(No Model.) 2 Sheets—Sheet 1.

H. M. JONES.

CAR.

No. 479,945. Patented Aug. 2, 1892.

Fig. 1

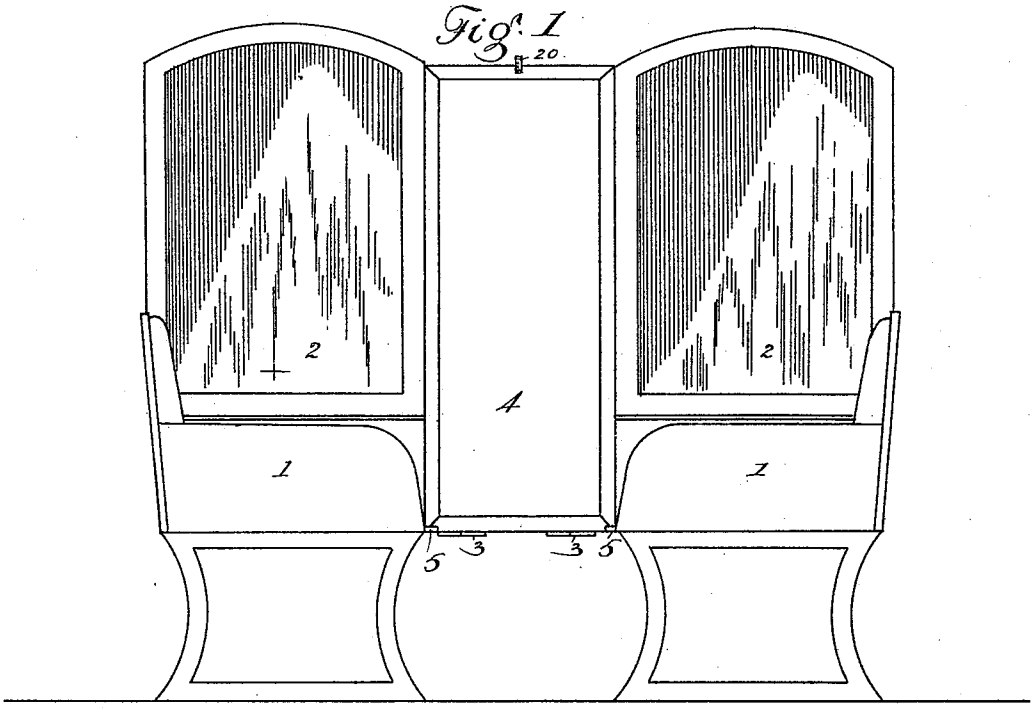
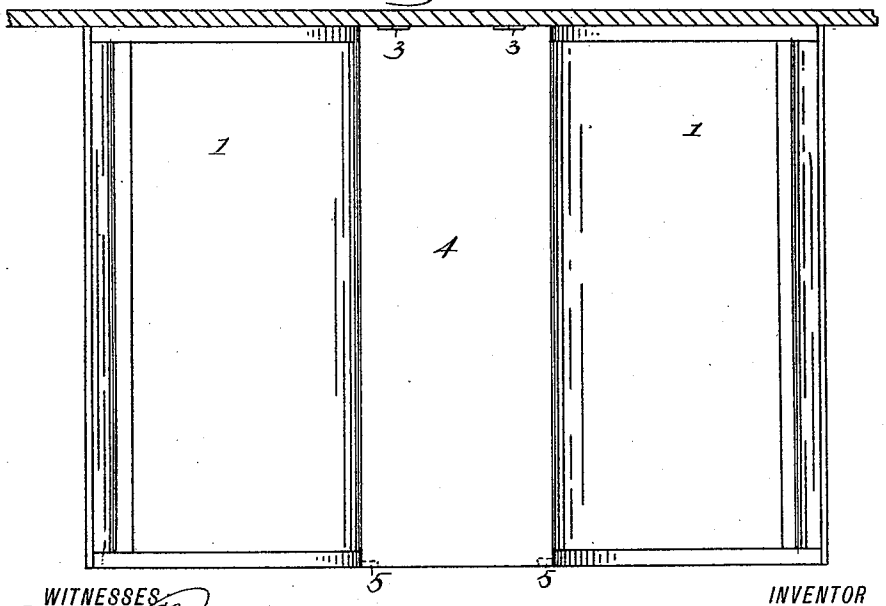


Fig. 2.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

(No Model.) 2 Sheets—Sheet 2.

H. M. JONES.

CAR.

No. 479,945. Patented Aug. 2, 1892.

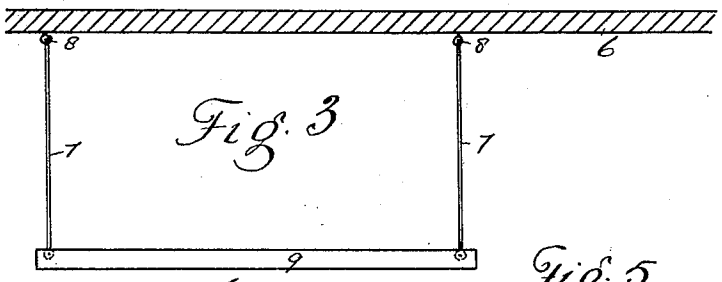


Fig. 3.

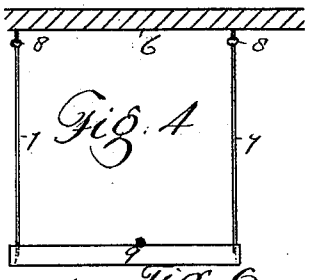


Fig. 4.

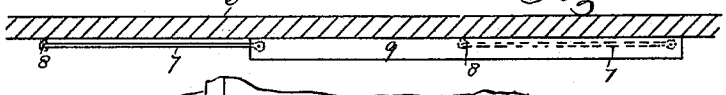


Fig. 5.

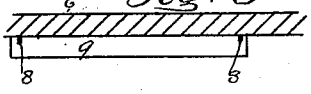


Fig. 6.

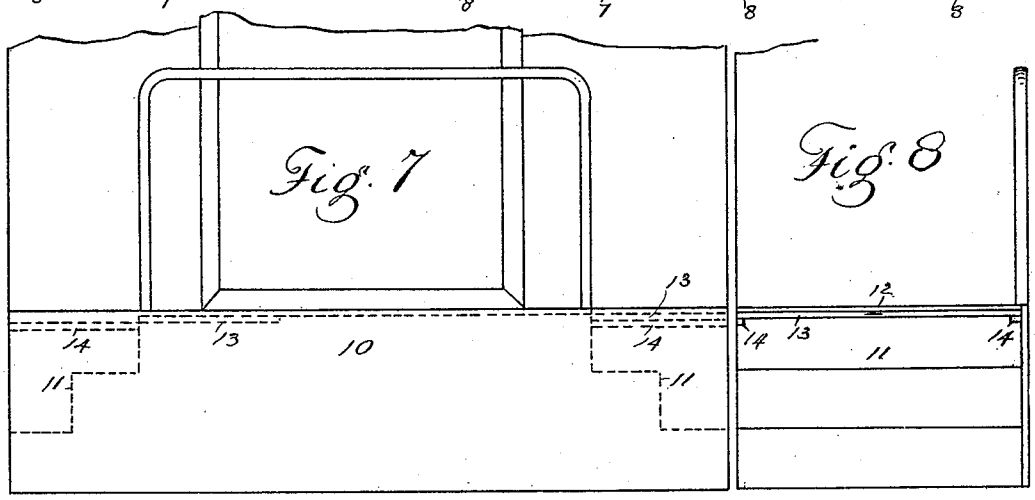
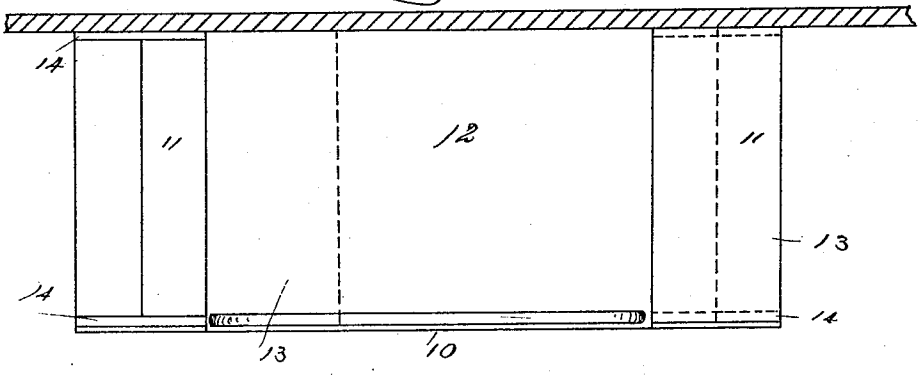


Fig. 7. Fig. 8.

Fig. 9.



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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HENRY M. JONES, OF DENVER, COLORADO, ASSIGNOR TO THE JONES VESTIBULE SLEEPING CAR COMPANY, OF SAME PLACE.

CAR.

SPECIFICATION forming part of Letters Patent No. 479,945, dated August 2, 1892.

Application filed March 30, 1891. Serial No. 387,044. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. JONES, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to new and useful improvements in combined vestibule sleeping and day cars, and more particularly to the platforms of the cars and the berths within the cars; and the object of my invention is to further improve on my invention which was disclosed in my former application for Letters Patent of the United States, Serial No. 345,149, filed March 24, 1890, patented March 10, 1891, No. 448,185.

In the accompanying drawings is illustrated an embodiment of my invention, in which—

Figure 1 is a view from the inside of the lower berth of a section of a car, only such portion of the adjacent wall of the car as is deemed necessary to fully illustrate the improvement being shown. Fig. 2 is a top view of the same with the berth made up; Fig. 3, a side elevation of an upper berth, together with the portion of the car roof or ceiling from which the berth is suspended, said berth being shown in the open position; Fig. 4, an end view of the same; Fig. 5, a view of the device shown in Fig. 3 in the closed position; Fig. 6, an end view of the same; Fig. 7, an end view of the platform of a car provided with my improvement; Fig. 8, a side view of the same; Fig. 9, a top view of the same.

Referring now to these views, wherein similar reference characters designate corresponding parts of the mechanism, the numerals 1 1 designate the car-seats forming a section, and 2 the windows of the section. Between the seats and also between the windows of each section of my improved car is hinged by the use of hinges 3 or otherwise flexibly secured at its lower extremity a drop leaf or panel 4, which is shown in Fig. 1 to be in the closed position, or in the position into which it is folded when the car is used for day purposes, while in Fig. 2 it is shown in the open position, or in the position occupied by it when the berth is made up for sleeping purposes. This leaf or panel is upholstered on the upper side when open or on the side next the wall when in the closed position, while the opposite side may be either ornamented or embellished in any suitable manner or provided with a mirror or finished in any manner to make it neat and attractive. This leaf is made of such size and shape that when placed in the position shown in Fig. 2, or in the open position, it exactly fills the space between the two seats of the section and is of sufficient thickness and so supported by hinges 3 and suitable cleats or projections 5, extending a sufficient distance from the inside of the two seats between which said panel lies, to make its upper surface level or even with the surface of the two seats. Thus it will be seen that when in the open position this drop leaf or panel fills in the space between the seats and aids in the formation of a very convenient and comfortable lower berth.

It may be well here to note that a convenient recess or pocket may be made in the wall of the car, into which this drop-leaf may be folded and supported by the use of a catch 20, thereby affording a safe and secure retreat for said drop-leaf and adding greatly to the elegance and beauty of the car.

In the upper berth (illustrated in Figs. 3, 4, 5, and 6) the reference-numeral 6 designates the roof or ceiling of the car, from which is suspended by depending rods 7, which are hinged at 8, the upper berth 9, which is flexibly secured to said rods 7 in any approved manner. The arrangement and construction of this berth is such that when it is desired to use the same it is let down to the position shown in Figs. 3 and 4, in which position it may be secured in any suitable manner when it may be prepared for use. When it is not in use or when the car is used for day purposes, it is folded up, as seen in Figs. 5 and 6. In order that it may be folded up snug and secure against the ceiling, the berth 9 is provided with grooves, into which

two of the rods 7 may fit, as indicated by dotted lines in Fig. 5. By this means it will be seen that when the berth is folded it is folded from two adjacent rods 7 and over the opposite two adjacent rods, which last two rods fit into the grooves just described, thereby permitting the berth to be folded tightly and securely against the ceiling or roof of the car, where it may be secured in any approved manner.

In the improved form of platform which is illustrated in Figs. 7, 8, and 9 and designed for use in connection with my improved vestibule-car, as disclosed in my former application for Letters Patent, as above recited, the reference-numeral 10 designates the platform proper, having the steps 11. Located underneath the floor 12 of this platform and on each side thereof are recesses or pockets, in which are slidingly secured the leaves or sliding boards 13, which are adapted to be drawn out, as indicated in Figs. 7 and 9. When drawn out, they are supported by suitable strips or cleats 14, as shown in dotted lines in Fig. 7 and in full lines in end view in Fig. 8. In Figs. 7 and 9 this leaf is shown in both positions, the board being shown incased in the recess on the left of the figure, while on the right said leaf is shown drawn out. In Fig. 7 this board is indicated in dotted lines, while in Fig. 9 it is shown in top view in full lines on the right of the figure, while on the left it is shown by dotted lines in the pocket.

By this construction it will be readily observed that a ready and convenient means is provided for extending the platform for the purposes of forming a floor for the vestibule of the car when it is so desired.

Having thus described my invention, what I claim is—

1. In a lower berth for sleeping-cars, the combination, with two seats facing each other, of a leaf or panel hinged to the wall of the car and adapted to be let down between the seats of the section, in which position it is supported by suitable stays, substantially as and for the purpose set forth.

2. An upper berth for sleeping-cars, consisting of a suitable body supported by depending rods flexibly secured to the ceiling of the car and also to each end of the body of the berth, which is provided with grooves upon its upper surface to receive two of the rods when folded, or those located at one end of the berth, whereby the berth may be swung up against the ceiling of the car, covering the rods at one end which enter the grooves, the rods at the opposite end being exposed and lying to one side of the berth, substantially as described.

3. In a vestibule-car, the combination, with the platform-floor having a recess formed beneath the same, of a sliding leaf adapted to enter said recess, whereby it is concealed within the same, and capable of being drawn out, so as to cover the side steps leading to the platform, and suitable means for supporting said sliding leaf in the extended position, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY M. JONES.

Witnesses:
WM. MCCONNELL,
EDW. T. JACOBS.