

No. 619,173.

Patented Feb. 7, 1899.

H. C. HASKINS.
SLEEPING CAR.

(Application filed Apr. 1, 1897.)

(No Model.)

3 Sheets—Sheet 1.

Fig. 1.

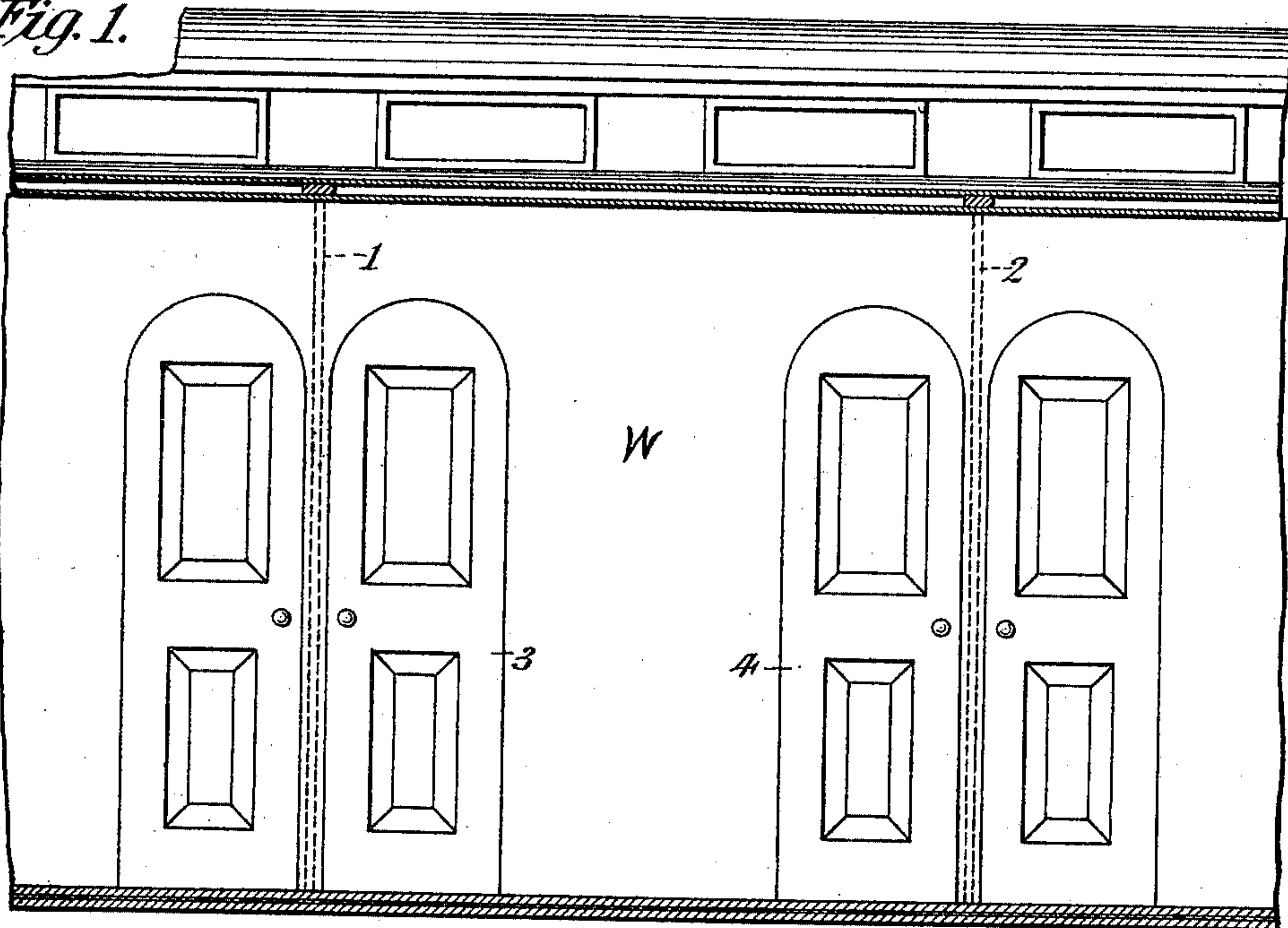
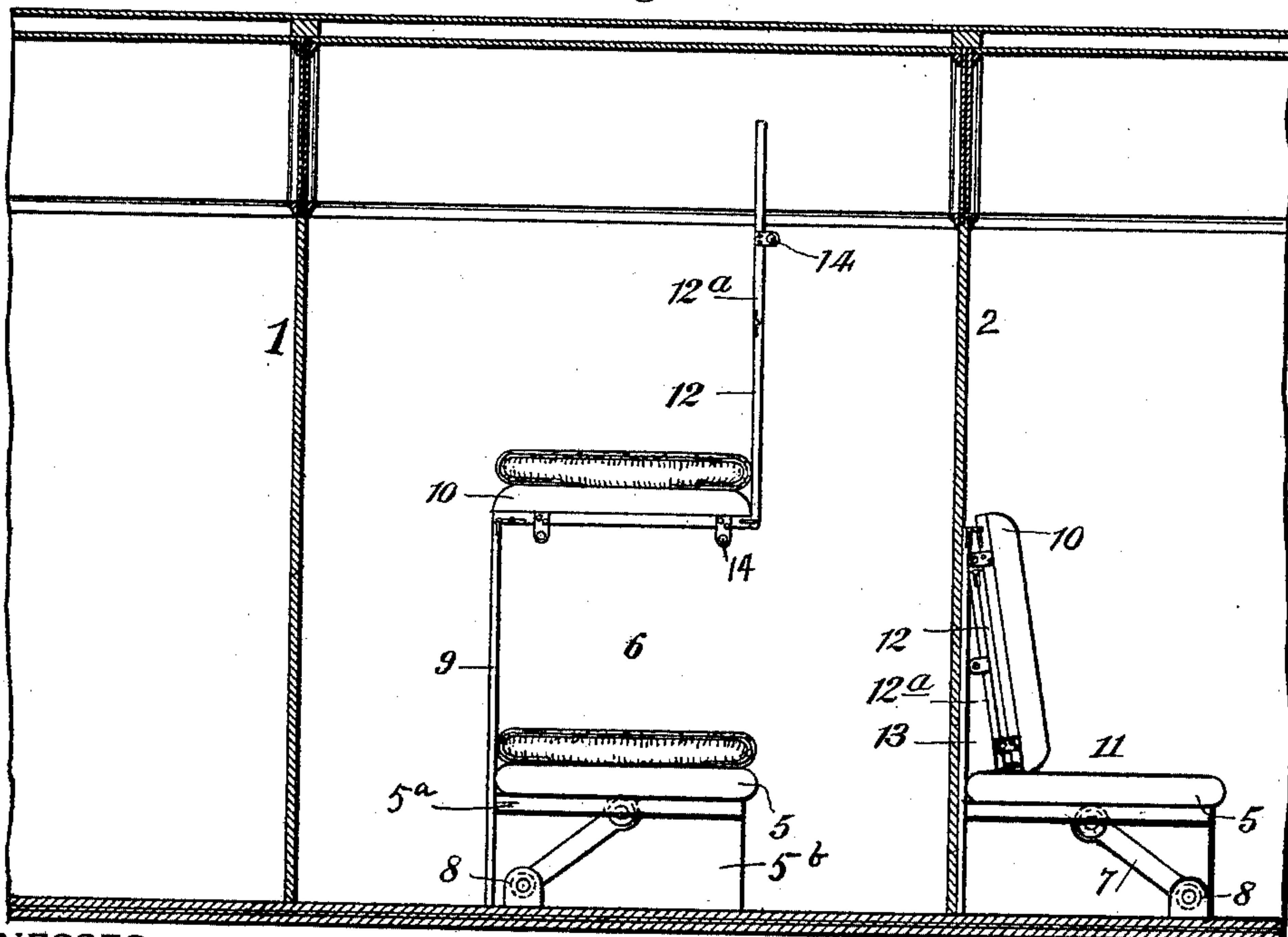


Fig. 2.



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Fig. 3,

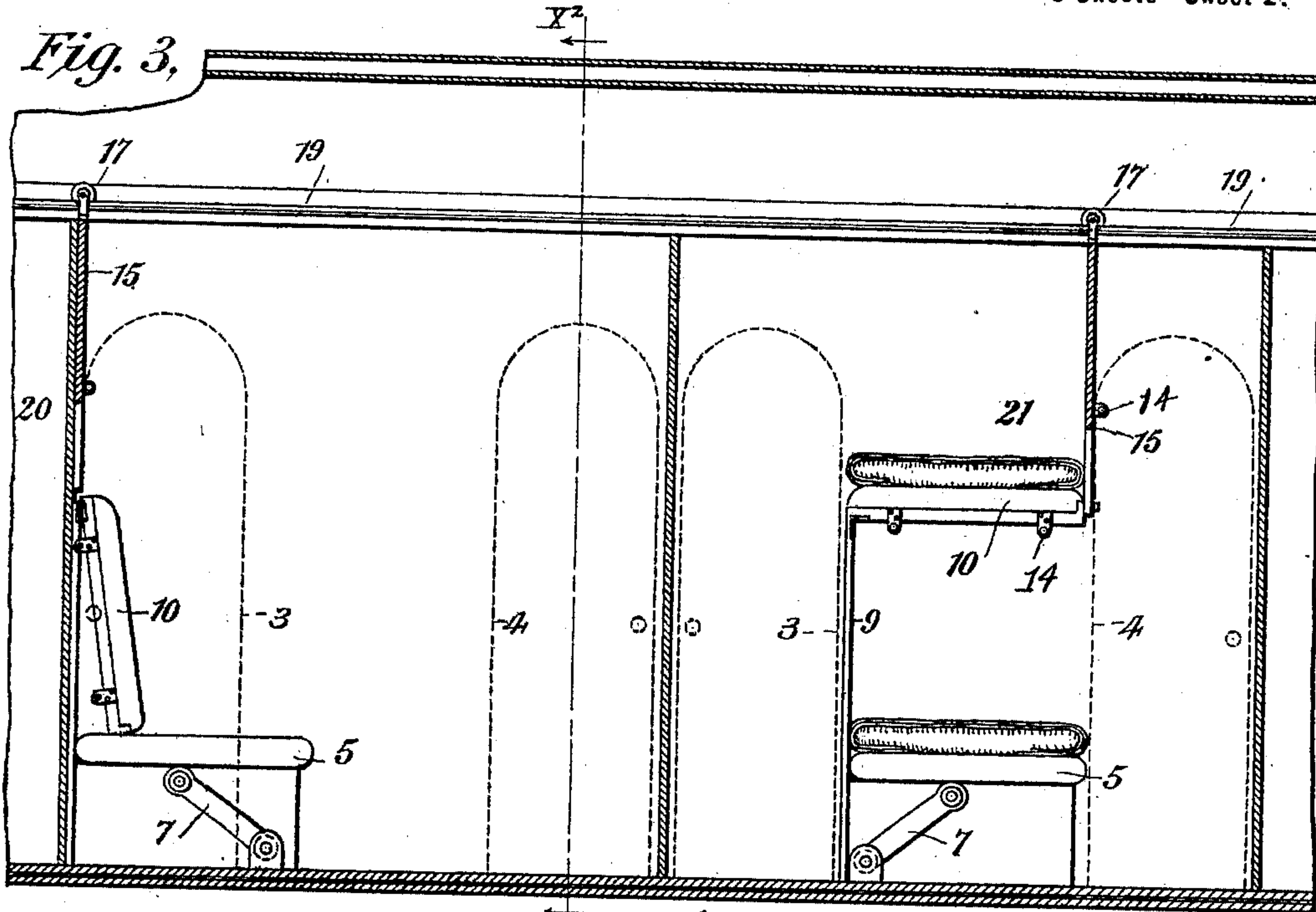
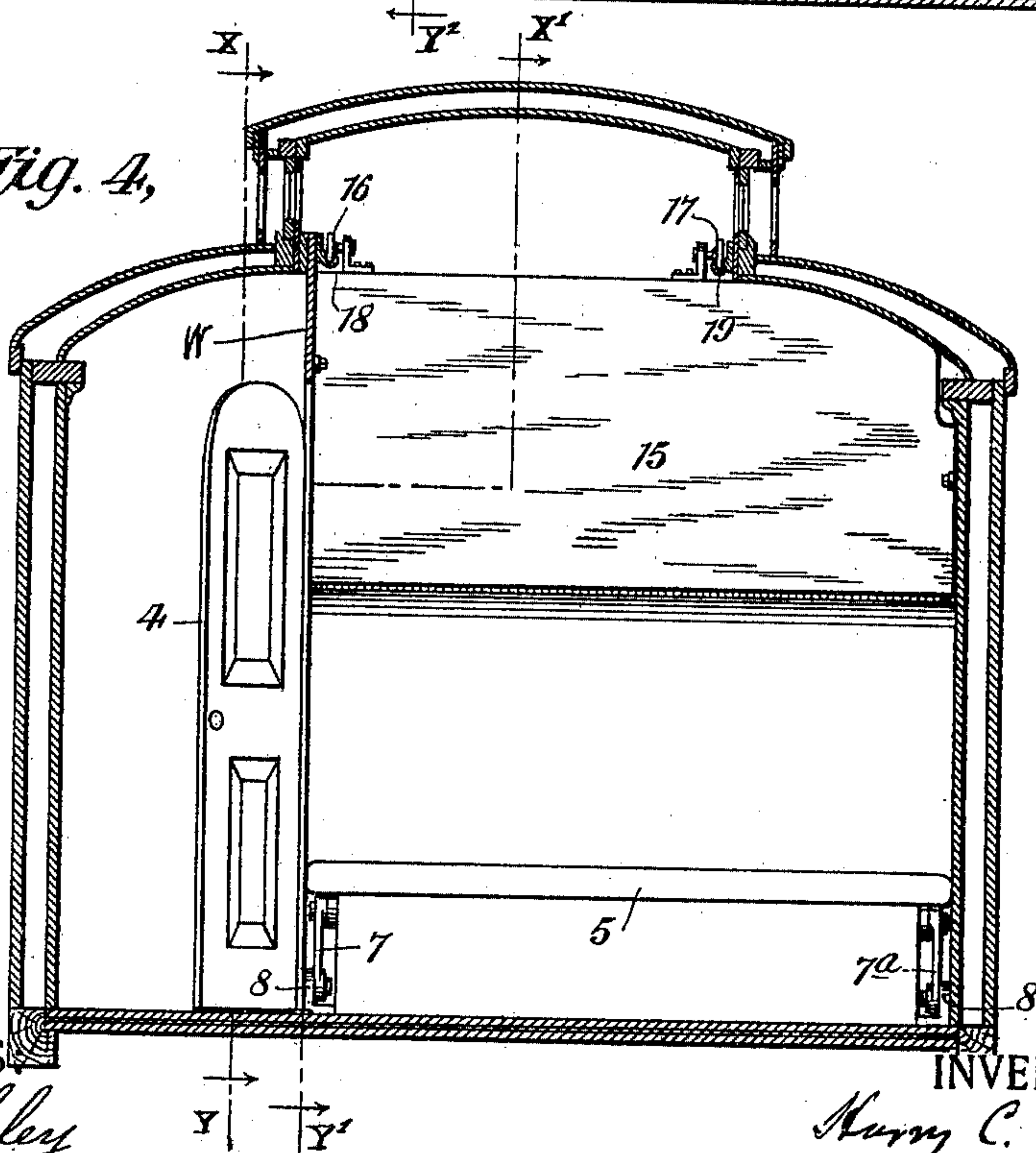


Fig. 4,



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Fig. 5,

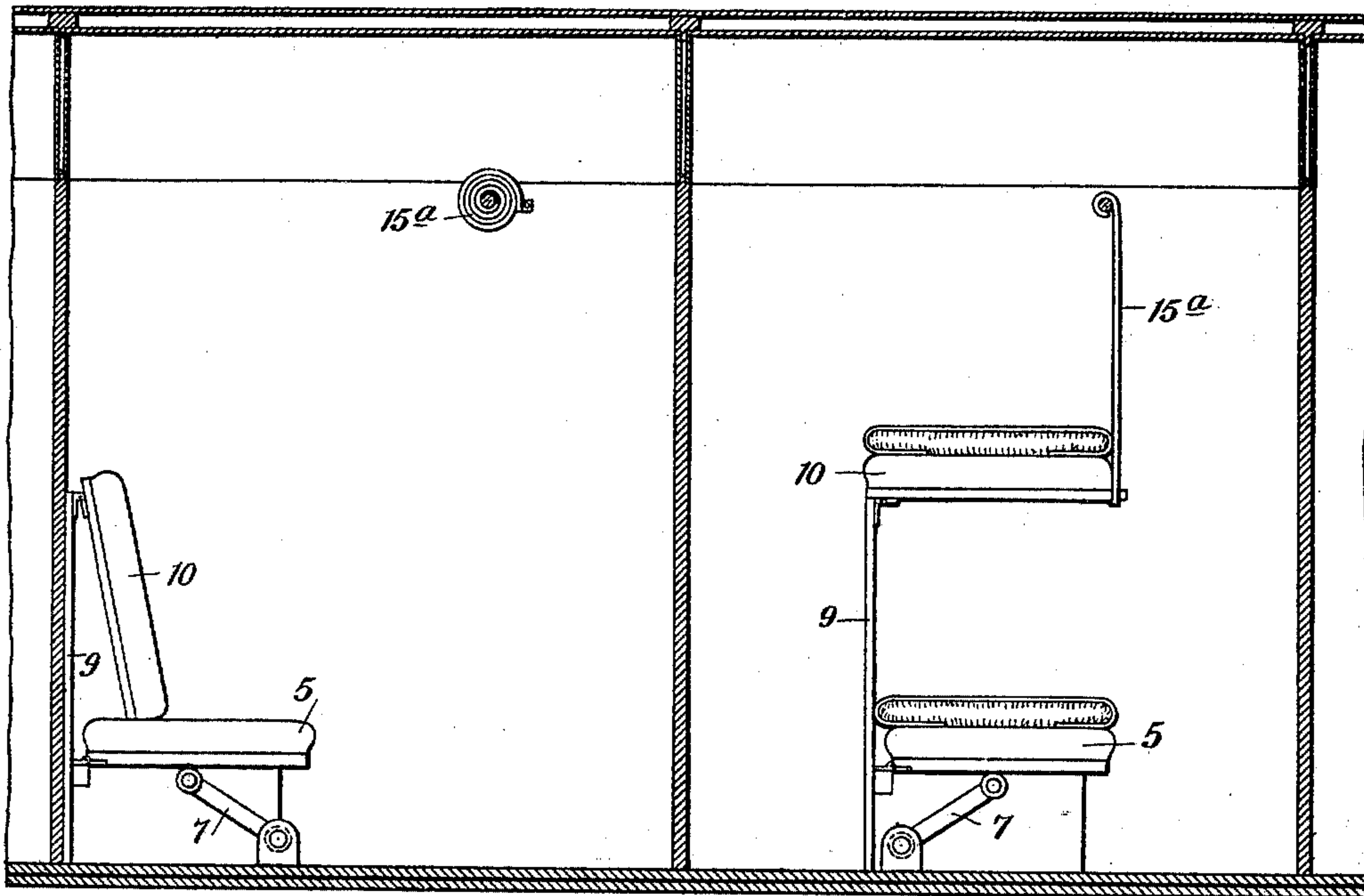


Fig. 6,

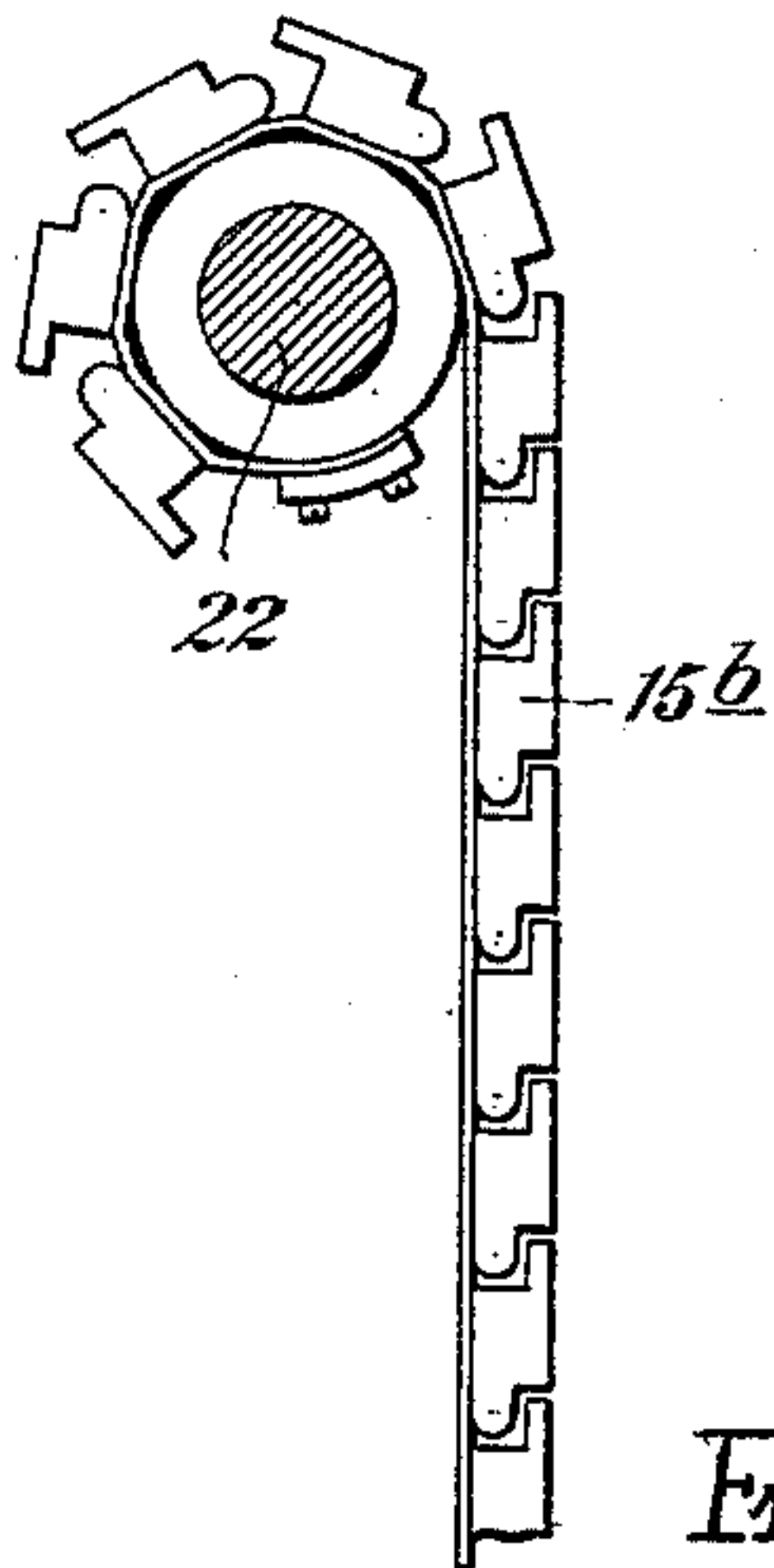


Fig. 7.

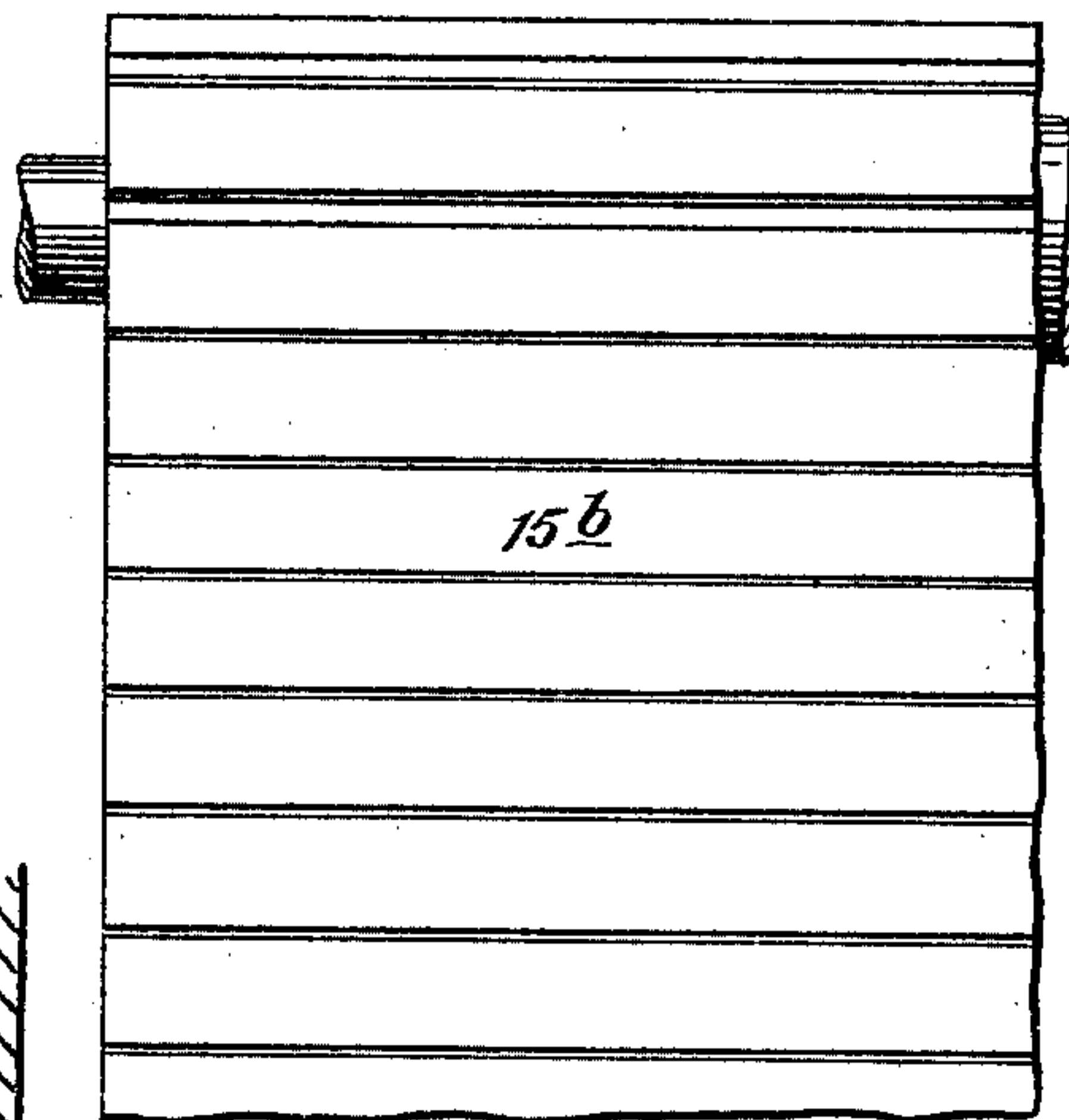
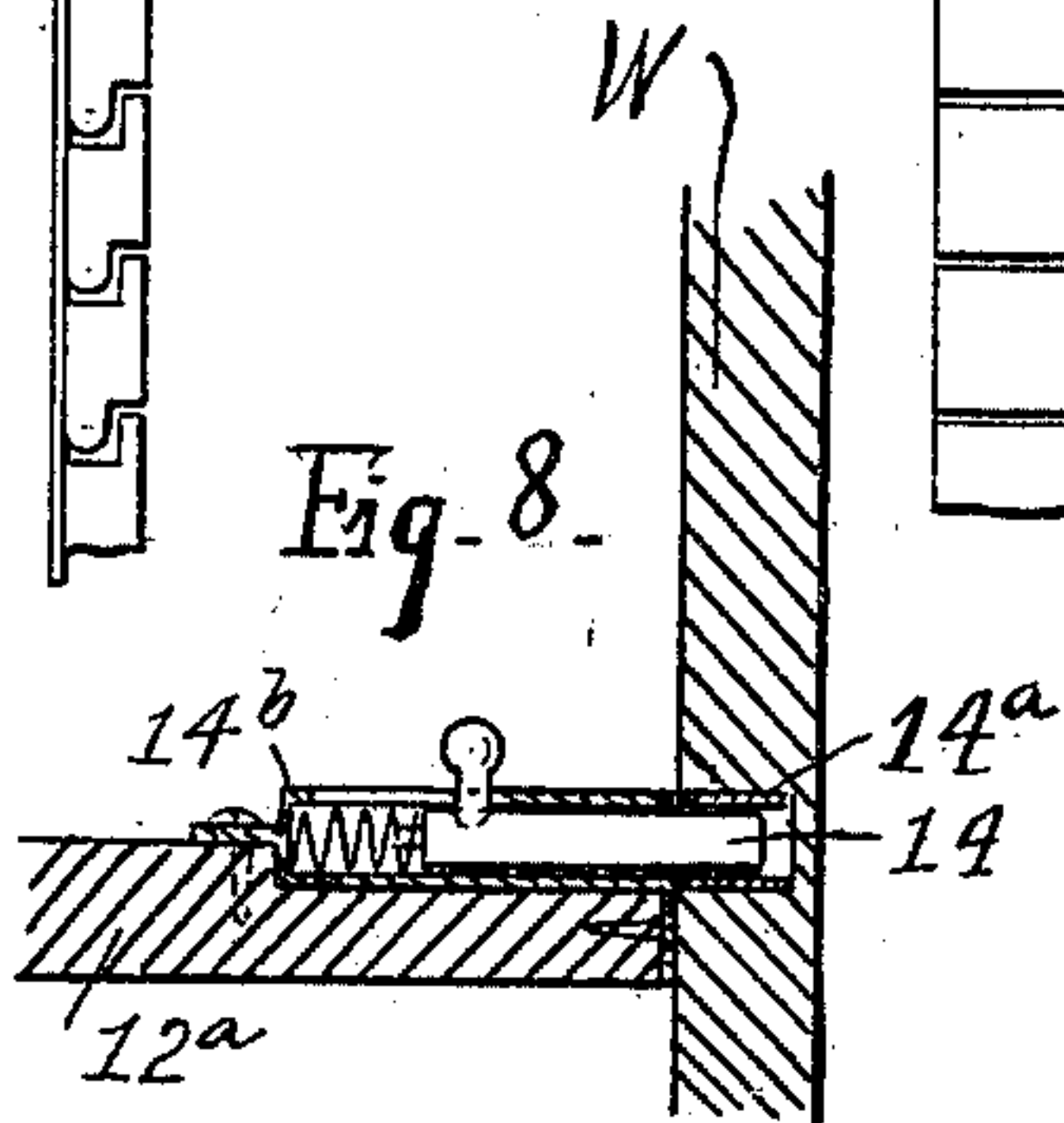


Fig. 8.



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UNITED STATES PATENT OFFICE.

HARRY C. HASKINS, OF NEW YORK, N. Y.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 619,173, dated February 7, 1899.

Application filed April 1, 1897. Serial No. 630,251. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. HASKINS, a citizen of the United States, residing in New York, county of New York, State of New York, have invented certain new and useful Improvements in Sleeping-Cars, of which the following is a specification.

This invention relates to railway sleeping-cars, the object being to provide superior accommodations for a maximum number of passengers, giving to each passenger absolute privacy at night by providing him with an independent bed-room and rendering said room convertible into a state-room for day use. Such results have heretofore been partially achieved in the construction of "compartment-cars," such cars being divided by fixed transverse partitions between walls formed in the car along an aisle or passage-way at one side and the opposite side of the car; but such cars accommodate a comparatively small number of passengers. In my organization I preserve the main features of a compartment-car, but provide for the accommodation of a larger number of berths per unit of car length by subdividing each compartment into two independent compartments by means of a "jump" or movable seat, so arranged that the upper and lower berths lie in the same vertical plane—that is to say, they are vertically superposed—one being accessible from one side of a partition and the other from the other side of said partition. Each compartment is provided with two entrances from the aisle, and during the daytime the movable seat or sofa stands near or against one of the compartment-walls, obstructing one entrance. At night the seat or sofa is shifted to a point between the compartment-entrances and the compartment is divided by a movable partition extending vertically from the rear end of the lower berth to the front end of the upper berth, and thence from the rear end of the upper berth to the roof of the car. Thus the compartment is subdivided into two independent rooms, reached by separate doors, and as the berths are one directly over the other much car-space is saved without sacrificing the comfort of absolute privacy, so important to the traveling public. The upper berth may be formed in a variety of ways; but I prefer to have it open out from the

chair or sofa back, thus securing great compactness and a maximum amount of free space for the passenger's use.

My invention therefore comprises a sleeping-car provided with a number of compartments convertible each into two independent sleeping-rooms by means of a seat, standing when in day use opposite one of the two or more entrances and movable at night to a point between the entrances. It comprises also a compartment-car having in each compartment a plurality of independent entrances and a convertible seat or sofa, by means of which the compartment may be divided into two rooms, accessible by different entrances. It comprises also other more specific features the novelty of which will be indicated in the claims appended to this specification.

In the accompanying drawings, illustrating the invention, Figure 1 is a sectional elevation of a car embodying one form of my improvements, the plane of section extending vertically through the aisle and lengthwise of the car, the line of view being toward the compartment-doors, indicated, for example, by the line x Y of Fig. 4. Fig. 2 is a median section longitudinally of the car, only two compartments being shown for convenience of illustration, one being arranged for day and the other for night use. Fig. 3 is a median section of another form of my invention, taken on a plane indicated by line X' Y' of Fig. 4, one room shown as arranged for day and the other for night use. Fig. 4 is a transverse section of the type of construction shown in Fig. 3 on the plane indicated by the line X^2 Y² of the latter figure. Fig. 5 is a view showing modified means of suspending the upper berth. Figs. 6 and 7 are detail views of another mode of suspension. Fig. 8 is a sectional view of a detail.

Referring first to the type of construction shown in Figs. 1 and 2, 1 and 2 represent fixed partitions extending from one side of a car and terminating in a fixed wall W on the inner side of an aisle or passage-way along the opposite side of the car. The car is provided with as many of these partitions as possible, with a view to the necessary dressing-space provided for each passenger, as hereinafter specified. They divide the car into a number

of independent compartments after the manner of a mode of construction now practiced. The partitions are of sufficient length to permit a sleeping-berth to be placed crosswise of the car. Each compartment is provided with a plurality of entrances. Two will ordinarily be found sufficient; but where it may be found desirable to form a suite more than two may be provided. The entrances may be provided with doors 3 4, one at each end of the compartment, communicating with the aisle, as may be readily understood upon inspection of Fig. 4. A movable or jump seat 5 during the daytime blocks one entrance and at night is shifted to a point between the entrances, as shown at 6 in Fig. 2. The seat or sofa may be arranged in any convenient manner to accomplish the result. As shown, the boxing or frame which constitutes the cushion-support for the sofa is connected by rigid links, with standards 8 secured to the floor of the car, though, as will be readily understood, it may roll on casters and be secured in place in either of its positions by catches or cleats or otherwise, as may be desired. The cushion-supporting boxing or frame may consist of a top 5^a and standards 5^b, supporting the top at the required height. The sofa is provided with a rigid back 9, to the top of which is hinged the cushioned frame 10, which during the day may incline to the seat 11, forming a rest for the back of the passenger. On the bottom of the cushioned frame is a folding partition 12, formed in two or more pieces, as desired, which nests behind the sofa during the day, as shown at 13, but may be opened out at night and be secured by a spring-catch 14 to each of the side walls of the compartment, sockets 14^a being fixed in the compartment-walls at suitable points to be engaged by the spring-pressed bolts 14 in bolt-housings 14^b, attached to the partition-section 12^a and to the bottom of the upper berth and, if desired, at other points to support the partition and upper berth in proper position and to allow their removal on withdrawing said bolts. The partition may, if desired, extend to the roof of the car or may terminate a short distance below the same, but in all cases should reach to a height sufficient to secure thorough privacy in adjoining compartment-sections when the dividing-partition is in place. Mattresses and bedding may be stored under the sofa during the day and withdrawn at night for use on the berths. Thus it will be seen that the sofa-seat forms the lower berth, as seen at 5, and the cushioned back the upper berth, one half of the partition between the two adjoining rooms being formed by the vertical back 9 of the sofa and the other half being formed by the folding boards 12 12^a, the upper berth being suspended between the two parts of the partition. Each of the compartment-sections thus is converted into a separate room having an independent entrance and door.

In the type of construction shown in Figs.

3 and 4 the folding boards nesting behind the sofa are dispensed with and a partition-section 15 is provided, with grooved rollers 16 17, running on rails 18 19, secured to the roof. During the day this partition-section is shifted back against the wall of the compartment, as seen at 20, where it may be secured by a catch. When the berths are made up, the partition-section is drawn out and the sofa shifted to its night position, as seen at 21. The cushioned back is swung out at right angles to the rear frame 9 and latched to the partition-section 15 by any desired catch—as, for example, the pin and slot shown. Thus it will be seen that during the day a liberal room is provided, one doorway being obstructed, and access to the compartment may be had by the other door. At night, however, two rooms are provided for each compartment, affording each occupant sufficient standing-room for disrobing and dressing and a comfortable bed.

I desire to have it understood that my invention is not restricted to the structural details or modifications herein described. For example, the subdividing-partition may be made in other ways, as by being formed of flexible material mounted on rollers—for example, as shown in Figs. 5, 6, and 7. In Fig. 5 the partition is shown as formed of flexible material—such as cloth, leather, or canvas—and in Figs. 6 and 7 of wood or other slats overlapping one another transversely and mounted on a canvas back in a manner similar to the sliding top of a closed desk. The construction shown in this figure permits the flexible partition to be rolled up during the day and at night to be unrolled from the axle 22, which may be spring or friction actuated, as preferred. It will also be understood that each room may be provided with other accessories for the convenience of the traveler, such as a washstand and other toilet conveniences.

The essential feature of my invention is the shifting seat and the plurality of entrances so arranged as to permit subdivision of each compartment into two independent compartments.

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

1. A compartment for a combined day-car and sleeper provided with a plurality of entrances, and a movable seat or sofa which in its day position obstructs an entrance, said seat being movable to a position between entrances and there forming a part of a partition dividing the compartment into two independent rooms.

2. A compartment for a railway-car provided with a plurality of entrances, a movable seat or sofa obstructing an entrance when in one position, said seat being movable to a position between the entrances, a part of said seat forming a lower berth and a part thereof forming an upper berth, and a partition dividing the compartment into two independent

rooms in which the berths are respectively located.

3. A compartment for a railway-car provided with a plurality of entrances, a movable seat or sofa in one position obstructing an entrance but movable to a position between the entrances to form a berth, forming also a part of a partition dividing the compartment into two independent rooms having separate entrances, and means for completing the partition between the rooms.

4. A compartment for a railway-car provided with a plurality of entrances, a seat or sofa in the compartment adjacent one of the compartment-walls, said seat being movable to a position between the entrances, and a movable partition for dividing the compartment into two independent sleeping-rooms.

5. A compartment for a railway-car with a plurality of entrances, a seat convertible into a berth said seat in one position being adjacent a side of the compartment and being movable to a position near the middle of the compartment and forming a part of a partition.

6. A compartment for a combined day-car and sleeper having a plurality of entrances, a seat which in position for day use is held next to a wall of the compartment, and in a second

position is held at the middle of the compartment between said entrances and forms a berth.

7. A compartment for a railway-car having a plurality of entrances, a sofa convertible into a lower berth normally blocking one entrance but movable to free the same at night, and an adjustable partition for dividing the compartment into two independent sleeping-rooms accessible from the respective entrances.

8. A compartment for a railway-car having a plurality of entrances, a sofa normally blocking one entrance but movable to free the same at night, and an adjustable partition for dividing the compartment into two independent sleeping-rooms, one having an upper and the other a lower berth, one over the other, respectively accessible from opposite sides of the said partitions, the lower berth being formed by the sofa-seat.

In testimony whereof I have hereunto subscribed my name this 30th day of March, A. D. 1897.

HARRY C. HASKINS.

Witnesses:

ALICK G. MACANDREW,
ROBT. H. READ.