

No. 716,854.

Patented Dec. 30, 1902.

J. E. BATTERSON.  
SLEEPING CAR.

Application filed Sept. 2, 1902.

(No Model.)

2 Sheets—Sheet 1.

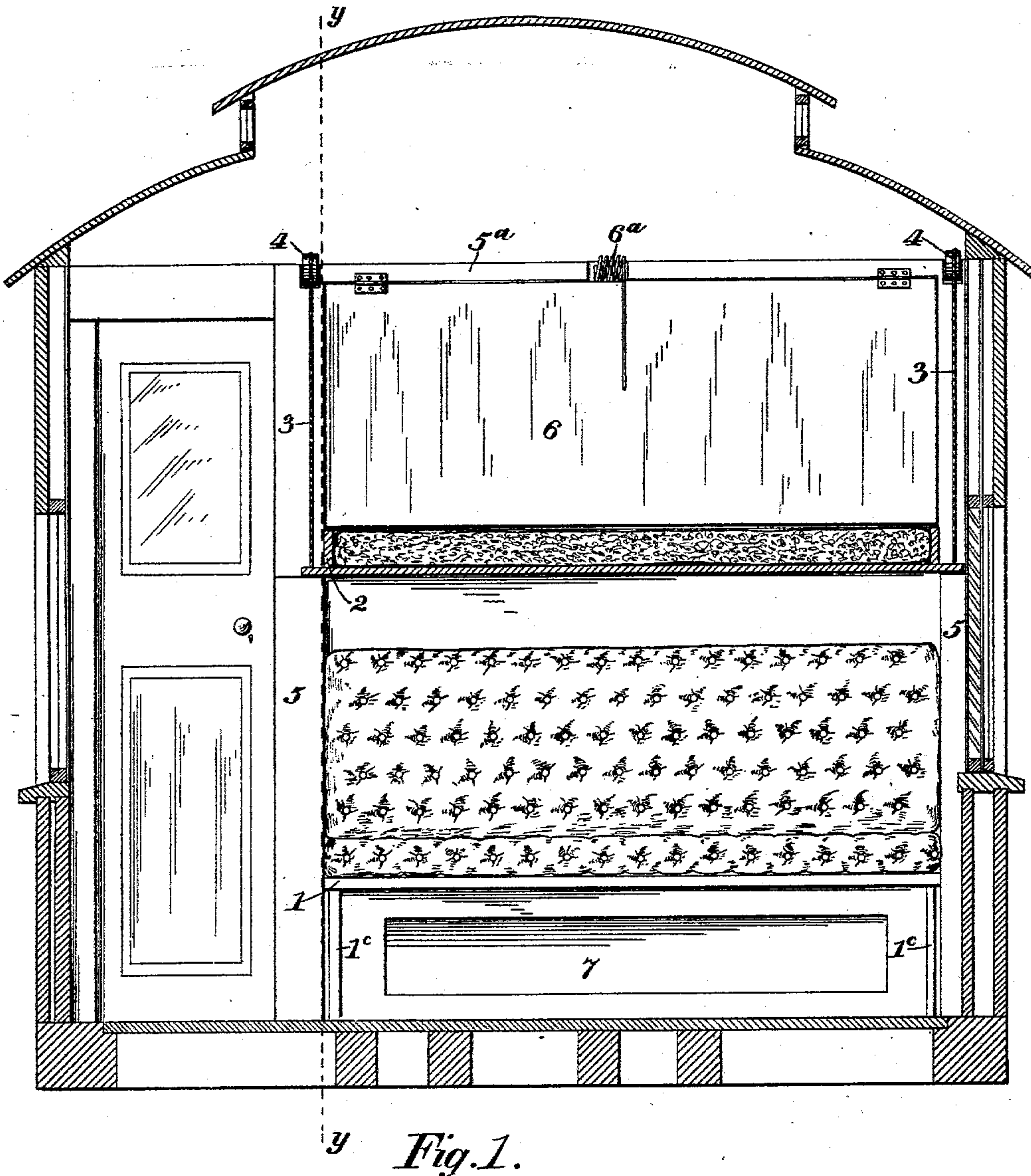


Fig. 1.

WITNESSES:

C. B. Johnson  
Bry. Finckel

INVENTOR

Jane E. Batterson

BY

Finckel & Finckel  
ATTORNEYS

No. 716,854.

Patented Dec. 30, 1902.

J. E. BATTERSON.  
SLEEPING CAR.

(Application filed Sept. 2, 1902.)

(No Model.)

2 Sheets—Sheet 2.

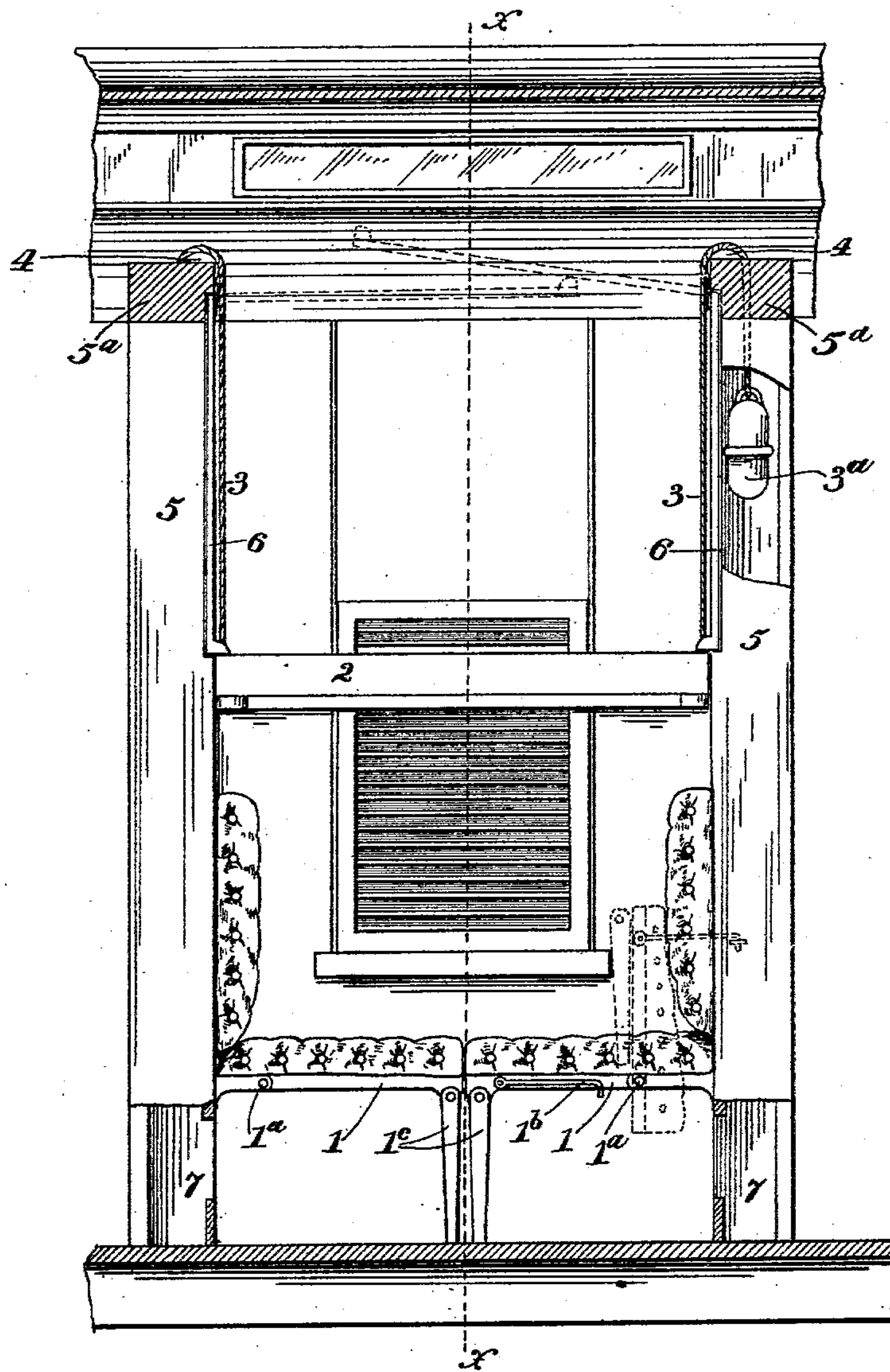


Fig. 2.

WITNESSES:  
*C. B. Johnson*  
*Buy. Luchel*

INVENTOR  
*Jane E. Patterson*  
BY  
*Finckel & Finckel*  
ATTORNEYS.



# UNITED STATES PATENT OFFICE.

JANE E. BATTERSON, OF GRANDVIEW, OHIO.

## SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 716,854, dated December 30, 1902.

Application filed September 2, 1902. Serial No. 121,874. (No model.)

*To all whom it may concern:*

Be it known that I, JANE E. BATTERSON, a citizen of the United States, residing at Grandview, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Sleeping-Cars; 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.

Heretofore sleeping-cars have been in practice constructed so that the berths when made up extend longitudinally with the car and on opposite sides of the car, and when such car is used for day traveling the lower berth on each side is converted into two seats, seating two persons only.

The object of my present invention is to provide a sleeping-car in which the berths when made up extend transversely of the car and the lower berth convertible into a single seat with a seating capacity for four persons, so that if the car is not crowded the single seat may be used for full-length reclining during the day. It most frequently happens that a sleeping-car is not crowded during the day, and it will add greatly to the comfort of passengers if they can recline full length during the whole or a part of the day, especially in long journeys. Where the cars are of standard width, the seats and berths according to my invention will be arranged at and occupy the larger part of one side of the car, while the aisle will extend along the opposite side.

The invention therefore consists in an improved and easily-manipulated construction, whereby the foregoing object is economically attained, as hereinafter described and claimed.

The accompanying drawings illustrate an embodiment of the invention, one section only of the sleeper being shown.

In the drawings, Figure 1 is a vertical central section transverse of the car on the line *x x*, Fig. 2. Fig. 2 is a sectional view taken on line *y y*, Fig. 1.

The seats 1 are hinged at 1<sup>a</sup> so as to be foldable upward, as indicated by broken lines at

the right-hand side of Fig. 2, where they can be hooked by appropriate hooks 1<sup>b</sup> to the uprights between the sections. The seats are shown to have hinged legs 1<sup>c</sup> to support them when they are down. When both seats are down, their front edges are close together, so that the cushions themselves constitute all that is needed in the way of a mattress, it being only necessary to spread over them a soft blanket and a sheet. The berth formed by the seats will constitute the lower one and will be large enough for two persons lying transversely of the car, as before indicated.

The upper berth is comprised of a rectangular bottom frame or box 2, made deep enough to contain a mattress, said frame being suspended by four ropes or chains 3, passing over pulleys 4, arranged near the roof of the car at the tops of four hollow columns 5. The upper berth is held in position and is guided vertically between these four upright hollow columns 5. These columns are made hollow to permit the rise and fall of the counterbalancing-weights 3<sup>a</sup>, attached to the free ends of the berth-suspending ropes or chains 3.

The lower berths are separated from the adjacent lower berths by the backs of the chairs, and to separate the upper berths from the adjacent upper berths I hinge to the rails 5<sup>a</sup>, between the upper ends of the columns 5, partitions or leaves 6, which during the day or when the berth is not in use are foldable upward toward the roof of the car, as indicated by broken lines, Fig. 2. When the partitions or leaves 6 are folded up, the upper berth can be raised toward the roof closely under the partitions, concealing such partitions as well as the mattress and whatever bedding may be contained in the bottom or frame 2. Some pillows, blankets, &c., can be, if desired, placed during the day in recesses 7 under the seats. When the partitions 6 are down, their lower ends are conveniently adapted to abut against the sides of the berth bottom or frame 2 to hold the berth steadily and firmly in place and prevent any tendency of the counterbalancing-weights to pull it up. The partitions can be provided with springs 6<sup>a</sup>, tending to hold them up while the upper berth is being



made up, and in such case suitable means for locking the partition when down can be provided.

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

1. In a sleeping-car, seats adapted to constitute the lower berth, combined with a mattress-holding frame for an upper berth and means for suspending the same to slide vertically above said seats, partitions for separating said upper berth from adjacent similar berths hinged at one edge only to be folded above the upper berth, and springs for holding said partitions in folded position above said upper berth.

2. In a sleeping-car, seats adapted to constitute the lower berth, combined with a mattress-holding frame for an upper berth, means for suspending the same to slide vertically

above said seats, and partitions for separating said upper berth from adjacent similar berths adapted to lock said upper berth in its lowered position.

3. In a sleeping-car, seats adapted to constitute the lower berth, combined with a mattress-holding frame for an upper berth, means for suspending the same to slide vertically above said seats, and partitions for separating the upper berth from similar adjacent berths hinged to fold above said berth and adapted to lock said berth in its lowered position.

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

JANE E. BATTERSON.

Witnesses:

GEO. M. FINCKEL,  
BENJ. FINCKEL.