall being offset in the opposite direction from the lower to provide a horizontal portion forming at least a part of a baggage rack for an adjacent room.

11. In a railway sleeping car, a room defined by longitudinally extending center aisle and car side walls, and two spaced transverse walls interconnecting said center aisle and car side walls, a window in the side wall of the room, an offset in one transverse wall of the room forming a generally horizontal bottom portion of a recess in said wall lengthening the room above said offset over the length of the lower portion thereof, a made-up bed adapted to be stowed in said recess with its bottom wall flush with the lower portion of said transverse wall, and a shallower recess in the top of said transverse wall, the bottom of which forms at least a part of a baggage rack for an adjacent room, said stowed bed folding against the vertical wall of said first-named recess, said bed being movable from stowed to horizontal use position extending over the horizontal bottom portion of the recess formed by said first-named offset and to the transverse wall opposite said offset wall.

12. In a railway sleeping car, a room defined by longitudinally extending center aisle and car side walls, and two spaced transverse walls interconnecting said aisle and side walls, a window in the side wall of the room, an offset in one transverse wall of the room at substantially the height of the lower margin of said window, a made-up bed in said room movable from stowed to use position therein and extending horizontally in use position just above said offset and substantially the length of the room, a cut-out portion adjacent one end of the bed on the aisle side, and a platform in said room alongside said cut-out when the bed is in use position and arranged at a comfortable step height above the floor of the room, the platform being at such height with respect to the use position of the bed as to enable the occupant of the room sitting on the cut-out end of the bed to rest his feet upon the platform.

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