

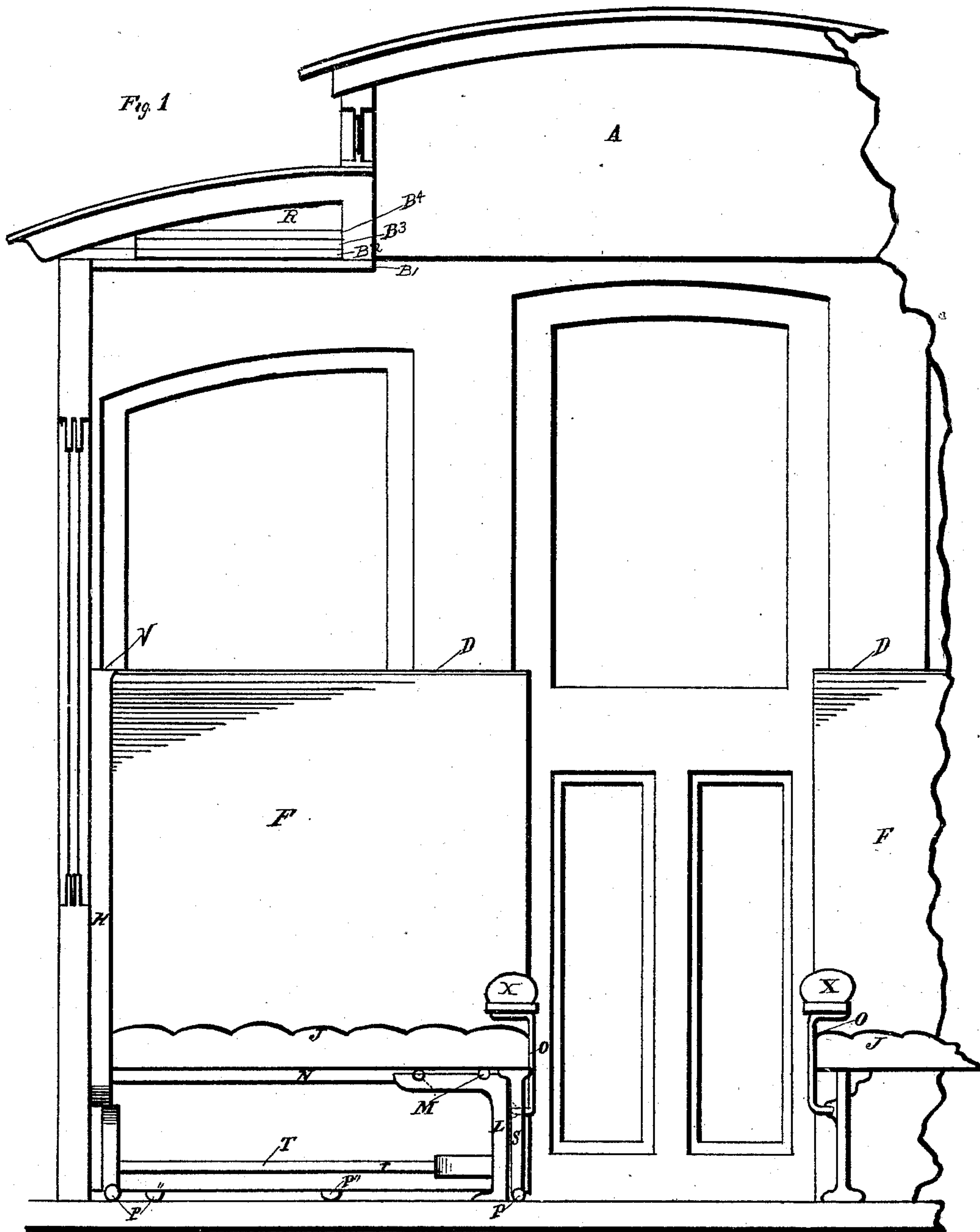
(No Model.)

3 Sheets—Sheet 1.

C. L. ARNOLD.
SLEEPING CAR.

No. 426,424.

Patented Apr. 29, 1890.



Witnesses

Wm. Redden
W. W. Holladay

Inventor

Charles L. Arnold

Per

Ernest V. Richards
Attorney.

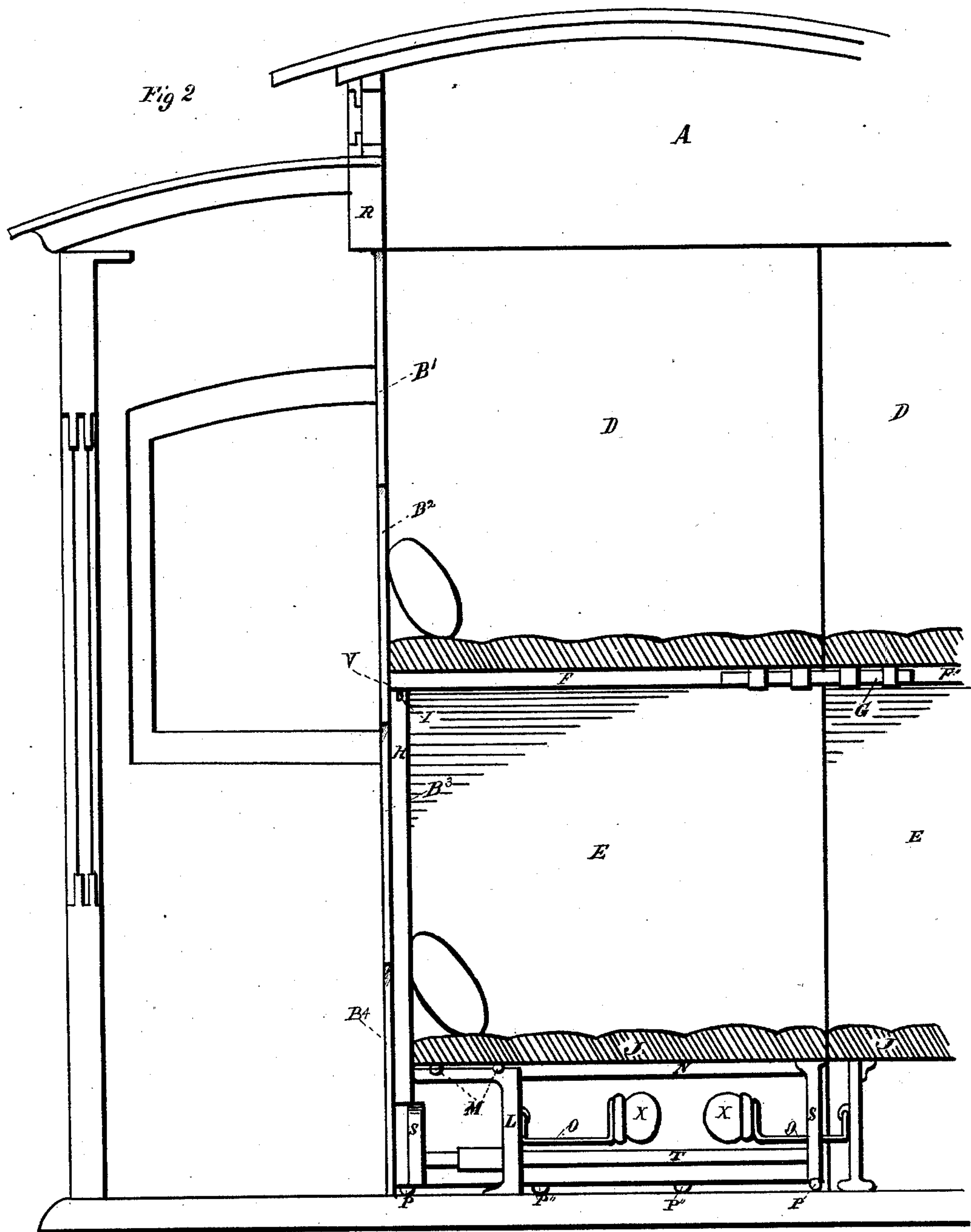
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Patented Apr. 29, 1890.



Witnesses

James H. H. H.
W. W. Holladay

Inventor

Charles L. Arnold

Per

Ernest O. Richards

Attorney

(No Model.)

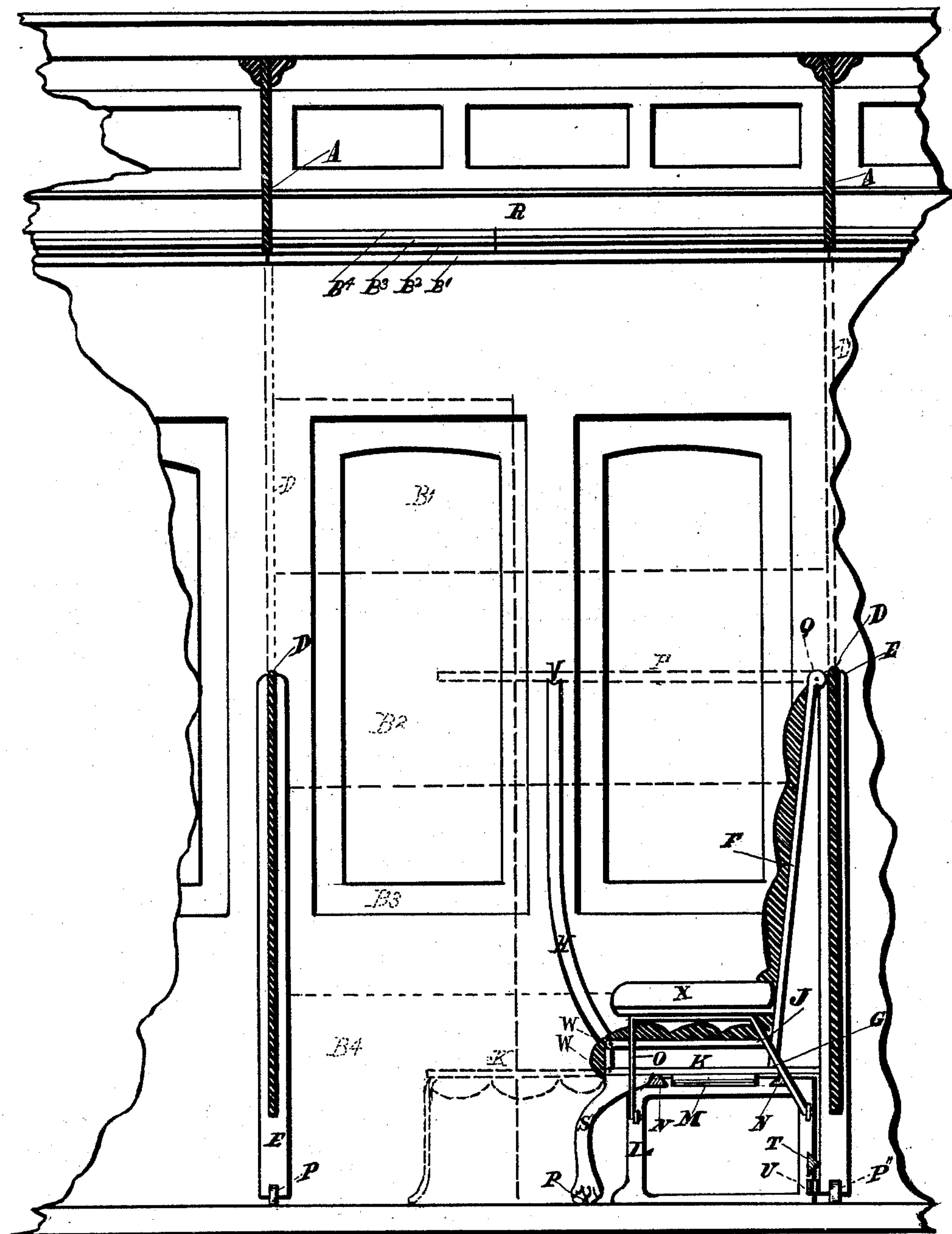
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Fig. 3



Witnesses

Grier Kiddle
W. W. Holladay

Inventor

Charles L. Arnold

Per

Ernest V. Richards
Attorney.

UNITED STATES PATENT OFFICE.

CHARLES L. ARNOLD, OF WILMINGTON, NORTH CAROLINA.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 426,424, dated April 29, 1890.

Application filed August 28, 1889. Serial No. 322,275. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. ARNOLD, of the city of Wilmington, in the county of New Hanover and State of North Carolina, have
5 invented a new and Improved Sleeping-Car, of which the following is a full, clear, and exact description.

This invention relates to sleeping-cars, and has for its object to provide a sleeping-car so
10 constructed and arranged as to readily convert an ordinary day-car into a sleeping-car, by means of which the greatest amount of room may be obtained and the utmost privacy secured.

15 The invention consists in a railway sleeping-car, and in details thereof, constructed and arranged as hereinafter described and claimed, reference being had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate
20 corresponding parts in all the views.

Figure 1 is a vertical transverse section of a railway passenger-car constructed according to this invention and shown as arranged
25 for day use. Fig. 2 is a vertical transverse section showing the car with berths arranged for sleeping. Fig. 3 is a vertical longitudinal section of one seat and section of car to which it is attached, said seat arranged and in position for day use.

In carrying out this invention the car-seats J are arranged in the normal manner, allowing a passage-way down the center of the car. The seats on one side of the car are fastened
35 to standards S, which terminate at the lower ends in casters P, which run upon the floor of the car. The seat is further attached to a permanent standard L by means of the V-shaped guides N, which play in suitable slots
40 placed transversely in the upper side of the standard L, two rollers M, placed in the grooves cut longitudinally in the top of the fixed standard L, preventing friction and allowing the seat J to be rolled across the passage-way to
45 the opposite seat J, the back of the seat E being also permanently attached to the standards S S and moving upon rollers P, being controlled and guided by the V-shaped guide T, moving in a convenient slot cut in the back
50 of the standard L. The back E is provided with a sliding panel or shutter D of the full width of back and of sufficient height to reach

from the joint Q, Fig. 3, to the permanent transom located in the top of and extending across the car.

A portion of the back of the car-seat F, hinged to the stationary portion E by the joint Q, is raised to the point V at the end of the bar H, and there held by suitable bolt I, which, when connected with a similar portion of the
55 seat on the opposite side of the passage-way, forms the upper berth in one section or compartment. Additional strength is given by sliding the bolt G from the socket in F into that located in the opposite section F.
60

The seat J opens upon hinges W W, Fig. 3, thus showing the surface K, upon which are compressed a set of bed-springs, thus forming the lower berth of the section or compartment.
65

The seats J are provided with upholstered arm-rests X, supported by L-shaped arms O, which are hinged to the permanent standard L, so as to hold the seat in its proper position in the day-car when raised to the perpendicular, and to fall out of the way, Fig. 2, when
70 seat J is moved across the passage-way, to abut with seat on the opposite side of the car to form berths.

A partition running lengthwise of the car, composed of hinged panels B' B² B³ B⁴, folding
80 upon each other and fastened against the top of the car during the day, divided into longitudinal sections, each equivalent to the distance between the centers of the backs of consecutive seats, so arranged that when the movable seat J is moved across the center passage-way to the seat on the opposite side of the car it can be lowered into the perpendicular
85 fair with the berth-support H and fastened to the floor below. This partition is provided with a door opening into the space vacated by the seat. By means of this arrangement a series of compartments can be formed, each containing an upper and lower
90 berth extending part way across the car, the compartments closing the center passage-way and forming a passage-way down on one side of the car. Access is had to these compartments from this side passage-way by means of the aforesaid doors.
95

The advantages of this improvement over my patent No. 407,563 are apparent, and consist in the simplification of mechanical arrangement and operation. The upper berths
100

are more easily formed and securely fastened, the movable partition in said claims and patents being replaced by one of improved construction. The slat partition are herein replaced by more convenient and durable sliding shutters.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

- 10 1. In a railway passenger-car having seats movable away from the side of the car to the opposite seats, seats moving on permanent standards fixed to the floor of the car, substantially as described.
- 15 2. In a railway passenger-car having seats on the one side thereof movable away from the side of the car, on permanent standards fixed to the floor of the car, to opposite stationary seats, seats having backs hinged to the
20 permanent portion of the backs, with means for fastening the movable portion in an elevated horizontal position above the seats, substantially as described.
- 25 3. In a railway passenger-car having seats on the one side movable away from the side of the car on permanent standards to the seats

on the opposite side of the car, seats having hinged backs, with means for fastening the hinged portion in an elevated horizontal position above the seats, lengthwise partitions 30 formed of a series of hinged panels securely attached at the upper edge to the ceiling of car at a distance from the side thereof equivalent to the width of the center passage-way, and transverse sliding panels moving vertically within the permanent backs of the seats, 35 forming compartments, and a passage-way extending lengthwise of the car on one side thereof, substantially as described.

4. In a railway passenger-car having a series of seats on the one side thereof mounted 40 on standards and movable on rollers located on the fixed standard, retained in place by V-shaped guides moving in slots, also located in the top of fixed standard across center 45 passage-way to abut with stationary seats on the opposite side of the center passage-way, substantially as described.

CHARLES L. ARNOLD.

Witnesses:

SHEP. S. AVERITT,
J. G. WRIGHT, JR.