

No. 864,489.

H. R. SCHMEDES.

PATENTED AUG. 27, 1907.

SLEEPING CAR.

APPLICATION FILED APR. 16, 1907.

Fig. 1.

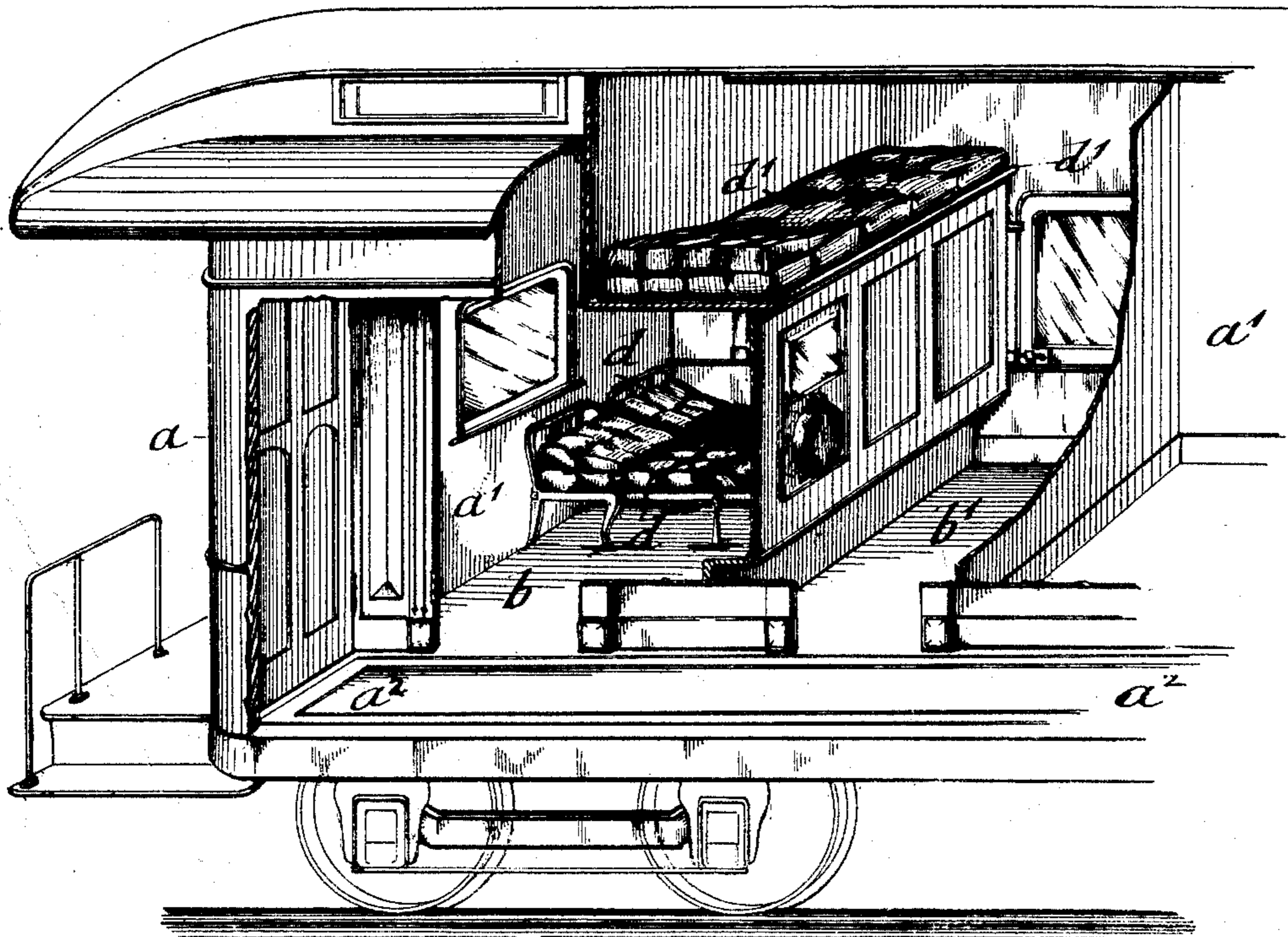


Fig. 2.

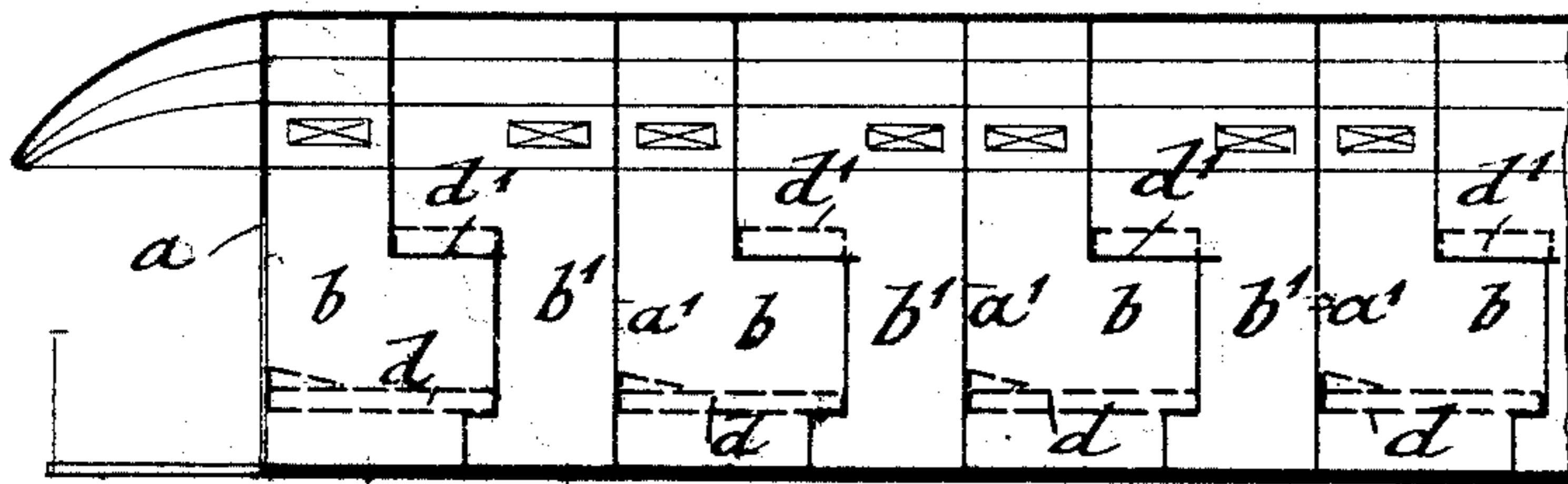
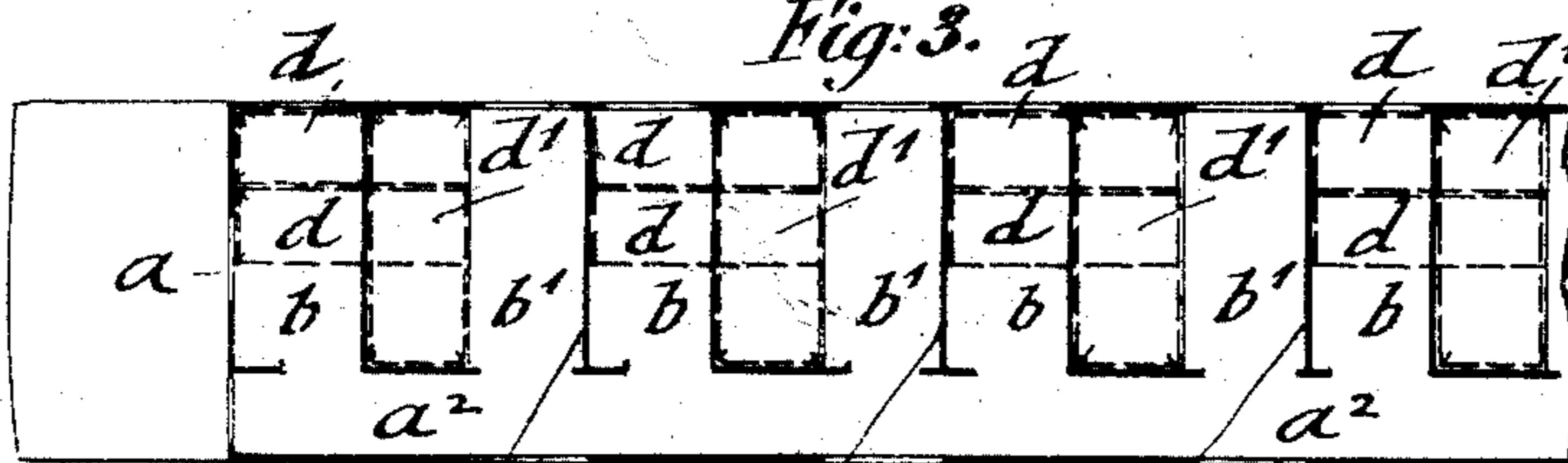


Fig. 3.



Witnesses:
addg. Kuntz
H. J. Schubert.

Inventor
Hans R. Schmedes
By his Attorneys
G. L. Loeper

UNITED STATES PATENT OFFICE.

HANS R. SCHMEDES, OF BREMEN, GERMANY.

SLEEPING-CAR.

No. 864,489.

Specification of Letters Patent.

Patented Aug. 27, 1907.

Application filed April 16, 1907. Serial No. 368,535.

To all whom it may concern:

Be it known that I, HANS R. SCHMEDES, a citizen of the Empire of Germany, residing in Bremen, in said Empire of Germany, have invented certain new and
5 useful Improvements in Sleeping-Cars, of which the following is a specification.

This invention relates to improvements in sleeping cars, and more especially to improvements in sleeping cars of the Mann boudoir type in which a passageway
10 runs along the entire length of the cars and from which access is given to the individual chambers.

In the Mann type of sleeping cars two berths, one above the other, are arranged transversely to the longitudinal axis of the car in each chamber or compartment, so that two persons can occupy the same. No
15 provision is made for a single person, except when one of the berths is not occupied. This is objectionable as many persons desire to have a chamber for themselves, even if the charge should be somewhat higher than that
20 for an ordinary berth.

The object of this invention is to provide a sleeping car in which the compartments or chambers for two persons alternate with compartments for one person, so that compartments with single and double berths can
25 be sold; and for this purpose the invention consists of a sleeping car divided into a number of chambers or compartments accessible from a longitudinal passageway at one side of the car, the berths in one chamber being arranged transversely across the full width of the compartment, while in the adjacent compartment a single
30 berth is supported at a suitable height above the double berth in the first compartment and transversely to the longitudinal axis of the car.

In the accompanying drawings, Figure 1 represents a
35 perspective view of a portion of a sleeping car showing my improved construction, Fig. 2 is a vertical longitudinal section through four adjacent compartments, and Fig. 3 is a plan view of a part of the sleeping car, drawn on a smaller scale.

40 Similar letters of reference indicate corresponding parts throughout the figures.

Referring to the drawings, a^2 represents the longitudinal passageway of my improved sleeping car a . The passageway is of the usual width and extends along-
45 side of one side of the car throughout the full length of the same. The car is divided by transverse partitions a^1 into a number of compartments, each of which is divided into two compartments b and b^1 , of which one is intended to be used by two persons, while the other is
50 intended to be used by one person. The compartment b is provided with two single removable berths or

cots d , d adjacent to each other, which are placed transversely across the compartment near the window of the same, or, if desired, one can be placed across the compartment and the other lengthwise of the same, as
55 thereby better access is given to each individual berth. The berths in this case may be made in the nature of the approved construction of a combined bed and chair, which can be changed from a bed into a chair, and vice versa, so that during the day it can be used as
60 a chair, while at night it is transformed into a bed. The space remaining in the compartment is used for placing one or two chairs, a wash-basin, etc. The adjacent compartment b^1 is made narrower at the end adjacent to the aisle or passageway a^2 and provided with a single
65 berth d^1 which is supported at a suitable height from the floor, transversely to the longitudinal axis of the car, and in such a manner that it projects somewhat over the foot-end of the double berth of the compartment b . In this manner the space required for the berth is obtained
70 without inconveniencing the parties sleeping in the compartment b ; in other words, the floor-space occupied by the two compartments b , b^1 is divided up so that a somewhat larger floor-space is given to the compartment b than to the compartment b^1 which is in-
75 tended to be occupied by one person only. The remaining available floor-space of the compartment b^1 is utilized by a wash-basin, chair, etc., as shown in Fig. 1.

The advantages of my improved construction of sleeping car are that compartments with single or double
80 berths can be sold so as to accommodate single persons, whether a man or woman, or two persons, whether a married couple or two men, which would suit the convenience of the traveling public in a greater degree than the present types of sleeping cars.
85

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

A sleeping car provided with a longitudinal aisle or passageway along one side of the car and transverse partitions forming a number of compartments accessible from
90 the aisle, each compartment being divided into two chambers, of which one is larger than the other provided with two removable cots resting on the floor parallel with the longitudinal axis of the car, while the adjacent chamber is provided with a single berth at some distance above the
95 bottom of the car, said berth being located transversely to the longitudinal axis of the car and projecting for some distance into the first compartment.

In testimony, that I claim the foregoing as my invention, I have signed my name in presence of two subscribing
100 witnesses.

HANS R. SCHMEDES.

Witnesses:

PAUL GOEPEL,
HENRY J. SUHRBIER.