

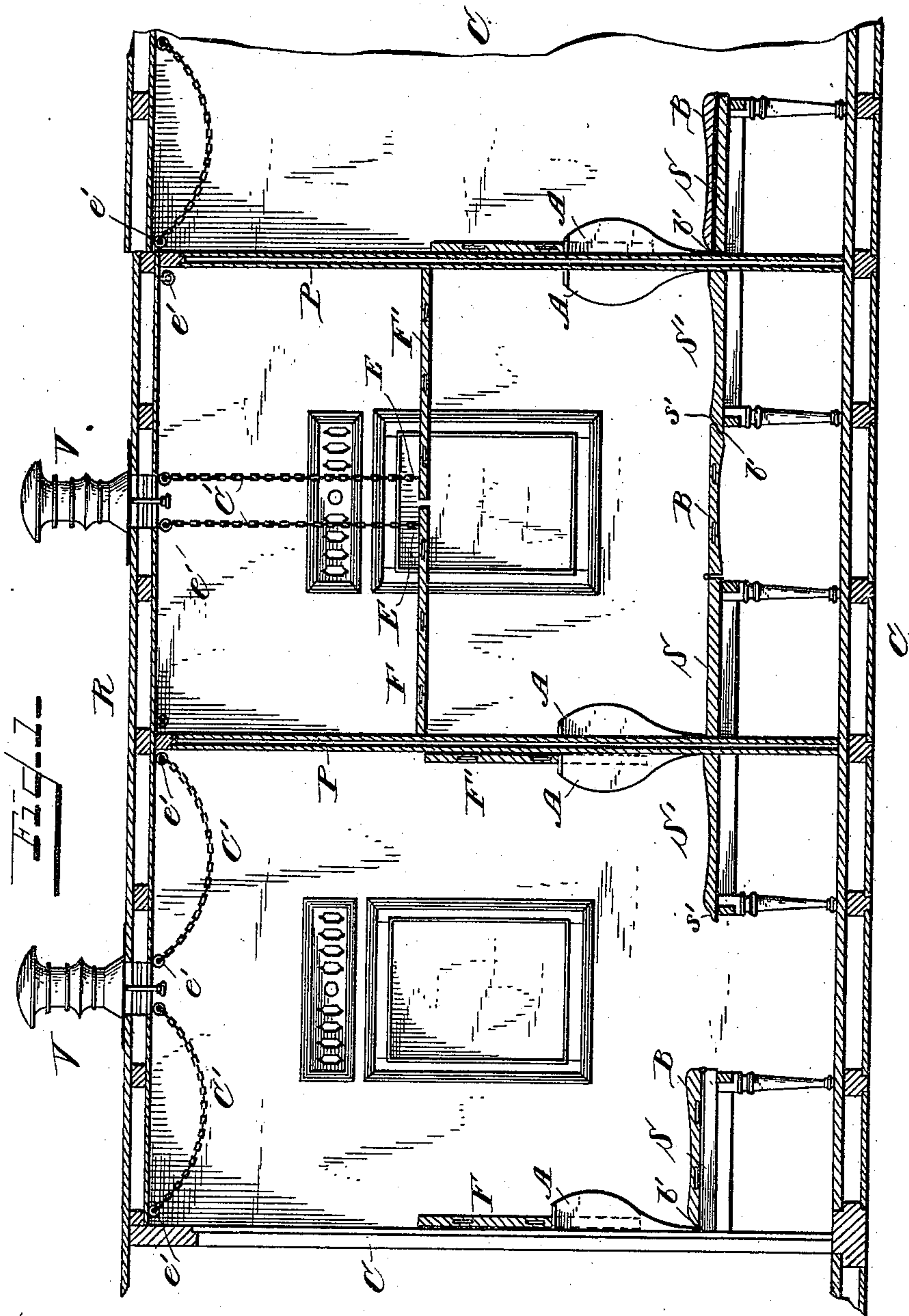
(No Model.)

4 Sheets—Sheet 1.

I. B. GUENZBURG.
PASSENGER CAR.

No. 429,619.

Patented June 10, 1890.



Witnesses.

Thomson Cross.

Geo. M. Howe.

Inventor:

Isaac Ber Gruenzburg.

per

Henry M. H.

Attorney.

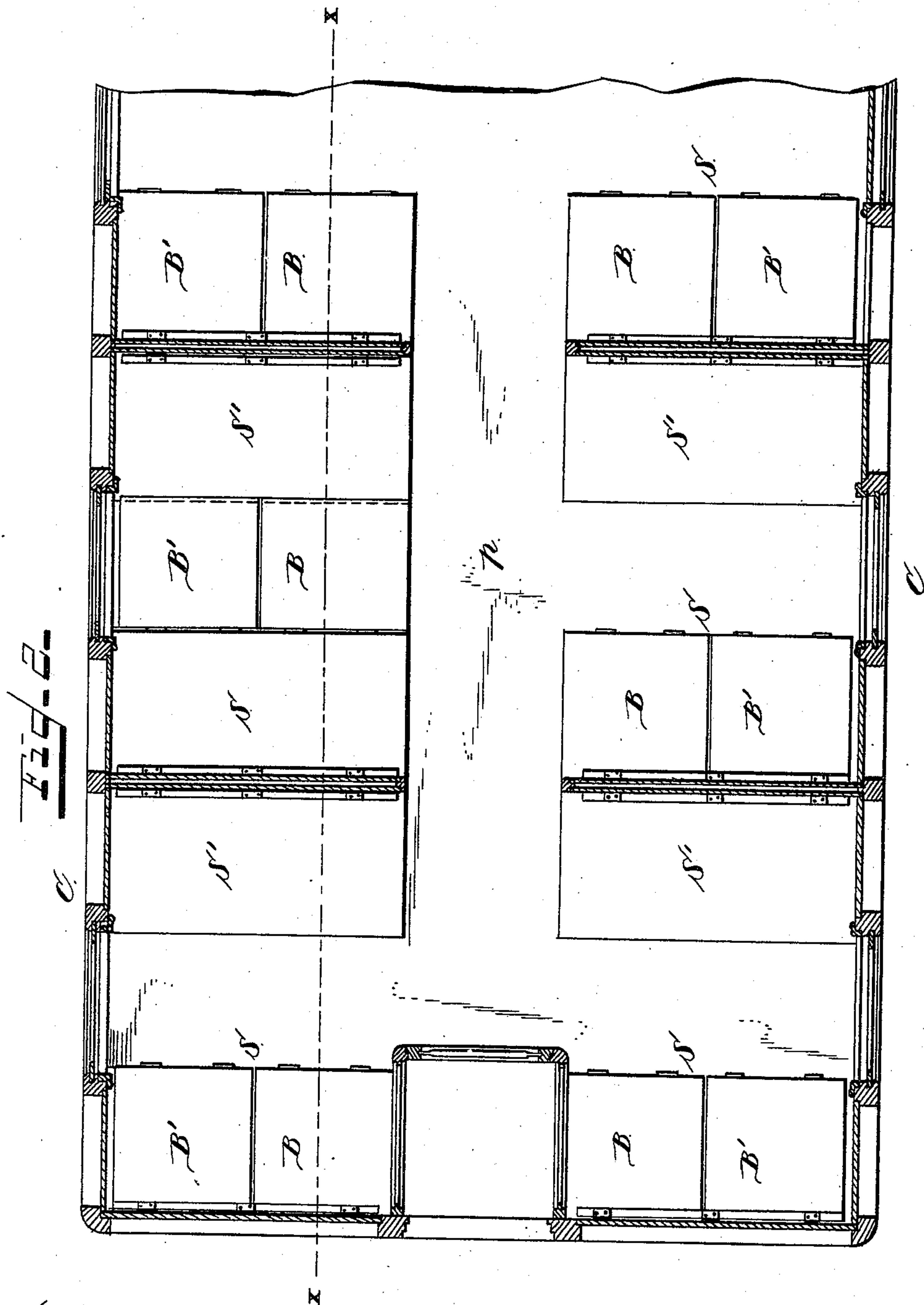
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4 Sheets—Sheet 2.

I. B. GUENZBURG.
PASSENGER CAR.

No. 429,619.

Patented June 10, 1890.



Witnesses:
Thomson Cross.
Geo. M. Howe.

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(No Model.)

4 Sheets—Sheet 3.

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Fig. 3.

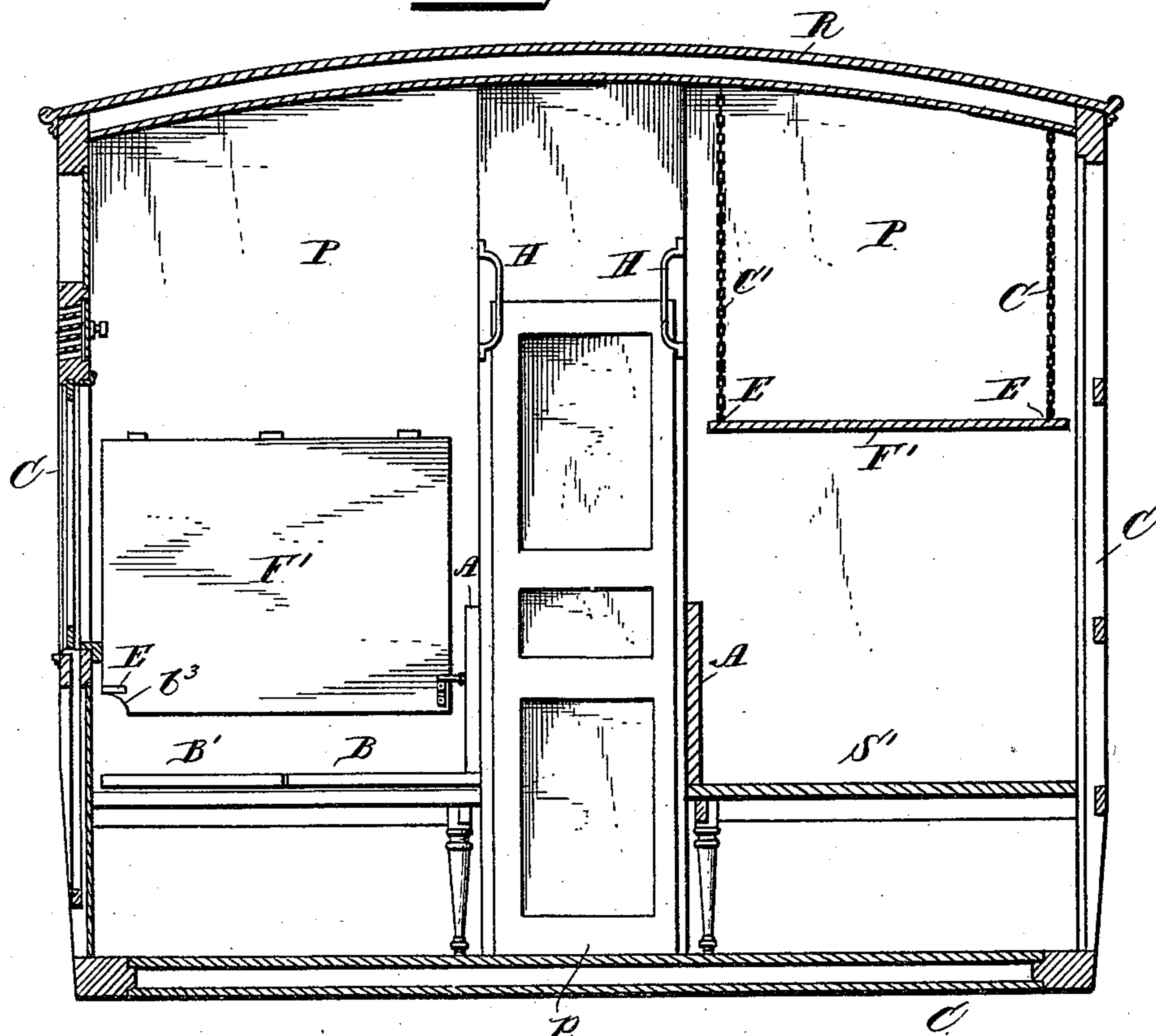


Fig. 4.

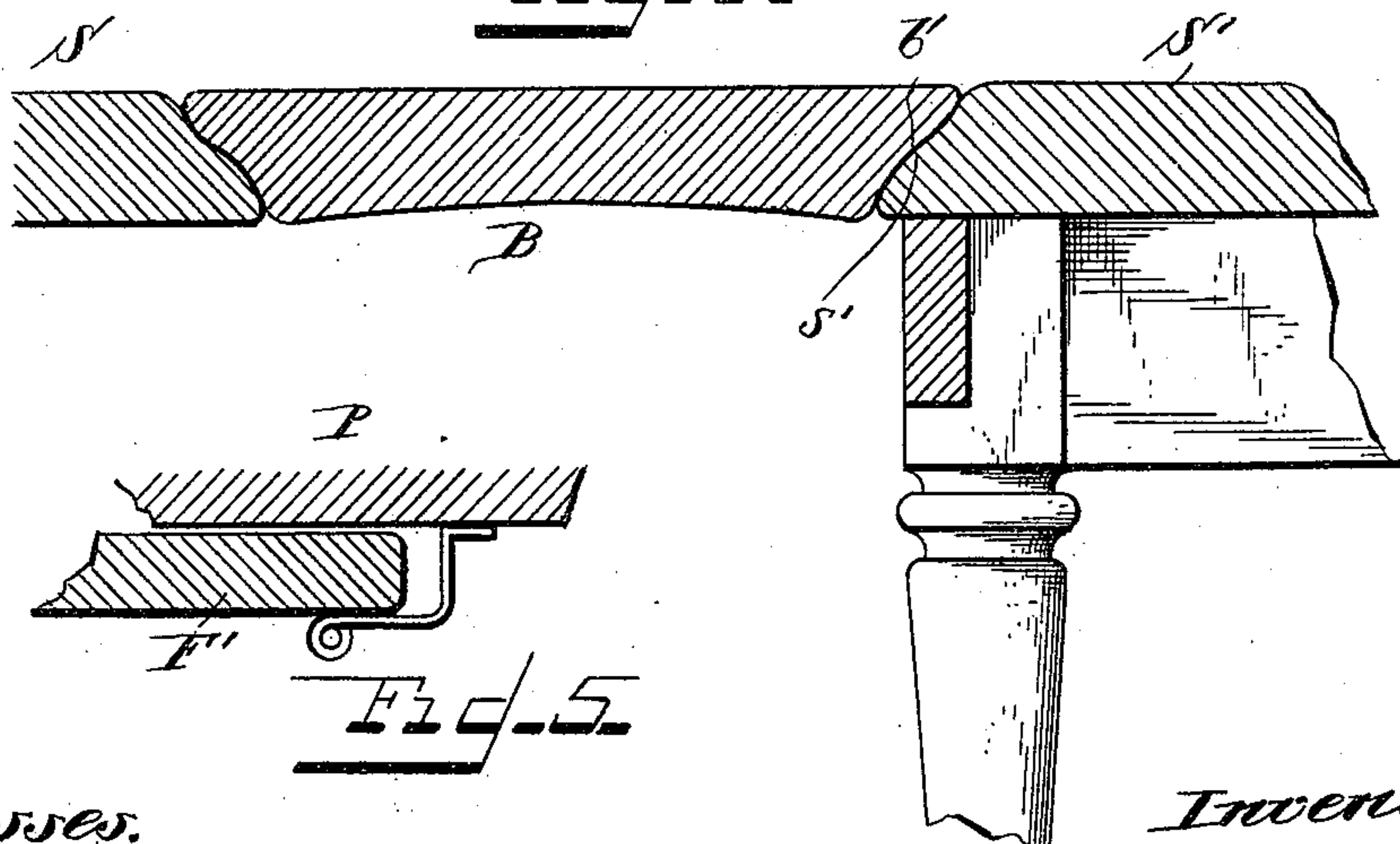


Fig. 5.

Witnesses.
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per *Henry Otto*
Atty.

(No Model.)

I. B. GUENZBURG.
PASSENGER CAR.

4 Sheets—Sheet 4.

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Fig. 6.

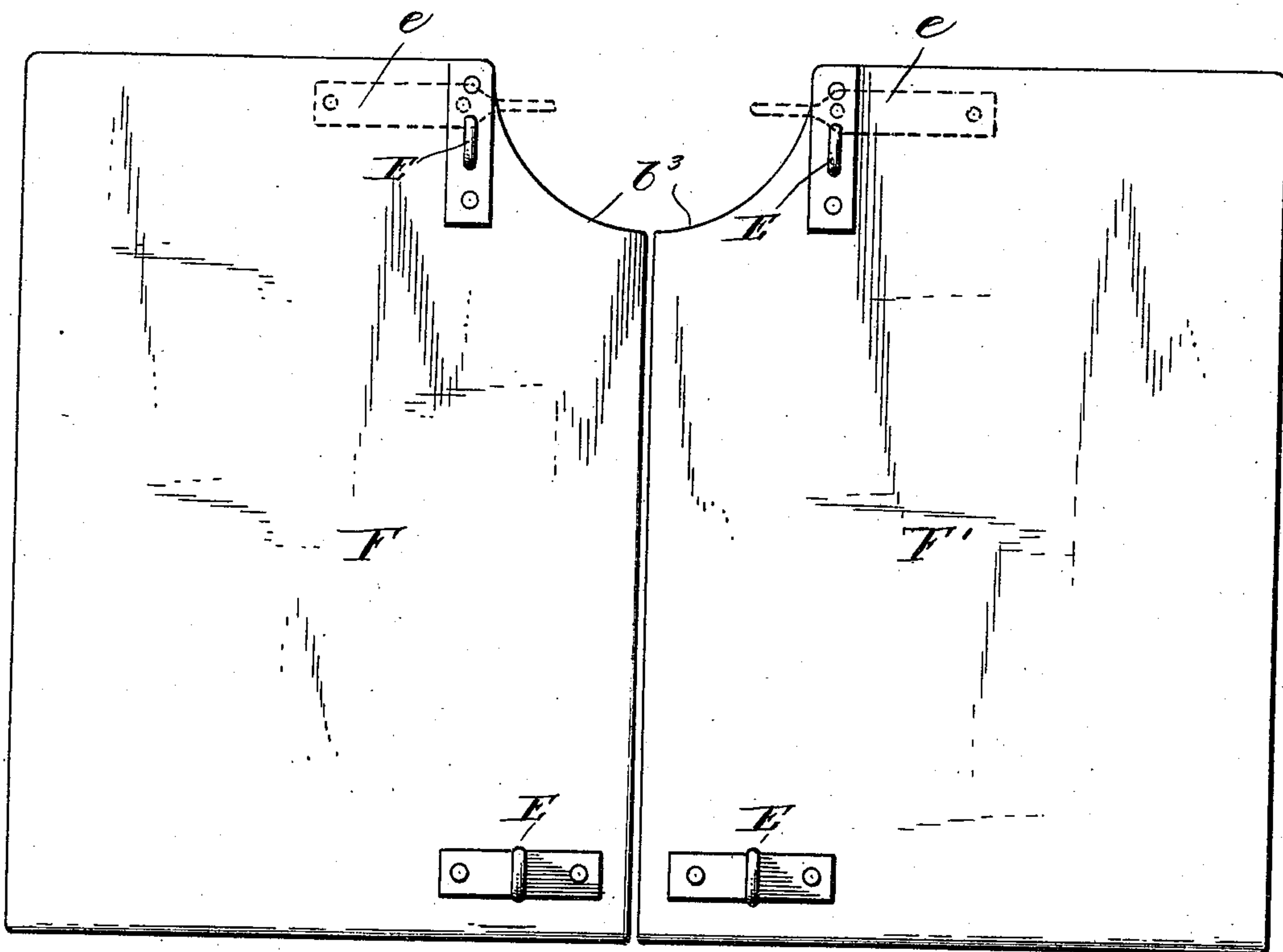
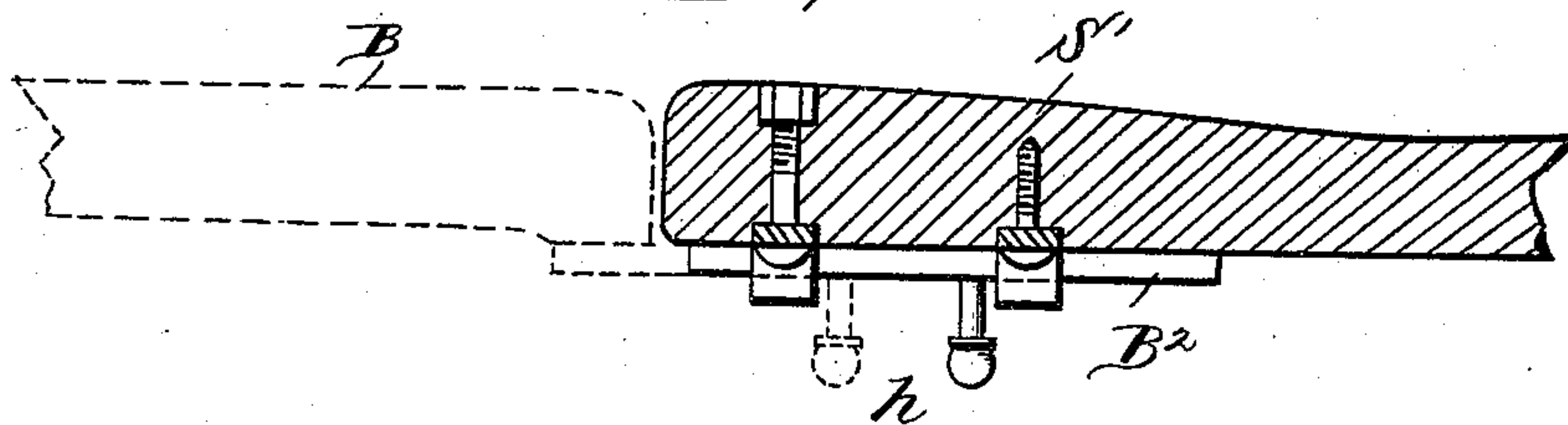


Fig. 7.



Witnesses.

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Geo. M. Howe.

Inventor.

Isaac Ber Guenzburg.

per

Henry M. [Signature]

Attorney.

UNITED STATES PATENT OFFICE.

ISAAC BER GUENZBURG, OF ST. PETERSBURG, RUSSIA.

PASSENGER-CAR.

SPECIFICATION forming part of Letters Patent No. 429,619, dated June 10, 1890.

Application filed August 29, 1889. Serial No. 322,322. (No model.)

To all whom it may concern:

Be it known that I, ISAAC BER GUENZBURG, a subject of the Emperor of Russia, residing at St. Petersburg, Russia, have invented certain new and useful Improvements in Passenger-Cars for Railways; and I do hereby 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 letters or reference marked thereon, which form a part of this specification.

Figure 1 is a longitudinal vertical section, taken on line xx of Fig. 2, of so much of a sleeper as will be necessary to illustrate my invention. Fig. 2 is a horizontal section thereof. Fig. 3 is a vertical transverse section taken on the interrupted line 1 2 3 4 of Fig. 2, and Figs. 4 to 7 are detail views.

The additional expense exacted for sleeping accommodations on railways is such that a comparatively small number of the traveling public can avail themselves of this luxury; and the present invention has for its object to improve and simplify the construction of sleepers, so that sleeping accommodations may be furnished to the traveling public without extra charge, or at a comparatively trifling extra charge.

To these ends the invention consists in structural features and combinations of parts, substantially as hereinafter fully described, and as set forth in the claim.

Referring to the drawings, C indicates the car-body, which may be of the ordinary construction; but in order to obtain a greater space vertically such cars may be constructed with a nearly flat roof R, as shown, and suitable ventilators V provided.

The seats, accommodating, as usual, two persons each, are arranged in pairs, as shown at S S', along the central aisle or passage p , each pair of seats S S' being separated from the next by a vertical partition P, thus forming a compartment-car, the compartments of which may or may not be closed along the central passage by suitable curtains. As shown, the seats S S' face each other, and to the edge of one of the seats S are hinged two extension-boards B B', that fold onto said seat S, and

that when turned over fit against the opposite seat S', so as to form substantially a plain surface, the edge of the said seat S' being constructed with a rabbet and supporting-ledge s' , and the edge of the boards B B' with a corresponding projecting ledge and rabbet b' , as shown in Figs. 1 and 4. Instead of supporting the free edge of the boards B B' from the edge of the seat S', the latter may be provided with bolts B² on its under side, as shown in Fig. 7, said bolts being provided with suitable handles h . The distance between each two partitions is equal to the average height of a man, so that when the boards B B' are turned over a bed for two persons may be made thereon. The two seats S and S' will therefore afford ample room for a double bed, and to accommodate the other two passengers I provide a like double bed above the seat, such bed being formed by means of two boards, or latticed or slatted frames F F', that are hinged to the partitions P, said boards or frames being of such width as that their edges will nearly meet when lifted into a horizontal position. Near their free edges the boards are provided with eyes or hooks E, to which are hooked the ends of chains C', depending from the car-roof, and when the boards or frames F F' are not in use the chain ends are hooked to hooks or eyes e' , secured to said car-roof, as shown in Figs. 1 and 2.

To facilitate the connecting of the chains to the boards or frames F F' at the side of the car, a corner of such boards is cut away, as shown at b^3 , Fig. 6, so that the hand may be readily passed between the boards and the side of the car to hook the chains C' to said boards, or the hooks or eyes E may be formed on a bar e , secured to the under side of the boards or frames, as shown in dotted lines in said Fig. 7.

To afford ready access to the upper berths, I provide a step A, Fig. 1, and hand-holds H, Fig. 3, the length of the boards or frames F F' being slightly less than that of the seats S S', and the outer edges of said boards are rounded off, as shown in Fig. 6.

Other means than the chains C' may be provided to support the outer or free edges of the boards or frames F F'—as, for instance,

rods depending from the car-roof or braces applied underneath the boards or frames and connected with the partitions P.

5 The seats, as well as the frames or boards F F', may be upholstered or not, as desired.

To obviate the increase in the height of the seat S by the boards B B', the latter may be made detachable from the seat, in that both seat edges and both edges of the boards are
10 provided with the rabbet and ledges s' b', respectively, as shown in Fig. 4, so that the boards may be removed and laid underneath the seats, or said boards may be supported
15 as hereinabove described and as shown in Fig. 7.

Having described my invention, what I

claim, and desire to secure by Letters Patent, is—

A railway-car divided into compartments 20 by means of the partitions P and the seats S and S' for each compartment, said seat S' being provided with a rabbet s', in combination with the boards B and B', hinged to the outer edge of seat S and adapted to fold over into 25 the rabbet of seat S', substantially as and for the purposes specified.

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

ISAAC BER GUENZBURG.

Witnesses:

N. TSCHOKALOFF,
I. STIERLING.