

(No Model.)

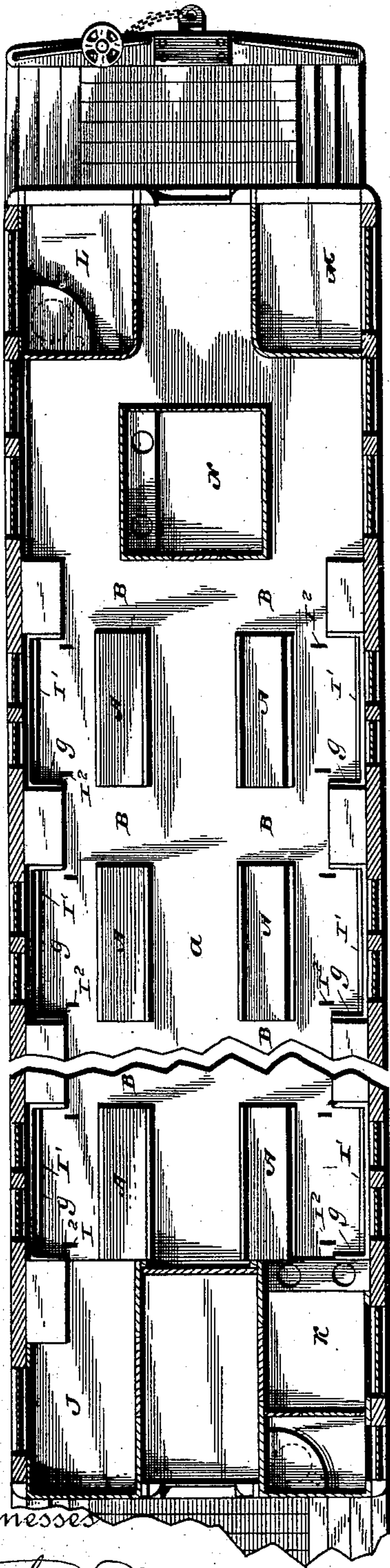
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H. CASPAR.
SLEEPING CAR.

No. 422,499.

Patented Mar. 4, 1890.

Fig. 1.



Witnesses

E. A. Ashlee
J. E. Dupin

Fig. 3.

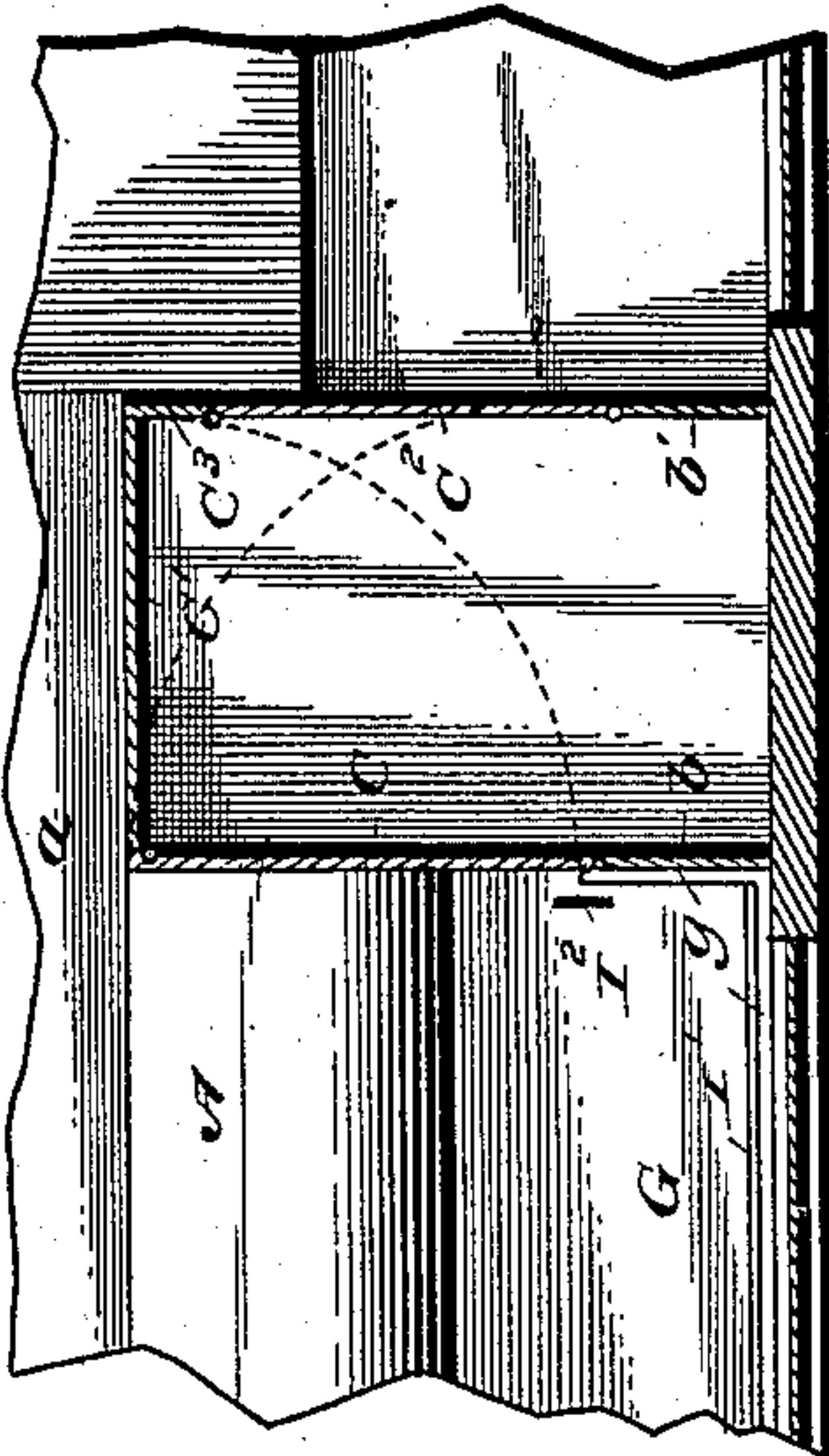
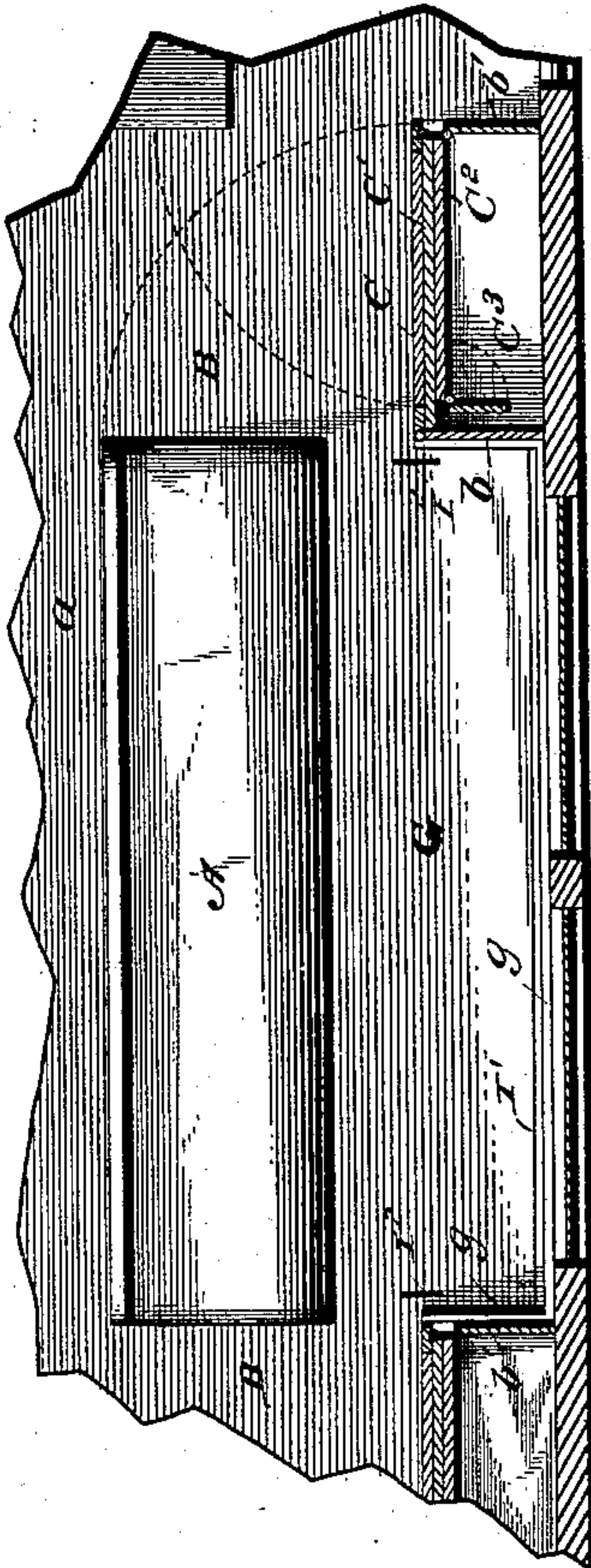


Fig. 2.



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Fig. 4.

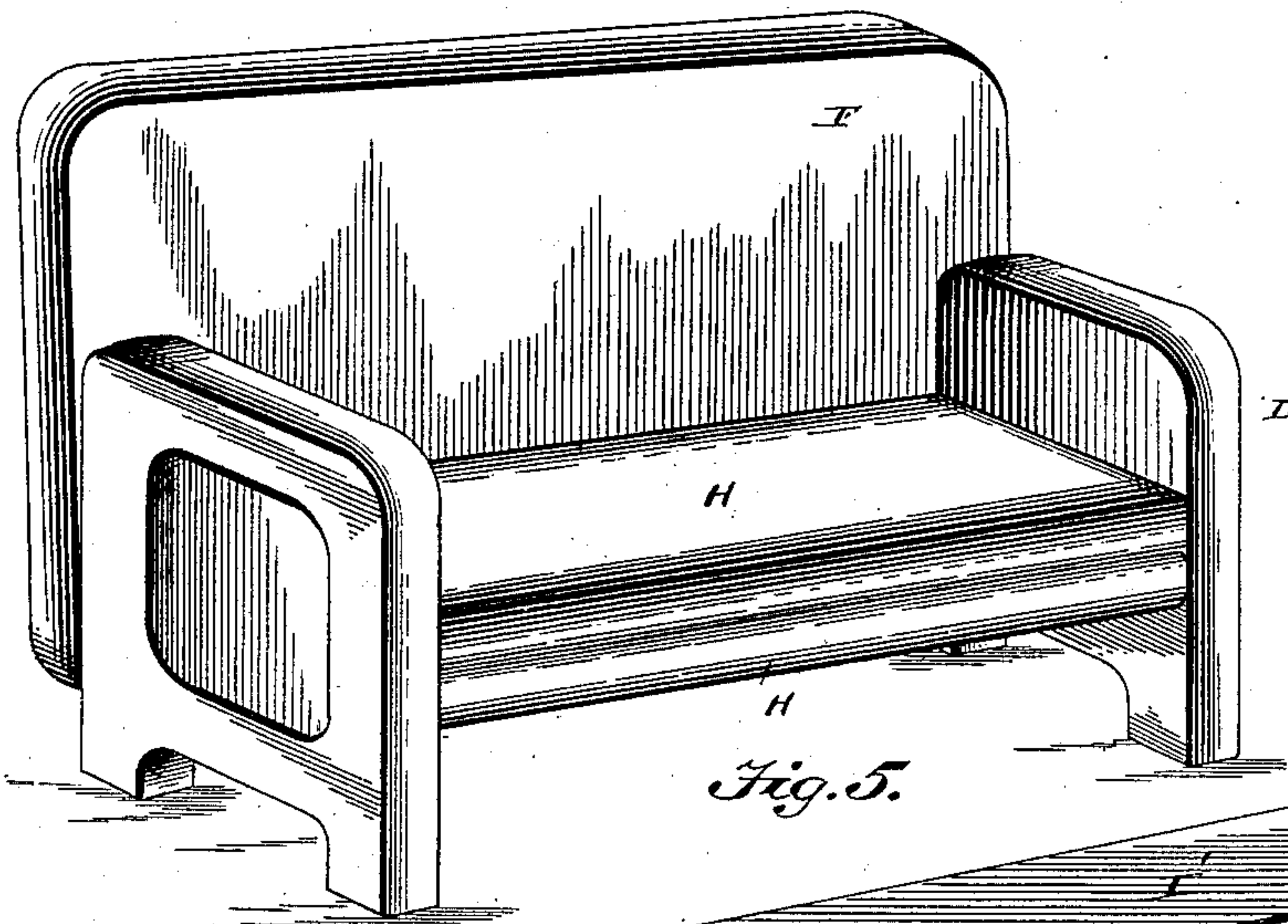
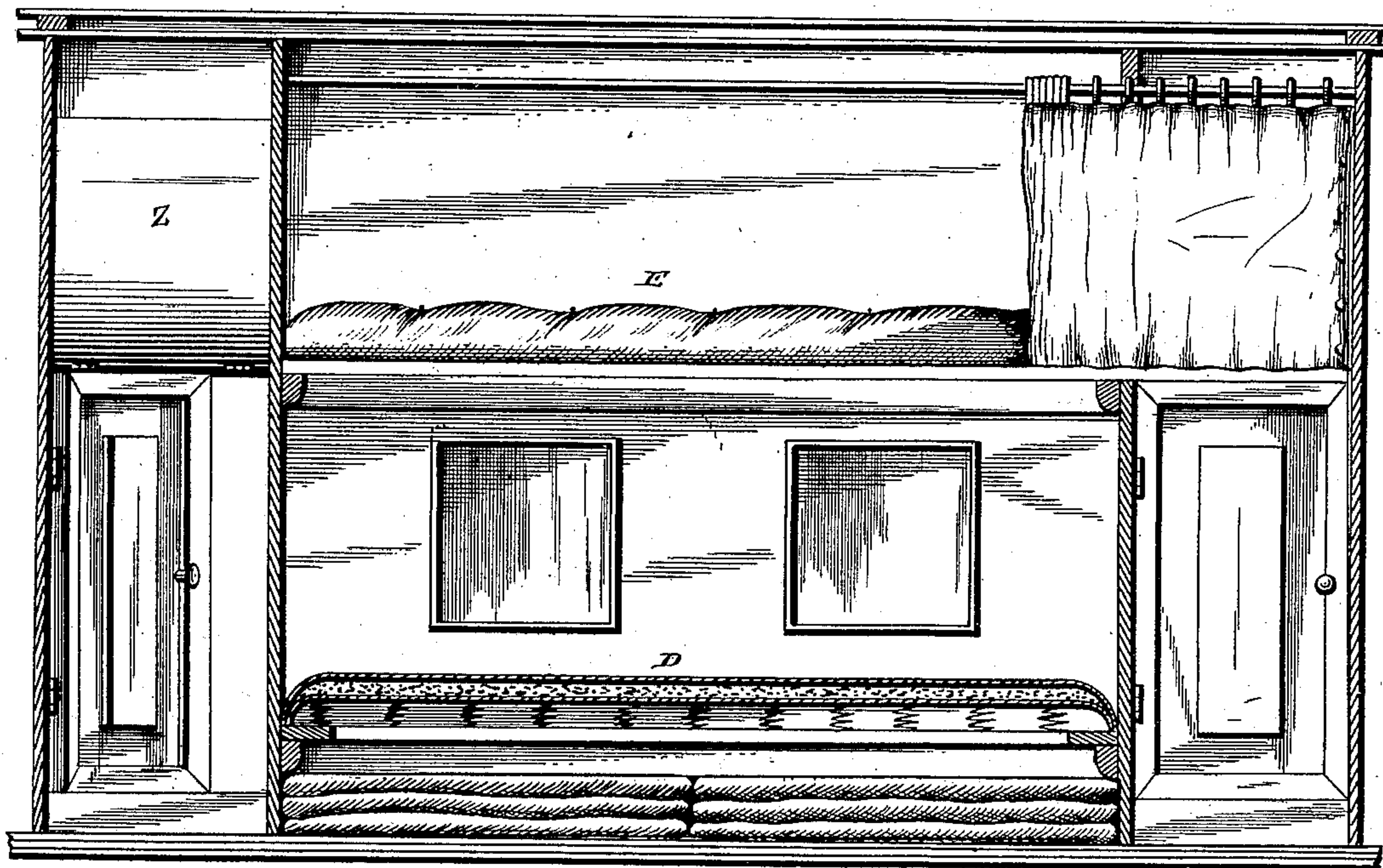


Fig. 5.

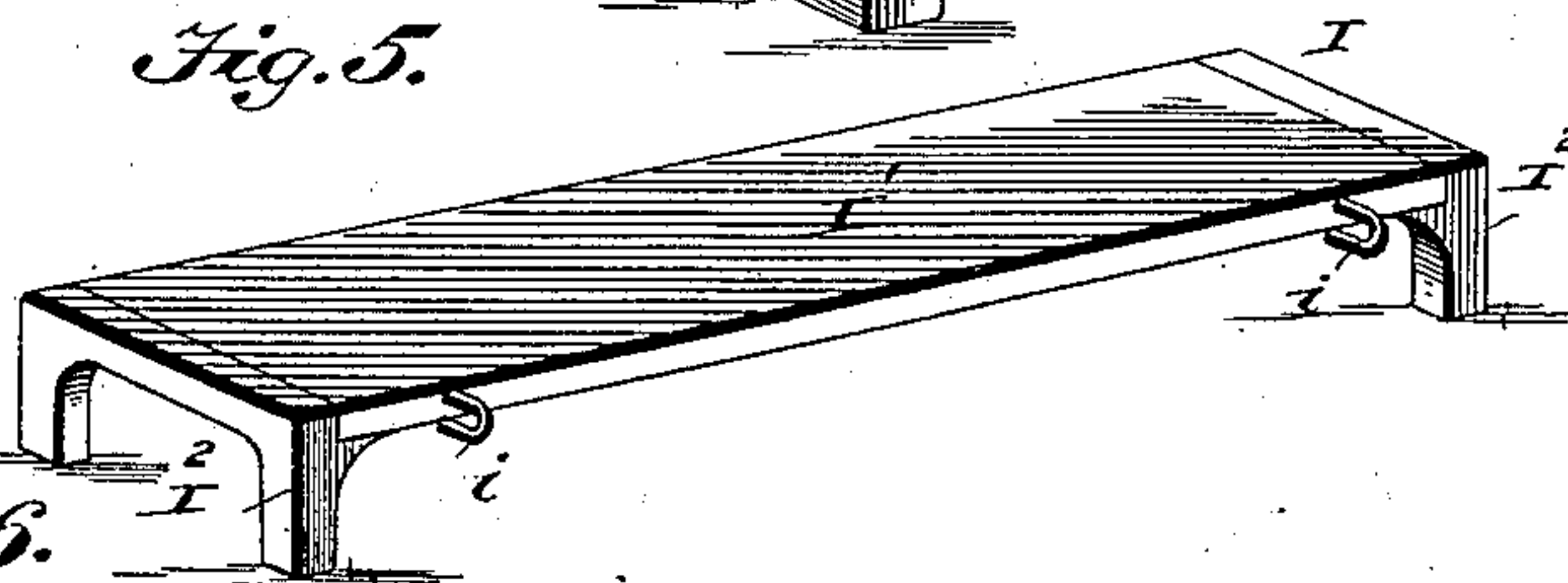


Fig. 6.

Witnesses

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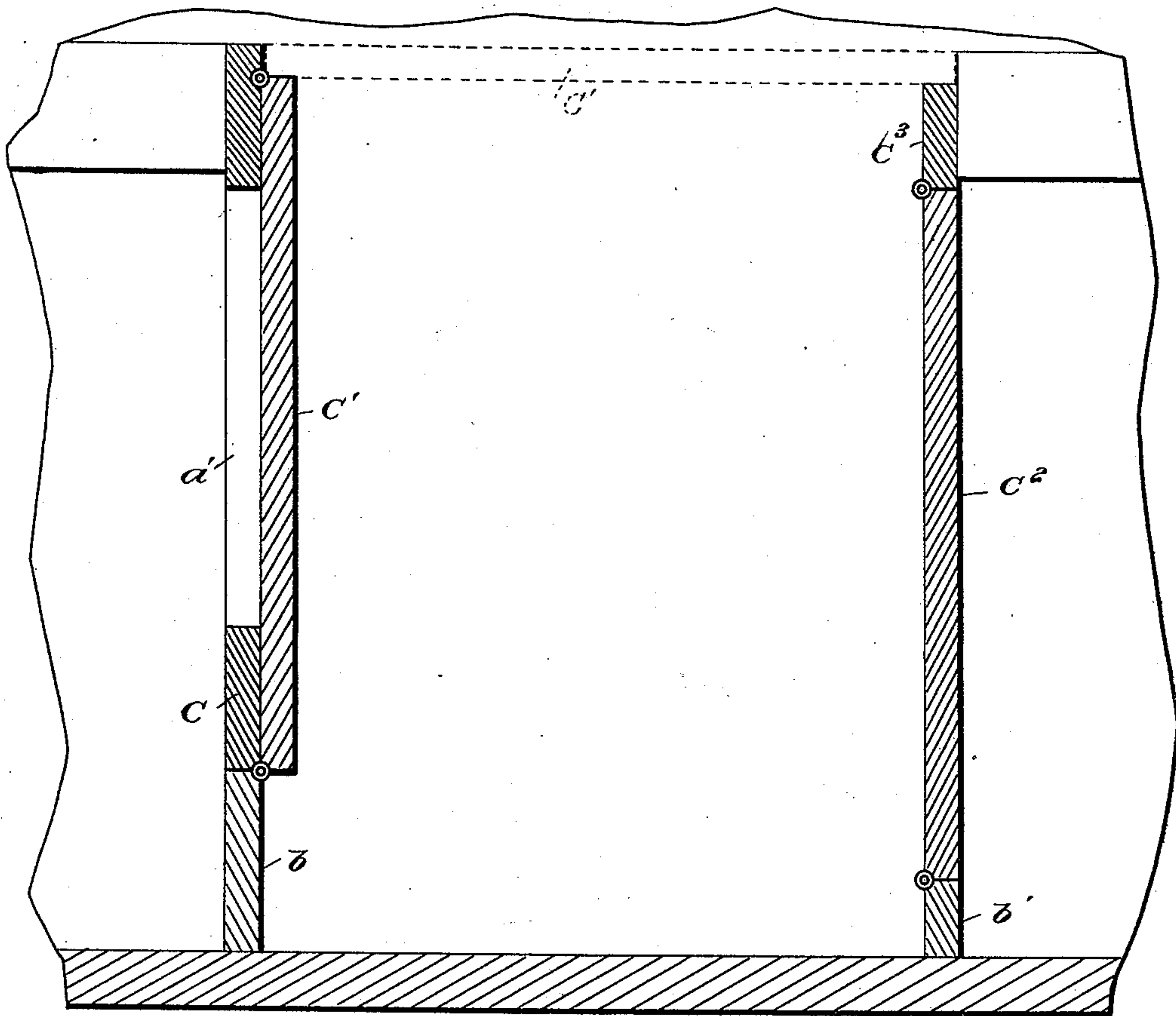
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Fig. 7.



Witnesses:

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UNITED STATES PATENT OFFICE.

HENRY CASPAR, OF NEW ORLEANS, LOUISIANA.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 422,499, dated March 4, 1890.

Application filed August 1, 1889. Serial No. 319,393. (No model.)

To all whom it may concern:

Be it known that I, HENRY CASPAR, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Sleeping-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.

My invention is an improvement in sleeping-cars, and seeks, among other objects, to provide simple arrangements of the sections, so as to form spaces between them to constitute dressing-rooms; to furnish folding leaves or boards adapted for convenient adjustment to inclose such spaces when desired or to be shifted out of the way when it is desired to open the spaces; to so form the lower berths of the sections that parts or portions constituting parts of the seats or sofas formed therefrom in the day-time may be detached at night and used as parts of the upper berths, and to provide in front of the seats of the lower berths supports, on which cushions may be rested to form parts of the double-bed lower berths.

The invention has for further objects other improvement; and it consists in certain features of construction and novel combination of parts, as will be described and claimed.

In the drawings, Figure 1 is a horizontal section, somewhat broken away and in diagram form, of a car constructed according to my invention. Fig. 2 is a detail horizontal section with the folding leaves adjusted in position. Fig. 3 is a similar view with the leaves open and adjusted to inclose and form the dressing-room. Fig. 4 is a vertical sectional view of one of the sections. Fig. 5 is a perspective view of the lower berth and foot-rest as adjusted in the day-time, and Fig. 6 is a detail view illustrating the detachable connection of the back with the body of the sofa. Fig. 7 is an enlarged view of a portion of a car, showing the dressing room or cabinet unfolded and taken through the door in one of the leaves.

Referring more particularly to Fig. 7, it will be seen that the leaf C has an opening or doorway a' , which is also shown in Fig. 4

of the drawings. Hinged or otherwise suitably secured to this leaf C is a leaf C' , which is designed to close the opening or doorway in the leaf C when turned in one direction, and when turned in the position shown in dotted lines will uncover the doorway and open communication between the berth and cabinet, closing the cabinet from view of a person in the central aisle or other portion of the car.

In carrying out my invention I arrange the seats or sections A longitudinally in rows in the direction of length of the car, the said sections facing outward toward the sides of the car, a central aisle a being provided between the rows, and cross-aisles being provided between the ends of the adjacent sections of each row. Between the ends of the sections I provide spaces B, which form dressing-rooms, and are suitably inclosed, when desired, by the folding leaves or boards presently described.

At the sides or outer ends of the spaces B, I provide what may be called "closets" or "casings," which are formed of two fixed sides $b b'$, arranged in line with the ends of the sections. To the outer edge of side b , I hinge one edge of leaf C, which is formed and adapted to turn out against the end of the section to the left of space B and form one side wall of the dressing-room. To the outer edge of leaf C is hinged one edge of leaf C' , which is adapted to turn outward and form the outer end wall of the room, and may be provided with a door leading to aisle, as shown in Fig. 4. To the side b' is hinged one edge of the leaf C^2 , to the opposite or outer end of which is hinged the narrow leaf C^3 . This leaf C^2 turns out against the section to the left of space B and forms such side of the room, the narrow leaf C^3 turning out snugly against the free edge of section C' and serving to prevent such leaves being pushed in by one walking along the central aisle. It will be noticed that this narrow leaf is necessary to reach to the leaf C' when unfolded, as the leaf C^2 is hinged at a point nearer the side of the car, and consequently cannot reach so far into the car when open, as it is of the same width as leaf C to enable it to fold into the closet. Consequently the narrow leaf C^3 is provided to supplement leaf C^2 and enable

the leaf C' to be braced outward. Except to hold the said leaf C' outward, the section C² C³ might in some instances be omitted, as the dressing-room is for the section to the right and as the leaves C C' effectually prevent entrance thereto by the occupants of the section to the left; but I prefer to use all the leaves and to arrange them as shown. When the dressing-rooms are not in use, the leaves C, C', C², and C³ may be folded, to serve as doors for the closets or casings, which latter may be utilized as receptacles for bedding, light baggage—such as small hand-satchels—&c. It will be noticed that the sections have lower berths D and upper berths E, the lower berths being formed to provide sofa-like seats in the day-time, as shown in Fig. 5. The ends or arms of this seat are provided with sockets *d*, into which fit lugs *f* on the cushioned back F, so such back may be conveniently removed at night-time, being then lifted by the porter and adjusted into the upper berth and for use as a mattress therein. This feature, it will be understood, is important, as it enables the utilization at night in the upper berth of a part of the sofa formed during the day-time from the lower berth, and disposes of the necessity of extra mattresses for the upper berths.

In front of the seats or sections I form recesses G, of equal length with the sections, and along the sides and ends of which I extend ledges or cleats *g* at approximately the height of the frame of berth D, so that one of the double cushions H H or the seat of berth D may be adjusted upon the ledge or support *g*, and so form the lower berth into a double bed.

In front of berth D, as shown in Fig. 5, is provided the foot-rest I, having the board I', which extends alongside the car and is hinged at its outer edge at *i*, so it can be turned up out of the way or down to form a foot-stool, being supported, when lowered, by blocks or standards I².

At one end of the car I provide in one corner the smoker J and in the other the gentlemen's toilet-room K. At the opposite end of the car I provide in one corner the ladies' room L and in the other the storage-closet M, a suitable wash-room N being also provided, as shown.

It is obvious that a curtain will be used to close the lower berths or compartments, such as employed with the upper ones, and I also provide means for closing the top of the closet or cabinet from view to a person occupying the upper berths. This latter means is better shown in Fig. 4 of the drawings, in which a leaf or board Z is hinged to the inner side wall of the car. This leaf is of a length and width sufficient to completely close the top of the cabinet, and when not in use may be swung up against the side wall of the car.

A ledge or other suitable stop may be employed to serve as a rest for the board when let down.

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

1. A car having a number of seats or sections arranged longitudinally in rows in the direction of length of the car, and having a central and cross aisles, substantially as set forth.

2. In a car, substantially as described, the combination, with the lower-berth frame having its ends or arms provided with sockets, of the back provided with lugs fitting in said sockets, substantially as set forth.

3. A sleeping-car having its sections or seats arranged facing the side of the car, having the side of the car in front of such section formed with a space or recess of approximately equal length therewith and provided along the side and ends of such recess with cleats or ledges, substantially as set forth.

4. In a sleeping-car, the combination of the upper berth, the lower berth formed to provide a sofa-like seat having a detachable back adapted for use as a mattress for the upper berth and provided with double cushions, and supports arranged in front of such seat and adapted to receive one of the cushions, substantially as set forth.

5. In a car having its sections or seats arranged facing the sides of the car, a foot rest or board extended along the inner side of the car, hinged at one edge to the side of the car, whereby it may be lowered for use as a foot-rest or raised out of the way, and blocks or standards by which to support the said board when lowered, substantially as set forth.

6. A car having a number of seats or sections arranged longitudinally in rows in the direction of the length of car and having a central and cross aisles, and also having spaces between the ends of the adjacent sections, and folding leaves in said spaces to form a dressing-room, substantially as specified.

7. A car having a number of seats or sections arranged longitudinally in rows in the direction of the length of car and having a central and cross aisles, and also having spaces between the ends of the adjacent sections and provided at the sides of such spaces with a closet or casing having folding leaves or boards adapted, when folded, to form a closed straight closet, and when unfolded to close said spaces, substantially as specified.

8. A car such as described, having spaces between the adjacent ends of the sections adapted to form a dressing-room, in combination with the fixed side pieces *b'*, the leaf C, hinged to the side piece *b*, the leaf C', hinged to the outer edge of said leaf C, the leaf C², hinged to the fixed side piece *b'*, and the narrow leaf C³, hinged to the outer edge of the leaf C², whereby the whole may form a convertible closet and dressing-room, substantially as specified.

9. In a sleeping-car having its sections

formed with upper and lower berths, in combination with the framing of the lower berth adapted to form the body of a sofa, and the sofa having a removable back, said back being detachably connected with the frame, whereby the same may be lifted off and form a mattress for the upper berth, substantially as specified.

10. A sleeping-car having closets or dressing-rooms arranged in spaces between the ends of the adjacent sections, said dressing-rooms being composed of hinged leaves C, C', and C² and the narrow leaf C³, and having a hinged top or horizontally-closing cover, as Z, to close the said dressing-room from the view of a person occupying the upper berth, substantially as specified.

11. A sleeping-car having a closet or dressing-room arranged in a space between the ends of adjacent sections, said dressing-room

being composed of folding leaves, and one of the leaves having a doorway adapted to be opened and closed by a leaf which forms one of the walls of the dressing-room, substantially as specified.

12. A sleeping-car having a closet or dressing-room arranged at the end of a berth, said dressing-room being composed of hinged leaves C, C', and C² and the narrow leaf C³, the leaf C having an opening or doorway and the leaf C' being adapted to serve the twofold function of closing the doorway and forming one of the walls of the cabinet, substantially as specified.

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

HENRY CASPAR.

Witnesses:

C. W. DASHIELL,
T. E. TURPIN.