May 14, 1929. E. F. CARRY 1,712,811

BEDROOM CAR

Filed Feb. 21, 1927 5 Sheets-Sheet 1

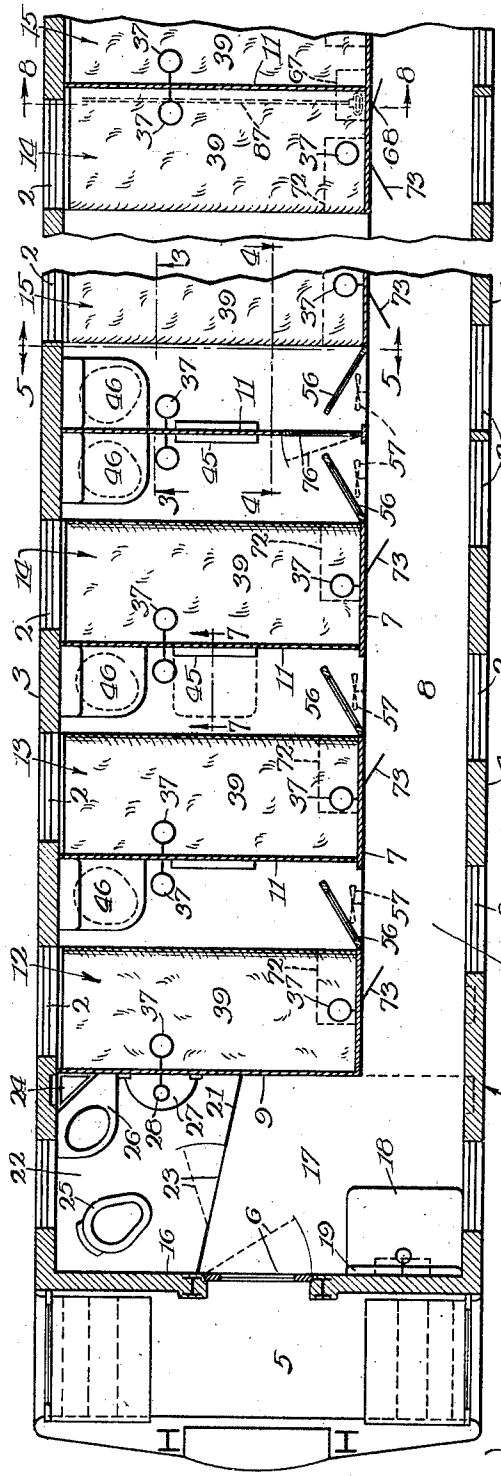


Fig. 1

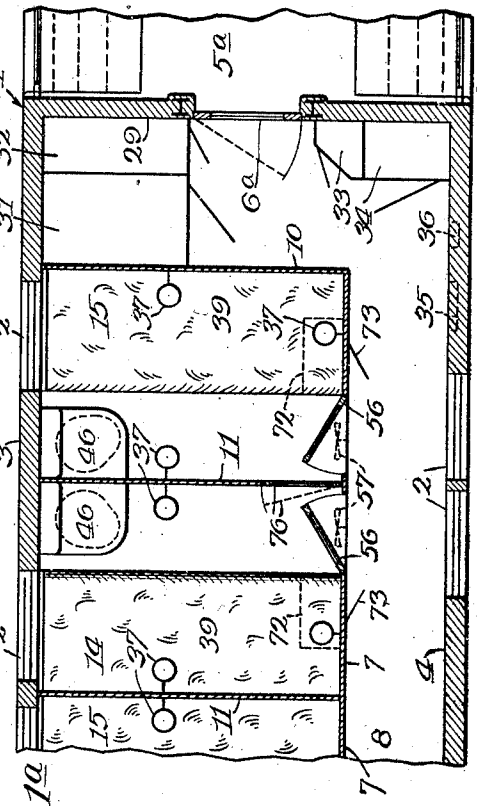


Fig. 1a

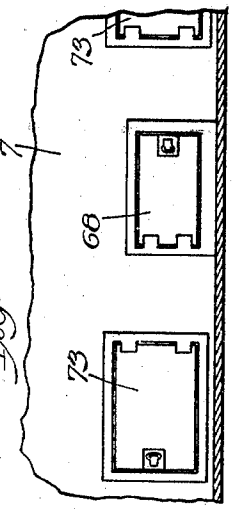


Fig. 2

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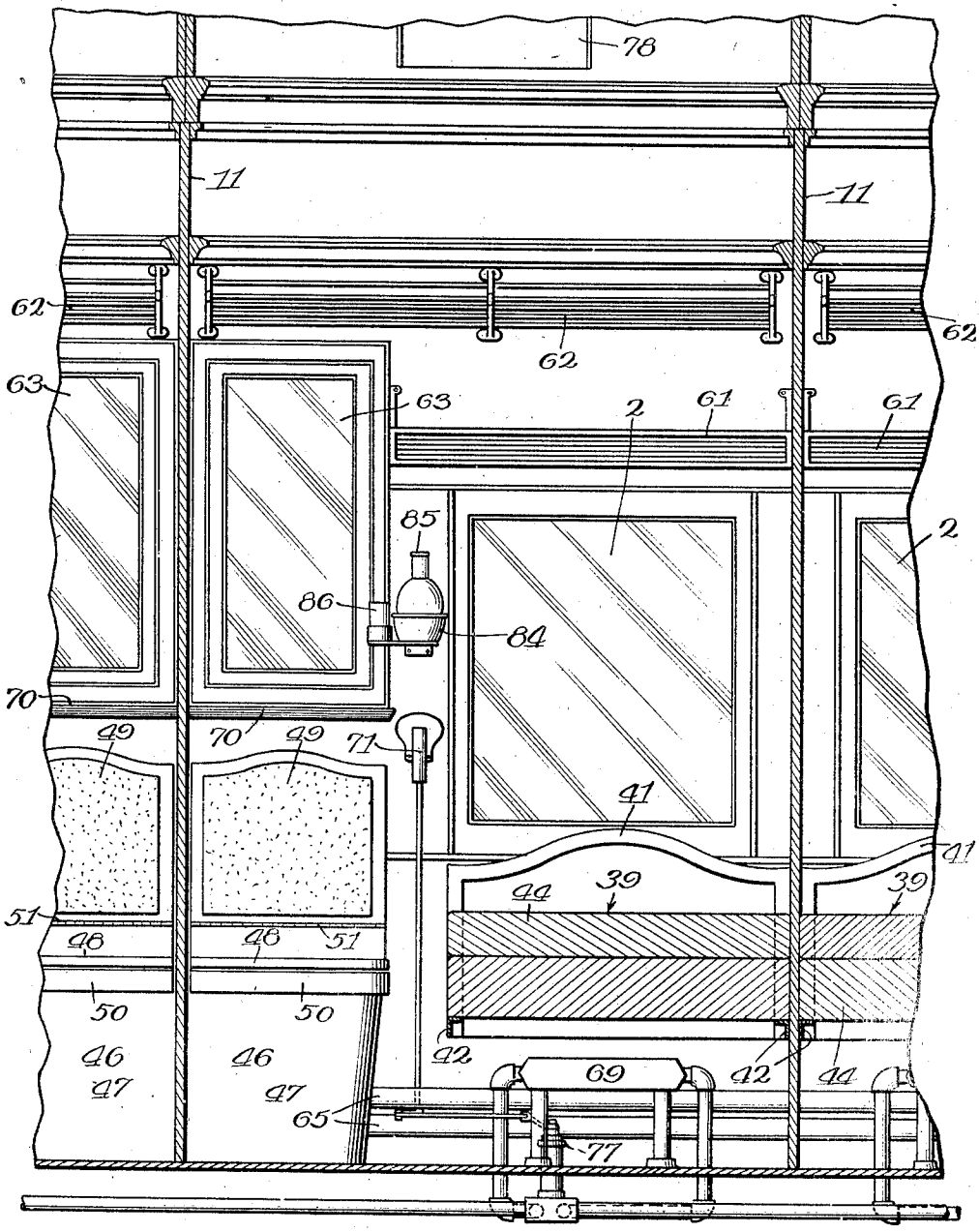


Fig. 3

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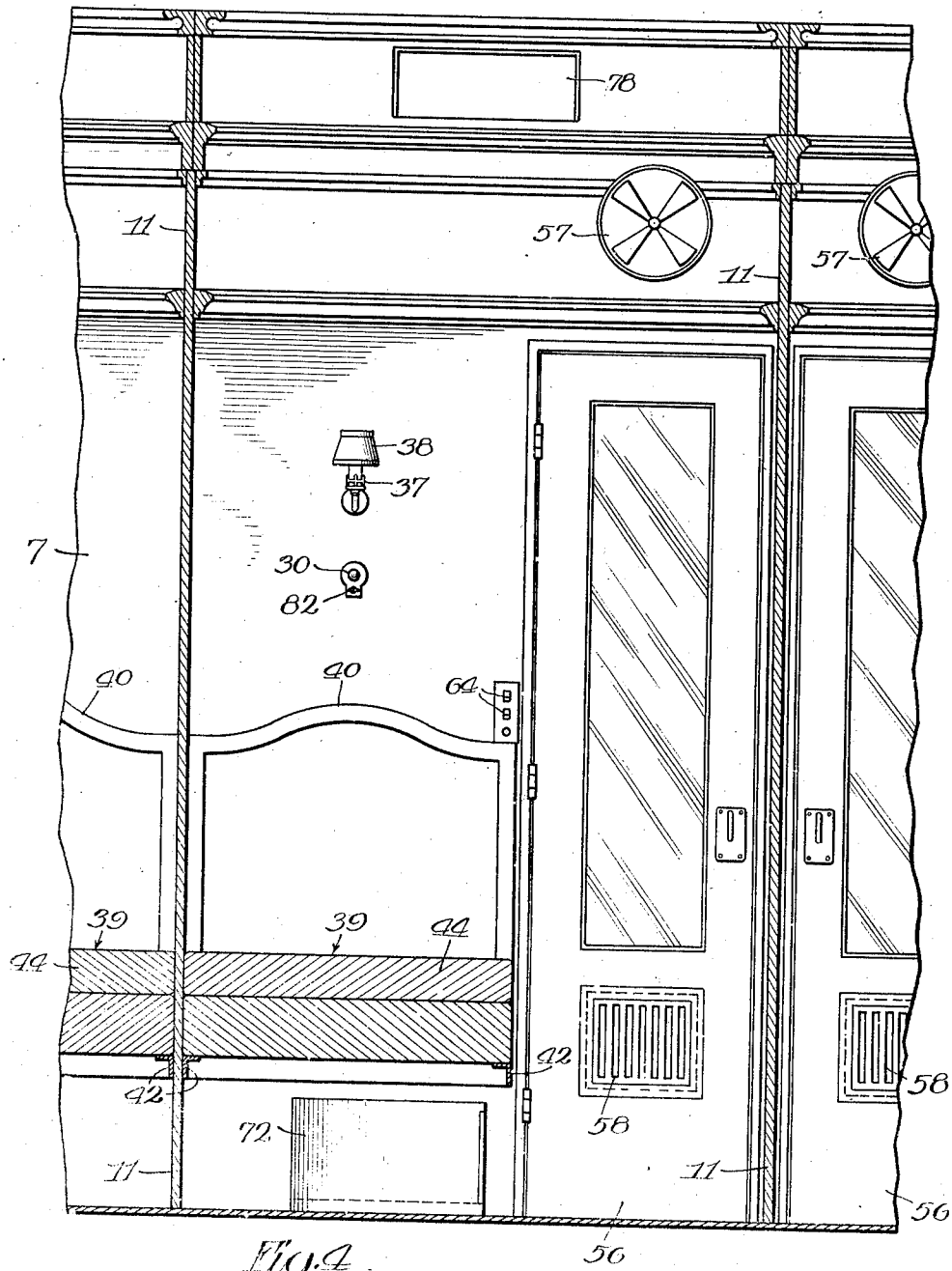


Fig. 4.

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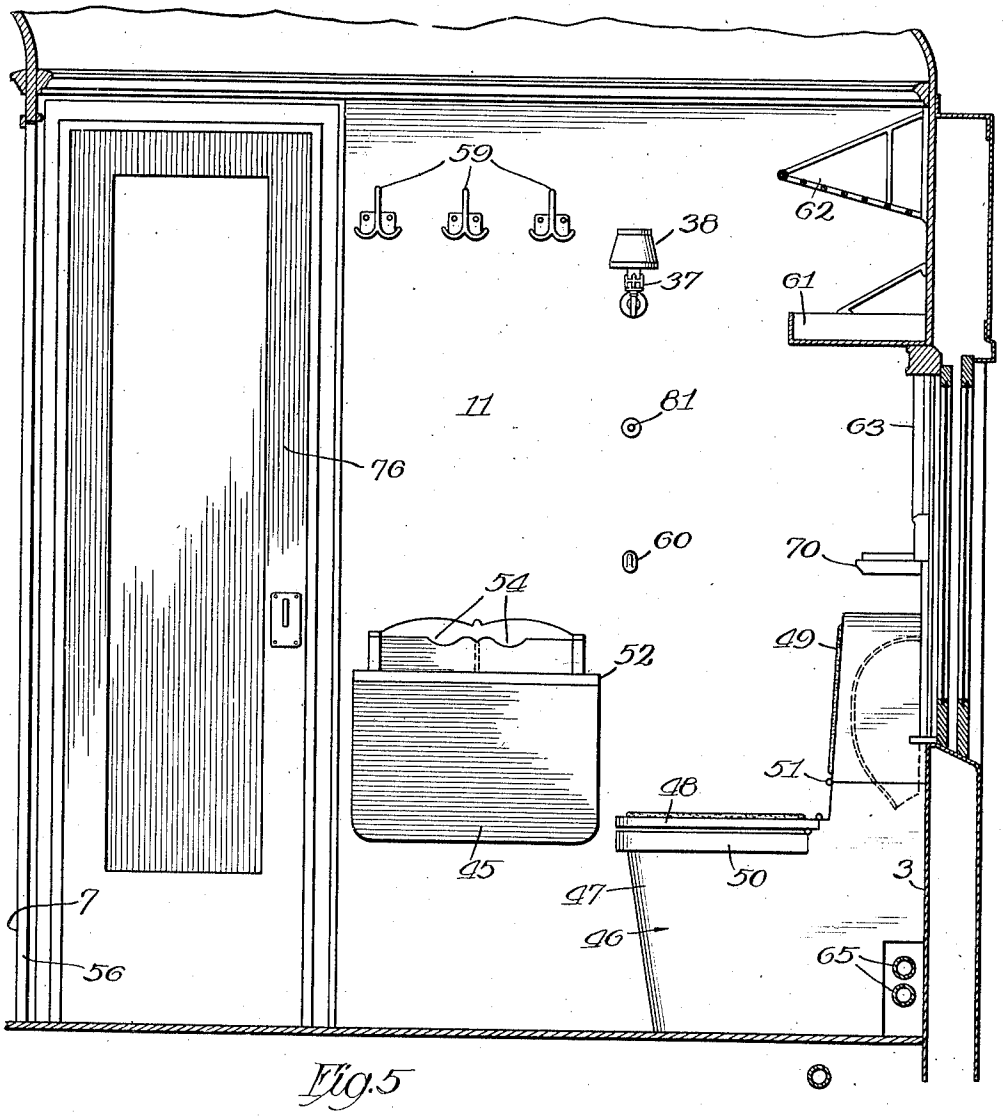


Fig. 5

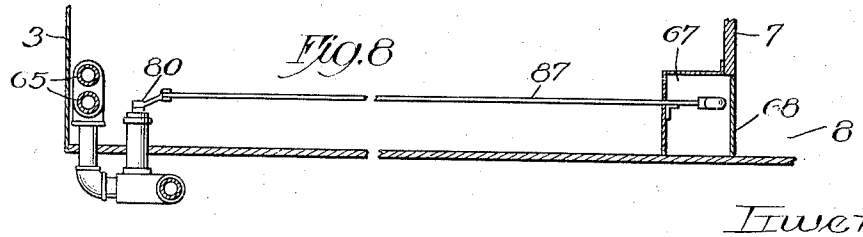


Fig. 6

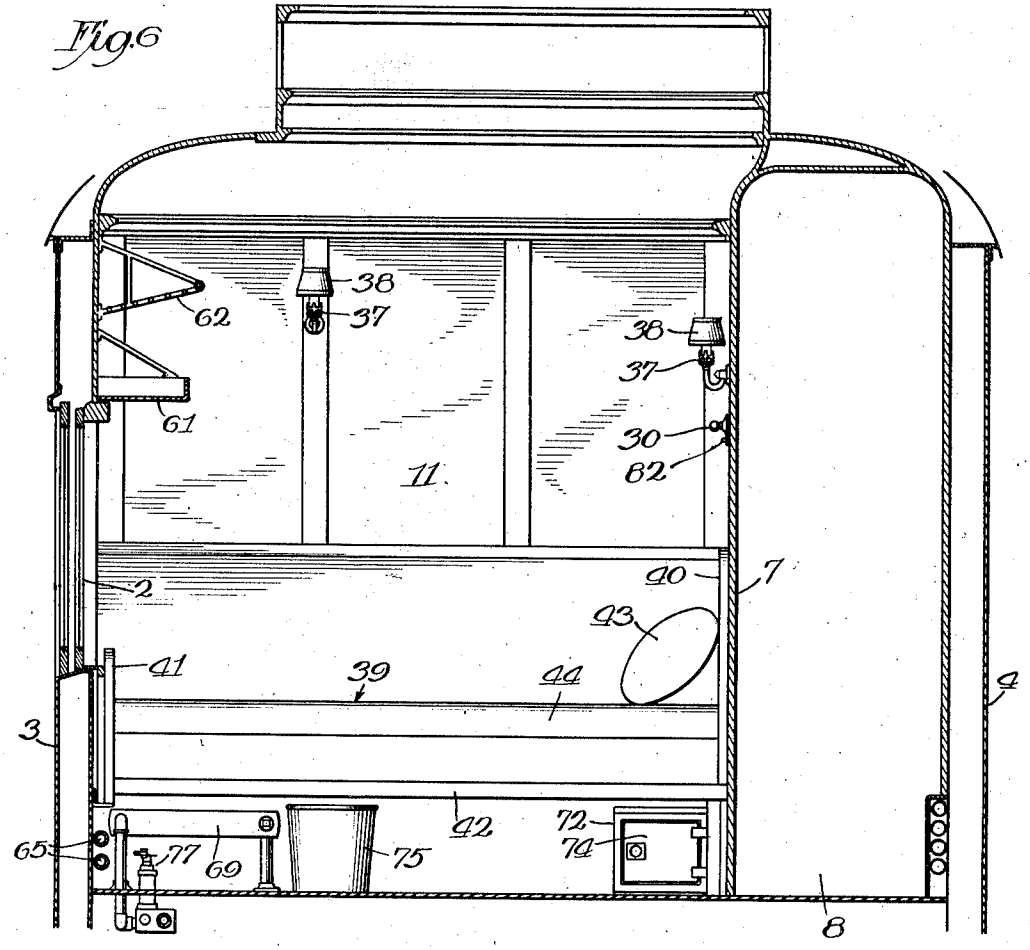
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BEDROOM CAR

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Fig. 6



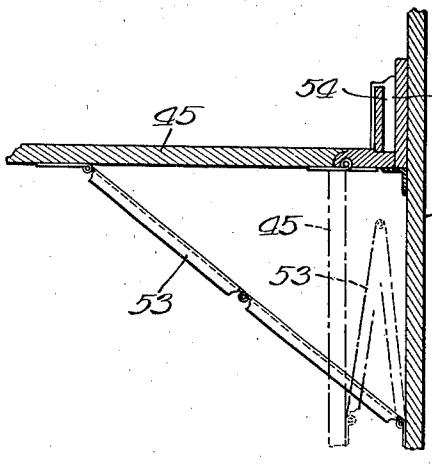


Fig. 7

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Patented May 14, 1929. 1,712,811

UNITED STATES PATENT OFFICE.

EDWARD F. CARRY, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE PULLMAN COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

BEDROOM CAR.

Application filed February 21, 1927. Serial No. 169,717.

This invention relates to railway cars, and more particularly to railway cars provided with bedrooms or sleeping accommodations.

One of the objects of the invention is the provision of a new and improved railway car having rooms or compartments fitted with sleeping quarters, seats, tables and other conveniences.

Another object of the invention is the provision of a new and improved railway car having rooms or compartments extending transversely thereof and provided with stationary beds, movable seats, foldable tables and the like, so constructed and arranged that a maximum number of passengers may be accommodated in each car with comfort.

A further object of the invention is the provision of a new and improved railway car provided with a plurality of separate compartments with a common heating element having a control without said compartments and individual heating units in each compartment with an individual control for the same operable from within the compartment.

A still further object of the invention is the provision of a new and improved railway car having a plurality of separate rooms or compartments fitted with bedroom accommodations, the rooms being so arranged that certain ones may be converted into suites of rooms.

Other objects of the invention are the provision of a new and improved car having a plurality of bedrooms that are simple in construction, convenient in arrangement, artistic in appearance, that have an atmosphere of refinement, and that are designed to give comfort and accommodations second only to rooms in the better class of hostelries.

Other and further objects and advantages of the invention will appear from the following description taken in connection with the accompanying drawings, in which

Fig. 1 is a horizontal section through one end and an intermediate portion of the car with parts broken away and showing the parts more or less diagrammatically;

Fig. 1ª is a horizontal section of the opposite end of the car shown in Fig. 1, with parts broken away;

Fig. 2 is a side elevation of a portion of the partition that extends longitudinally of the car;

Fig. 3 is a section on line 3—3 of Fig. 1 looking in the direction indicated by the arrows;

Fig. 4 is a section on line 4—4 of Fig. 1, looking in the direction indicated by the arrows;

Fig. 5 is a section on line 5—5 of Fig. 1, looking toward the left;

Fig. 6 is a view looking toward the right on the same section line as Fig. 5;

Fig. 7 is a section on line 7—7 of Fig. 1; and

Fig. 8 is a section on line 8—8 of Fig. 1, with parts in section.

While the car is adapted to be used on long runs it is especially adapted to be used on runs requiring only a single night. The rooms are so constructed that the business man who boards the train may go immediately to his room and there find a table, seat and other accommodations for his convenience. If he desires to read or work out some problem, or look over his files or papers for the next day's business, he can do so in comfort, with absolutely no danger of others seeing or gaining unauthorized information from the same.

On the drawing the reference character 1 designates a railway car having windows 2 in each side wall 3 and 4 respectively, as indicated in Figs. 1 and 1ª. The ends of the car are provided with vestibules 5 and 5ª, and with hinge doors 6 and 6ª respectively leading into said vestibules, as is common in such constructions. Each vestibule is provided with the usual doors and steps. The car is provided with what may be termed a partition 7 which extends longitudinally of the car in spaced relation to the side wall 4 to form an aisle or passageway 8 along one side of the car.

Transverse partitions 9 and 10 at the ends of the partition 7, and a plurality of transverse intermediate partitions 11 are employed for dividing the space between the partition 7 and the side wall 4 into a plurality of rooms or compartments 12, 13, 14 and 15. The transversely arranged partition 9 is spaced from the end wall 16 to provide a passageway 17 to the door 6. If desired a seat 18 may be provided for the porter in the corner of the car formed by the side and end walls 4 and 16. The annunciator 19 may be located at a convenient height above said seat.

A partition wall 21 is provided between the end of the car 16 and the partition wall 9 adjacent said door to form a general toilet room 22. A door 23 provides access to said toilet. A water cooler 24 is preferably mounted in the corner formed by the partition 9 and side wall 3. Preferably this is triangular in order to fit into said corner and occupy a minimum amount of space. The toilet room 22 is provided with a stool 25, lavatory 26, shelf 27, light 28, mirrors, towel racks and the like as is usual in such constructions.

At the opposite end of the car the transverse partition 10 is spaced from the end wall 29 to provide access to the door 6a. Linen and equipment lockers 31 and 32, respectively, may be provided between the partition 10 and end wall 29 and side wall 3. Switchboard and regulator lockers 33 and 34 are preferably provided in the corner of the car at the opposite side of the door from the lockers 31 and 32. A case 35 for tools and a case 36 for the fire extinguisher may be provided in the side wall 4 adjacent to the lockers 31 and 32.

The rooms are provided with various conveniences and accommodations and are fitted up with furniture conveniently and tastily arranged, giving the rooms an appearance of elegance and refinement as well as affording a combination of private room and sleeping car accommodations.

Since each room or compartment is furnished in substantially the same manner, only one need be described. Each room is provided with a permanently arranged bed 39 extending transversely of the car adjacent to one of the partition walls, see Fig. 6. Each bed has a headboard 40, footboard 41 and supporting rails 42. Each bed is provided with the usual pillows 43 and mattress and spring assembly 44. A table 45 and commode 46 are provided adjacent to the partition wall opposite the bed. As shown, the commode 46 comprises a hopper or stool 47 to which is hinged the seat portion 50 having a lid or closure 48 as is usual in such construction. A back 49 is hinged as at 51 to the body portion of the commode. The back 49 contains a lavatory or wash basin, and when in upper position conceals the faucets, drain and the like, as is usual in such constructions. The weight of the lavatory will hold the back 49 in either its raised or lowered position.

The lid 48 and the back 49 may be and preferably are padded or upholstered so that when the same is in the position shown in Fig. 5 the commode will form a seat for the occupant of the room. The table 45 is pivotally connected to a wall rack 52 as clearly shown in Fig. 7 of the drawing. Suitable means such as the jointed support 53 is provided for holding the table in horizontal position. When the table is not desired the joint in the support 53 is broken and the table lowered to vertical position, with the support between the table and supporting wall as shown in dotted lines in Fig. 7. The wall rack 52 is provided with pockets 54 for containing stationery or the like. The table is arranged adjacent to the seat formed by the commode so that it will be convenient to the person occupying said seat. The table is of such length that when in horizontal position it will extend sufficiently close to the bed that it will be convenient to a person sitting on the edge of the bed.

Each room or compartment is provided with a suitable number of electric lights 37 which are preferably mounted on the side and end walls of each room as indicated in Figs. 4, 5 and 6. In order to improve their appearance and the appearance of the room, as well as to contribute to the home atmosphere of the room, the electric lights 37 may be and preferably are provided with shades 38. A night light 30 having an individual switch 82 may also be provided above the headboard of each bed. The rooms are provided with doors 56 leading into the passageway 8. In order to ventilate the rooms each may be provided with a fan 57 above the door, and a louvered opening 58 in the door. Each room is also preferably provided with the usual ventilating device 78 in the deck of the car.

The walls of the compartment are preferably provided with clothes hooks 59, razor strop hooks 60, towel or package racks 61, package carriers 62, mirrors 63, shelves or supports 70 beneath the mirrors, a bracket or holder 84 for the carafe 85 and glass 86, electric light switches 64, annunciator buttons 81 and like conveniences.

Suitable means are provided for heating the compartment. As shown, a plurality of pipes 65 extending along the wall 3 within the rooms are employed for this purpose. The heating fluid is controlled by a valve 80 which in turn is controlled by a push rod 87 operated from a recess 67, see Figs. 2 and 7, access to which may be had from the passageway 8 through the small door 68, see Fig. 2, whereby the heat supplied to the rooms may be controlled by the porter or other attendant. The valve 80 is preferably a three-way valve and is arranged adjacent the transverse center line of the car whereby the same may be turned to drain the pipes which are inclined downwardly toward the valve.

Suitable means are also provided for heating each room, which are adapted to be controlled by the occupants. As clearly shown in Fig. 6 a radiator 69 is arranged horizontally beneath each of the beds. A suitable valve 77 operated from a convenient position on the wall as by means of a pivoted handle

or lever 71 is provided for controlling the amount of heating fluid supplied to the radiator 69.

A small compartment 72 is provided beneath each bed adjacent to the wall 15 in which the occupant of the room may place his shoes, to be shined. Access to this compartment may be had by the porter through the door 73 leading into the passageway 20. A door 74 may be provided for closing the small compartment from the interior of the room. The supporting rails 42 of the bed are supported a sufficient distance above the floor of the car to leave a space beneath the bed high enough to accommodate traveling bags, valises and other paraphernalia of the occupant, as well as the waste basket 75.

Each bedroom or compartment may be and preferably is provided with a window 2 above the bed.

Certain of the compartments are arranged so that they may be converted into a suite of rooms. As shown in Fig. 1, in the adjoining rooms 14 and 15, the beds are located adjacent the outer partition walls and the interpartition wall 11 is provided with a door 76 whereby the rooms may be intercommunicating.

While certain of the rooms are shown on the drawing as being individual or single rooms, it is to be understood that they may be arranged in intercommunicating suites.

It is thought from the foregoing taken in connection with the accompanying drawings that the construction and operation of my device will be apparent to those skilled in the art, and that various changes in size, shape, proportion and details of construction may be made without departing from the spirit and scope of the appended claims.

I claim as my invention:

1. In a railway bedroom car, partitions for forming a passage lengthwise of said car and for forming compartments arranged transversely thereof, a fixed bed in each compartment arranged alongside one of the walls extending transversely to said car, and a foldable table attached to a partition opposite said bed.

2. In a railway bedroom car, a plurality of transversely arranged compartments in said car, a bed arranged alongside one of the walls of each compartment, heating elements beneath said bed and a table movably connected to the wall opposite said bed and movable to a position adjacent to said bed.

3. In a railway bedroom car, a passageway extending longitudinally of said car adjacent one side thereof, a plurality of transversely arranged compartments, a door between each compartment and said passageway, a fixed bed extending transversely of said car contiguous to one of the walls of each compartment, a table, and a seat connected to the wall opposite said bed and movable to a position adjacent to said bed.

4. In a railway bedroom car, a passageway extending longitudinally of said car, a plurality of compartments extending transversely of said car, a door between each compartment and the passageway, a recess in each door accessible from said passageway and from said compartment, a stationary bed extending transversely of said car, a compartment extending beneath said bed, and a door whereby access may be had to said compartment from said passageway.

5. In a railway bedroom car, partitions for dividing said car into a plurality of rooms, a bed in each room extending transversely of the car and extending the full length of said room, a folding table on the partition wall opposite said bed and a stool and folding wash stand for forming a seat and back adjacent to said folding table.

6. In a railway bedroom car, a plurality of partitions for forming a passageway extending longitudinally of the car at one side thereof, a plurality of transversely arranged partitions for providing a plurality of rooms, each room having a bed arranged transversely of the car, a radiator extending laterally from one of the walls of said room, beneath said bed, means within said room for controlling the heating fluid supplied to said radiator, heating pipes within said room, and means operable from the passageway for controlling the heating fluid supplied to said pipes.

7. In a railway bedroom car, a plurality of partition walls for dividing said car into a plurality of rooms, and a passageway along one side of said car, certain of said rooms being arranged in suites, each room having doors leading into the passageway, the rooms of each suite having an intercommunicating door and beds extending transversely of the car the full length of the room and arranged against the partition wall opposite said last named door.

8. In a railway bedroom car, a plurality of suites of rooms, each suite composed of two adjoining rooms, extending transversely of the car, a door in the partition wall between said rooms, a stationary bed in each room opposite said partition wall, and each extending the full length of the corresponding rooms, and a table in each room movably connected to the partition wall.

9. A railway car comprising a plurality of rooms arranged transversely of said car and a bed fixed in each room and extending transversely of said car, the rails of each bed being supported a substantial distance above the floor of the car whereby space is afforded beneath said bed for storing luggage and the like, heating means within each room beneath said bed and means for independently

regulating said heating means from a point within said room or from a point without the same.

10. In a railway car having end and side walls, a partition wall extending longitudinally of said car and spaced from one of said side walls for forming an aisle, a plurality of parallel partition walls extending transversely of the car between said first-named partition wall and the other wall of said car for forming a plurality of bedrooms, a relatively fixed bed in each room adjacent to one of the transverse partition walls thereof and extending the full length of said room, a window in the outer wall of each room, a door in each room in the wall opposite said window, a commode fixed in each room adjacent to said bed and adjacent to the transverse partition wall opposite said bed.

11. In a railway car a room arranged transversely of the car, a bed arranged transversely of the car, in said room, a folding table attached to the wall of said room opposite said bed and movable to horizontal position alongside said bed.

12. In a railway car, a room arranged transversely of the car, a seat at one end of said room, a bed along one side of said room and a movable table alongside the opposite side wall of said room and movable to a position adjacent to said seat and bed.

13. In a railway car, a room arranged transversely of said car, a commode forming a seat in one end of said room, a table hinged to one side wall of said room and foldable against said side wall and adjustable to a horizontal position adjacent to said commode.

14. In a railway car, a plurality of rooms arranged transversely of said car, a commode in each room adjacent one end thereof, said commode comprising a seat portion and a back containing a lavatory hinged adjacent to said seat portion, a stationary bed alongside the side wall of each room, a window on the side wall of the car above said bed, a cabinet secured to the side wall of said room opposite said bed, a table hinged to said cabinet, foldable means for supporting said table in horizontal position adjacent to said bed and commode.

In testimony whereof I affix my signature.

EDWARD F. CARRY.