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J. M. HANSEN.
SLEEPING CAR.
APPLICATION FILED MAR. 7, 1911.

Patented Dec. 19, 1911.

2 SHEETS—SHEET 2.

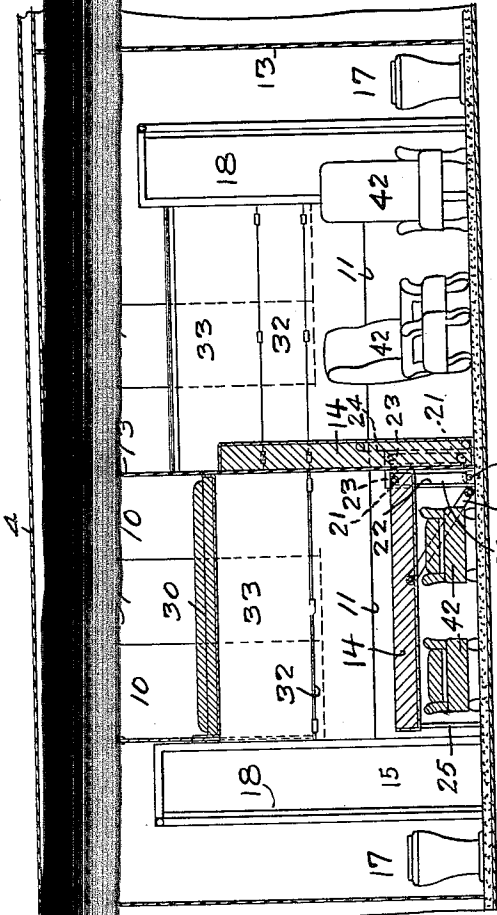


FIG. 2

DESIGNED BY

Keller

W. C. Fother

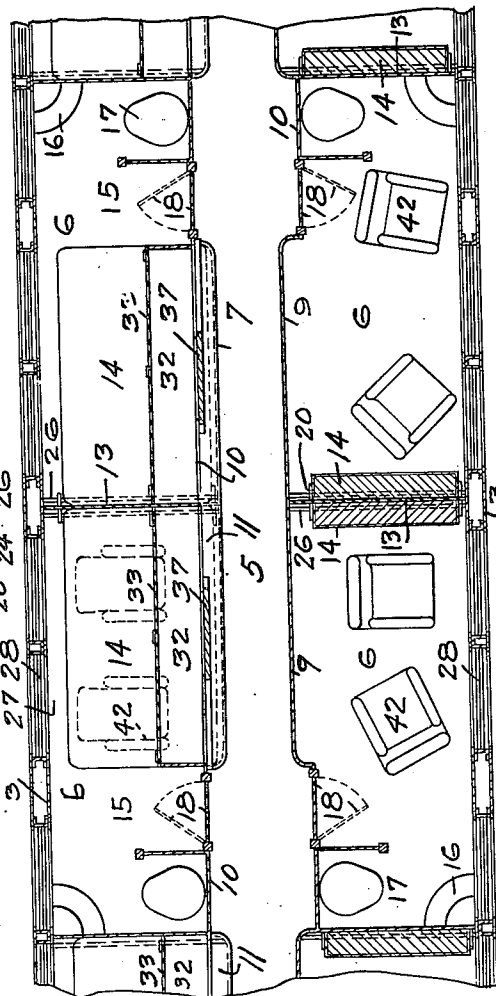


FIG. 3

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SLEEPING-CAR.

1,011,9

Specification of Letters Patent.

Patented Dec. 19, 1911.

Application filed March 7, 1911. Serial No. 612,809.

To all whom it may concern:

Be it known that I, JOHN M. HANSEN, a citizen of the United States, and resident of Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Sleeping-Cars; and I hereby declare the following to be a clear, and exact description thereof.

My invention relates to sleeping cars, and the special object of the present invention is to provide for an upper berth apartment in sleeping cars which can be separated from the aisle and provides space for dressing other than the actual couch or bed.

In an application filed by me of even date with this application, Serial No. 612,808, I have described certain improvements in sleeping cars involving a central aisle narrower in the lower part than in the upper part, and apartments on each side of said aisle which are made of greater width in the lower part than in the upper part, the dividing wall between the aisles and apartments where the beds are located being formed as an overhang within the apartment, and when the beds are made up ready for sleeping the beds fitting under such overhang, each compartment having a dressing space at the end of the bed and access being obtained from such dressing space to the lower part of the apartment by a space left between the bed and the overhang.

The present invention involves certain other improvements which are not necessary to be here described.

The present invention is specially applicable to sleeping cars having such construction, but it may if desired be used in the construction of sleeping cars having sections or apartments of any length of the bed or couch as now used in use. It will, however, be described in connection with the improved sleeping-car construction of the said application.

It comprises, generally stated, a longitudinally extending berth or bed in combination with a movable platform on the center of the berth located some distance from the side of the same so as to provide standing space for dressing.

It also comprises an upper berth apartment having a wall or partition between the aisle and the apartment and a door giving access to the apartment.

It also comprises the combination with

this construction of a lower apartment of greater length than the bed, together with means for separating the upper berth or apartment from the lower compartment.

It also comprises other improvements as hereinafter set forth.

In the accompanying drawings Figure 1 is a cross section of a sleeping car showing on one side the preferred construction of the car for day travel and on the other side the apartments arranged for sleeping; Fig. 2 is a longitudinal section through two such apartments showing one arranged for day travel and one arranged for night travel; and Fig. 3 is a horizontal section through the body of the car on the line 3-3 Fig. 1 illustrating two such apartments, one prepared for day travel and one for night travel.

As illustrated in said companion application, the car is shown as of metal construction, having the underframe 2, the car sides 3 and the roof 4, the usual general shape of the standard sleeping car being shown. The car has the center aisle 5 with the apartments 6 on each side thereof, the center aisle having a narrow lower portion 7 and widened upper portion 8, the aisle and apartments being separated opposite the beds in the apartments by the aisle walls 9 and 10, connected by the overhangs 11, thus increasing the width of the lower portions of the apartments at such points as shown. The apartments 6 are separated by end walls 13, and are illustrated as made of greater length than the beds 14 providing the dressing spaces 15 having the lavatories 16 and toilets 17. As described in the said application the aisle opposite the dressing space 15 of the apartment is made of the full width of the upper part of the aisle and a door 18 gives access from the aisle to the apartment.

Any suitable form of collapsible or folding bed may be employed in each apartment, different forms being illustrated in said companion application. The present application illustrates a folding bed 19 fitting against the end wall 13 of the apartment when arranged for day travel, and fitting under the overhang 11 in the wider lower portion of the apartment when arranged for sleeping. The bed 14 is shown as mounted in a case 20 having studs 21 sliding in a guide-way 22 in said case and when the bed is lowered contacting with the stop

23 closing the upper bed of the guide-way, while the brace 24 pivoted at the base of the case and to the bed acts to sustain it when extended in horizontal position, a swinging foot rest 25 being employed at the foot of the bed if desired. The case 20 is movable laterally, for example, being mounted to slide on the stationary bar 26, so that when the bed is lowered it may be moved laterally under the overhang 11 leaving the space 27 between the bed and the window 28 giving access from the dressing space 15 to the bed.

The upper berth 30 is hinged to the car slide 3 above the window and when closed swings up against the roof as in the ordinary sleeping car construction. It extends from the end wall 13 for the desired length of such upper berth and its opposite end when in raised position is closed by a partition 31. In the preferred construction the division wall 10 forms the outer wall of what might be termed the upper berth apartment. The upper berth does not extend out to this division wall, but leaves a space 20^a for dressing between the berth and the wall, and to form such dressing space I employ the movable partition 32, 33, which during day travel folds up against the partition 10, but in night travel is arranged so that the partition section 32 extends horizontally into the apartment 6 forming the base of the upper berth apartments and forming a standing platform above the car floor and at the side of the upper berth, while the partition section 33 extends up to and is connected to and supported by the upper berth 30. As so arranged I provide the upper berth apartment having the dressing space 34 within which the occupant can stand when dressing or undressing, there being full head space such as at 35 extending up within the cabin or deck 36 of the car. To give access to such upper berth apartment I provide the door 37 arranged to slide along the partition 10, this door being of suitable width to give access to the upper berth apartment but when slid to place and closed cutting off the same from the aisle and so providing an absolutely private upper berth apartment, ventilation for which is provided through a window 45 located in the deck plate 46. This apartment is closed off from the main apartment 6 by means of a folding partition 39, 40, extending up to the base of the deck and meeting the partition 31. The folding partition 39, 40, can during the day be placed within the upper berth.

When the car is arranged for day travel the upper berth 30 is swung up into position against the roof, and the folding partition 32, 33, is swung up against and supported by the aisle partition 10. The bed 14 in the main or lower apartment 6 is folded up

and suitable movable chairs 42 are provided in the apartment, these chairs being folded and placed under the bed 14 during night travel. The apartment is therefore much more comfortable than where the ordinary berths are changed to form stationary seats.

To arrange for night travel the bed 14 is swung down into the main apartment 6, and moved laterally under the overhang 11, providing the space as at 27 between the bed and the window giving access from the dressing space 15 to the bed. The upper berth 30 is then swung down into position for sleeping, and the folding partition 32, 33, is lowered the section 33 thereof so forming a horizontal standing platform, while the section 33 extends up to the upper berth and is connected thereto for support. The folding partition 39, 40, is then inserted in place extending from the aisle wall 10 to the partition 31 and so separating the upper berth apartment entirely from the main apartment 6. When in use access is obtained to the upper berth apartment through the door 37 and the dressing space 34 provides a sufficient space for dressing between the berth 30 and the aisle wall 10, and if desired the platform 32 gives space for the support of the satchel or dressing case. The overhang 11, which is illustrated as horizontal, provides a step giving access to the upper berth apartment.

By my invention I am thus enabled to provide an upper berth with a dressing space within which the occupant can stand during dressing, overcoming much of the discomfort and inconvenience of the ordinary upper berth construction, and am also enabled to provide an upper berth apartment which is entirely separate from the aisle, giving greater privacy. I am also enabled to utilize the space above the couch or bed in the lower or main apartment 6 to receive such upper berth while providing in that apartment a dressing space or chamber with the ordinary lavatory conveniences, and also to provide a comfortable day sitting room or apartment which is not reduced in any way by the addition of the upper berth and in which comfortable movable chairs may be provided instead of the ordinary fixed seats as found in the ordinary sleeping car. While giving these conveniences the car can be provided with the full number of beds usually provided in the ordinary sleeping cars, so that it can accommodate as large a number of passengers and it gives to each passenger his own separate apartment for dressing.

What I claim is:

1. A sleeping car having an aisle, an upper swinging berth and a raised standing platform between the berth and the aisle, said platform being located below the berth and above the aisle floor.

2. A sleeping car having an aisle, an upper swinging berth, a wall between the berth and the aisle, and a raised standing platform between the wall and berth, said platform being located below the berth and above the aisle floor.

3. A sleeping car having an aisle, an upper swinging berth, a movable raised standing platform between the berth and the aisle, said platform being located below the berth and above the aisle floor.

4. In sleeping cars, the combination of an upper swinging berth, a wall between the same and the aisle, and a movable partition adapted to swing against the aisle wall, and to swing down to form a platform between the berth and the aisle wall below the berth.

5. In sleeping cars, the combination of an upper swinging berth, a wall between the same and the aisle, and a movable partition adapted to swing against the aisle wall and to swing down to form a platform below the berth and between the berth and aisle wall, and a vertical inner partition extending down from the berth to said platform.

6. In sleeping cars, the combination of an upper swinging berth, a wall between the same and the aisle, and a sectional partition hinged to the aisle wall and formed in two sections so that when moved to place it forms a platform below the berth and a wall extending from said platform up to the berth.

7. In sleeping cars, the combination of an upper swinging berth, and a partition extending from the side of the berth and having at its lower end thereof a horizontal platform being raised above the berth.

8. A sleeping car having an upper berth apartment provided with a bed, a wall between the apartment and the aisle and a dressing compartment between the berth and wall having a swinging platform below the berth.

9. A sleeping car having an upper berth apartment provided with a bed, a wall between the apartment and the aisle and a dressing compartment between the berth and wall having a swinging platform below the berth, and a sliding floor in the aisle partition giving access to the apartment.

10. A sleeping car having a lower or main apartment of greater length than the bed and provided with a dressing space beyond the bed, an upper berth apartment extending above the bed and terminating substantially at the line of the foot of the bed of the lower apartment.

11. A sleeping car having a lower or main apartment of greater length than the bed and provided with a dressing space beyond the bed, a folding upper apartment extending above the bed and terminating substantially at the line of the foot of the bed of the lower compartment.

12. A sleeping car having an aisle, a lower or main apartment of greater length than the bed and provided with an entrance door from the aisle, and a separate upper berth above the bed in said apartment having separate access thereto from the aisle.

13. A sleeping car having an aisle, the lower portion of the aisle being made narrower than the upper portion thereof, and having at the side thereof a main apartment of greater length than the bed and having a door leading from the aisle to said apartment, and above the bed and upper berth having separate access thereto from the aisle, the bed in the lower apartment being arranged in the widened lower portion of such apartment opposite the narrow portion of the aisle.

14. A sleeping car having an aisle and a main apartment separated therefrom by a side wall having a horizontal overhang extending into the apartment, a bed within said apartment extending under said overhang, and an upper berth arranged within the apartment and having separate access from the aisle thereto.

15. A sleeping car having an aisle, a main apartment, a wall separating the aisle and apartment having an overhang extending into the apartment, a bed within the apartment swinging against the end wall thereof, and laterally movable when lowered into horizontal position so as to be moved under the overhang.

16. A sleeping car having an aisle, a main apartment, a wall separating the aisle and apartment having an overhang extending into the apartment, a bed within the apartment swinging against the end wall thereof, and laterally movable when lowered into horizontal position so as to be moved under the overhang, and an upper swinging berth adapted to be lowered into the apartment above the bed.

17. A sleeping car having an aisle, an apartment at the side thereof, a wall separating the aisle and apartment having an overhang extending into the apartment, a bed in the apartment mounted in a casing and swinging against the end wall of the apartment, said casing being laterally movable so as to be moved under the overhang when the bed is lowered.

18. A sleeping car having an aisle, an apartment at the side thereof, a wall separating the aisle and apartment having an overhang extending into the apartment, a bed in the apartment mounted in a casing and swinging against the end wall of the apartment, a laterally extending stationary bar on which the casing is mounted to slide so as to be moved under the overhang when the bed is lowered.

19. A sleeping car having an aisle, and an apartment at the side thereof, a wall separating the aisle and apartment having an overhang extending into the apartment, a bed in the apartment mounted in a casing and swinging against the end wall of the apartment, said casing being laterally movable so as to be moved under the overhang when the bed is lowered.

rating the aisle and apartment having a horizontal overhang extending into the apartment, a bed within the apartment extending when lowered under the overhang, 5 an upper berth arranged within the apartment and having separate access from the aisle thereto, and a horizontal platform between the upper berth and the aisle on a

lower level than the berth and on a higher level than said horizontal overhang. 10

In testimony whereof, I the said JOHN M. HANSEN have hereunto set my hand.

JOHN M. HANSEN.

Witnesses:

ROBERT C. TOTTEN,
JOHN F. WILL.