

No. 881,123.

PATENTED MAR. 10, 1908.

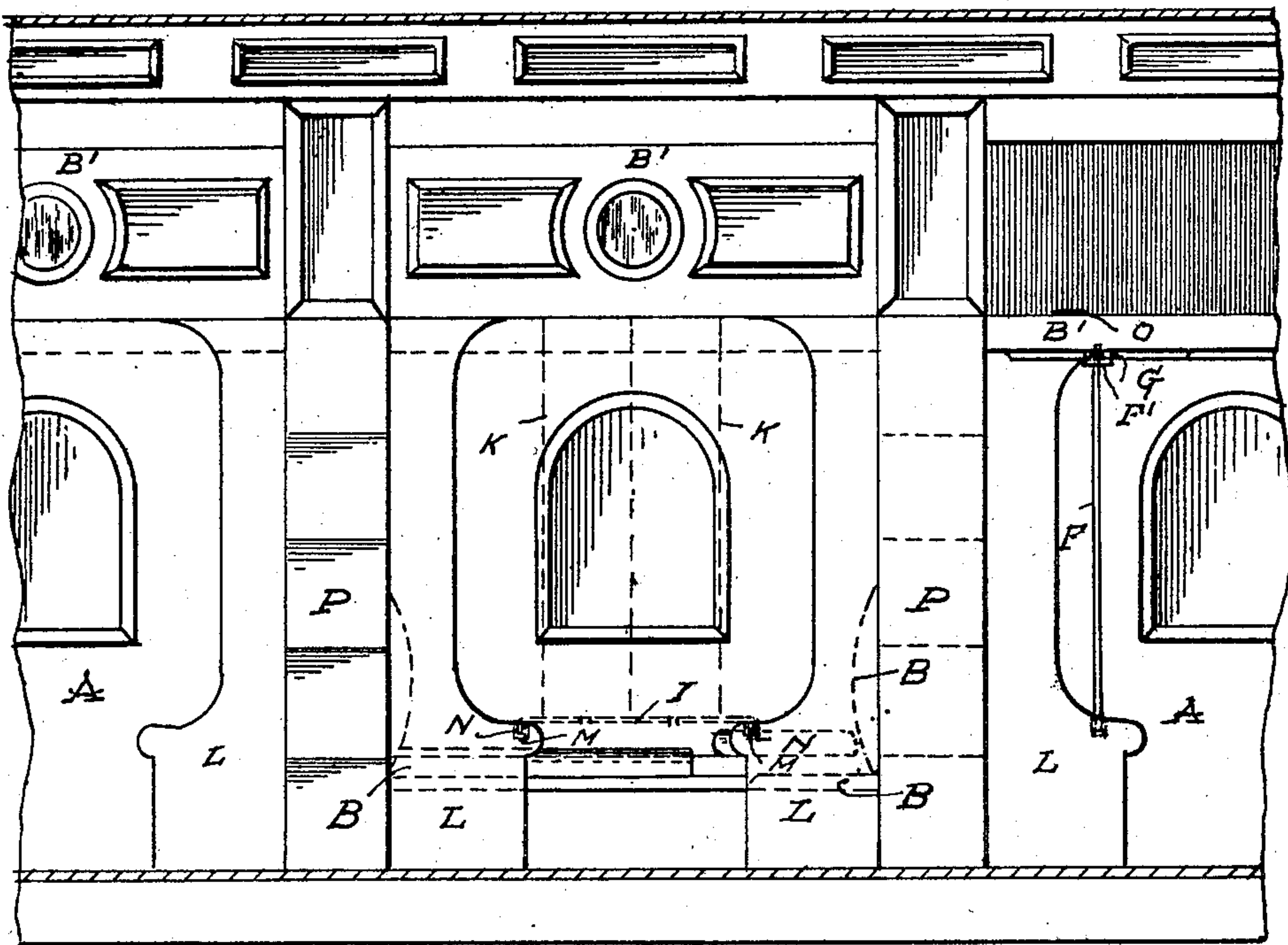
L. HOFSCHEIDER.

SLEEPING CAR.

APPLICATION FILED JUNE 1, 1907.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

Mary B. Krigbaum
Cecilia M. Schinkel.

INVENTOR

Leopold Hofschneider.

BY

Alfred Schinkel

ATTORNEY

No. 881,123.

PATENTED MAR. 10, 1908.

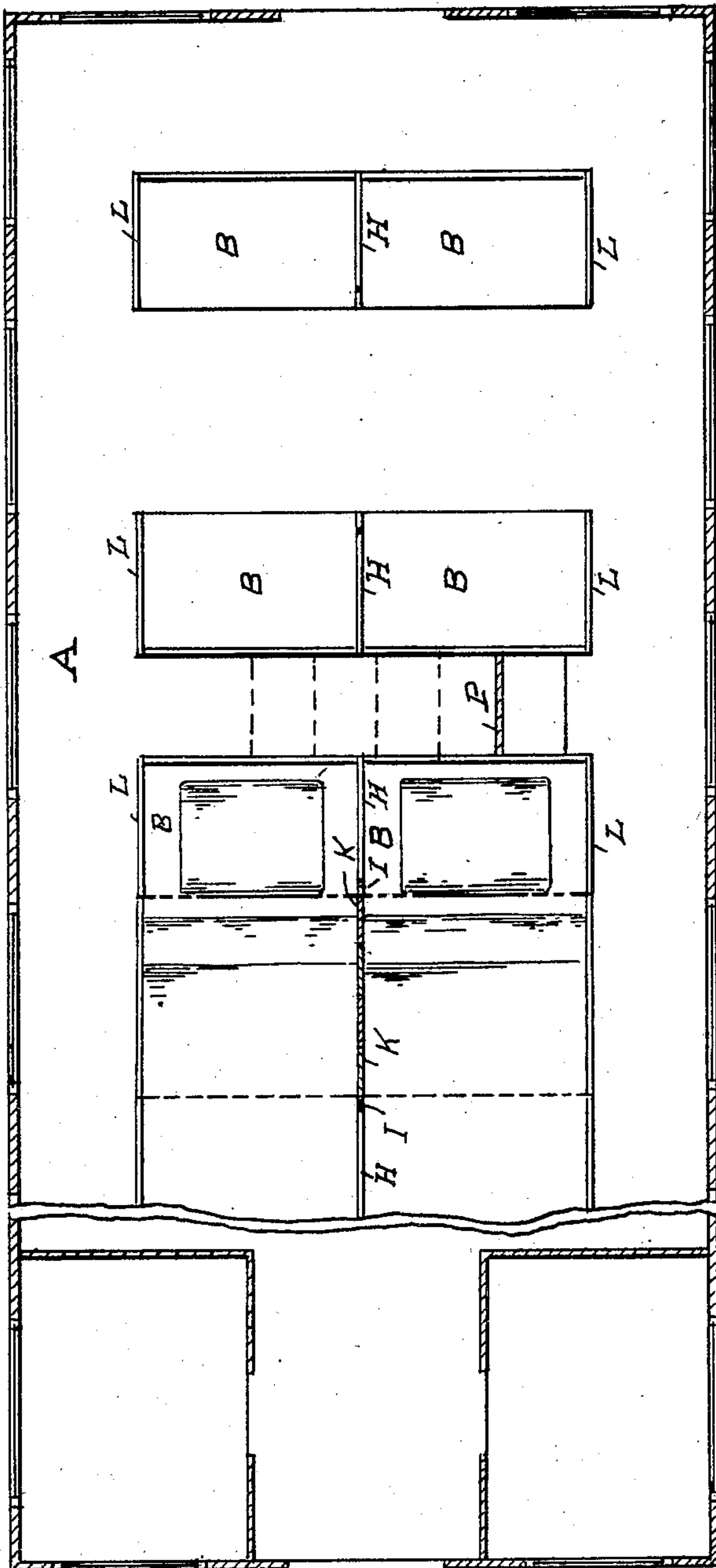
L. HOFSCHEIDER.

SLEEPING CAR.

APPLICATION FILED JUNE 1, 1907.

3 SHEETS--SHEET 2.

Fig. 2.



WITNESSES

Mary B. Krigbaum
Cecilia M. Schinkel.

INVENTOR

Leopold Hofschneider.
BY
Adolf Schinkel

ATTORNEY

No. 881,123.

PATENTED MAR. 10, 1908.

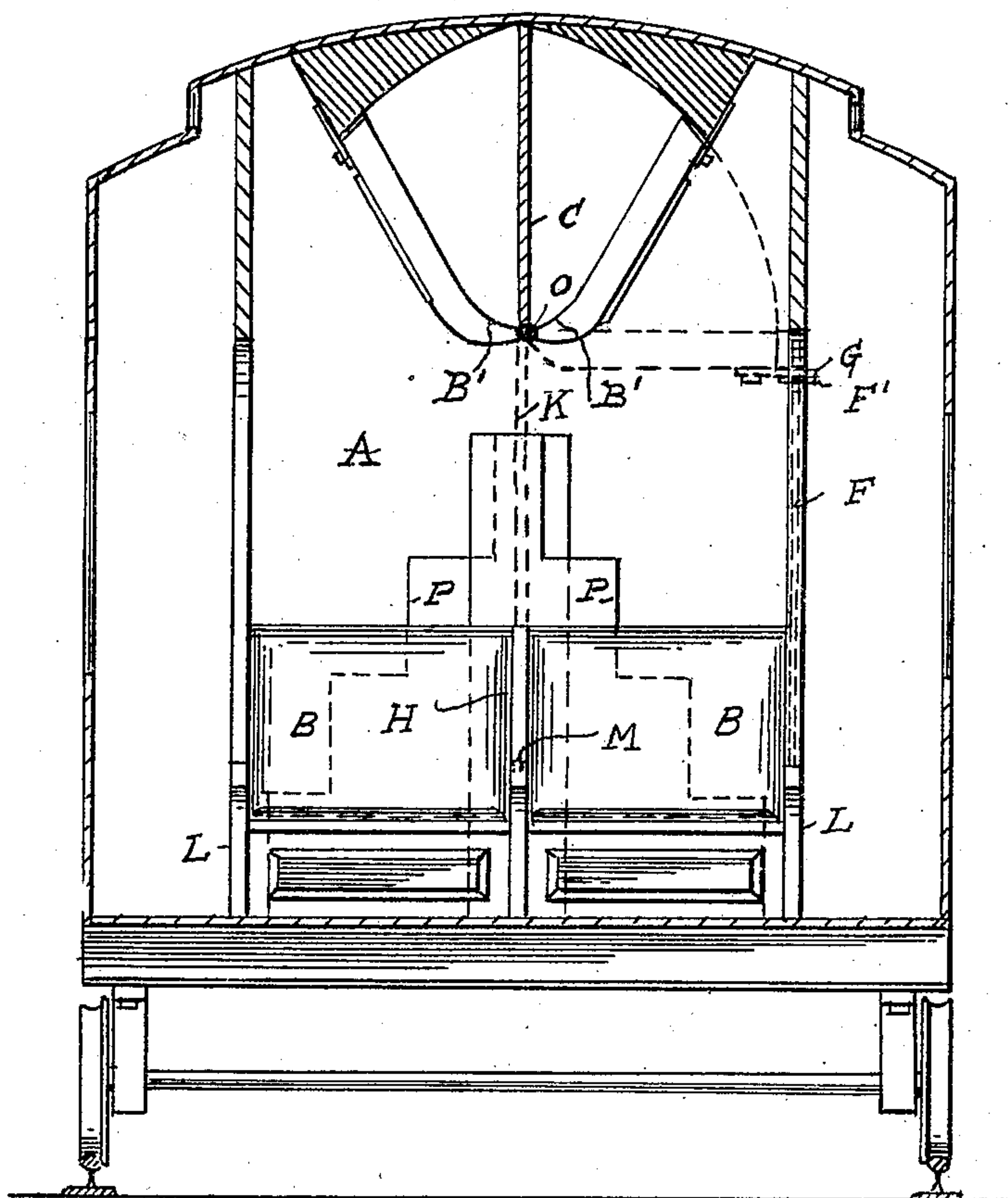
L. HOFSCHEIDER.

SLEEPING CAR.

APPLICATION FILED JUNE 1, 1907.

3 SHEETS—SHEET 3.

Fig. 3.



WITNESSES

Mary B. Krigbaum
Cecilia M. Schinkel

INVENTOR

Leopold Hofschneider

BY

Alfred Schinkel

ATTORNEY

UNITED STATES PATENT OFFICE.

LEOPOLD HOFSCHEIDER, OF HOBOKEN, NEW JERSEY.

SLEEPING-CAR.

No. 881,123.

Specification of Letters Patent.

Patented March 10, 1908.

Application filed June 1, 1907. Serial No. 376,782.

To all whom it may concern:

Be it known that I, LEOPOLD HOFSCHEIDER, a citizen of the United States, residing at Hoboken, county of Hudson, and State of New Jersey, have invented new and useful Improvements in Sleeping - Cars, of which the following is a specification.

My invention relates to improvements in sleeping cars in which a car body is provided with seats respectively berths arranged crosswise over the floor in a manner which will furnish the greatest comfort, and provide for means to reach or leave the seats or berths without interference and the objects of my improvements are first to provide a sleeping car body with the best and most practical seating arrangement leaving comfortable wide aisles along the windows, second to provide the upper berth with stationary steps allowing easy access and exits from the same especially in case of danger. The passengers using the upper berths also may dress or undress on one of the platforms forming said step. I attain these objects by the mechanism illustrated in the accompanying drawings, in which:

Figure 1 is a vertical section of a part of a sleeping car body, showing the arrangement of the seats, the upper berths and stationary platforms. Fig. 2 is a horizontal section of a part of a sleeping car body showing the seating arrangement, the steps located between the back of each section of two seats, leading to the upper berths, and the two dress-rooms preferably located at one end of said car body. Fig. 3 is a cross section of a part of a sleeping car, showing the front of two seats, the stationary steps leading to the upper berths, the latter shown folded up, the dotted lines indicating the position of said berth when folded down to be prepared for use.

Similar letters refer to similar parts throughout the several views:—

A sleeping car body A is provided with seats respectively berths B B, crosswise extending over the floor, arranged to leave plenty of passageway between the seats and along the car windows.

Each seat B is provided with two ends L L and a center division H. A rod or bar I, its ends terminating in hook shaped extensions N N fitted to openings M M located in the arm rest of said seats B B, furnishes means for the support of partition boards K K, adapted to separate the seats when the same are used as sleeping berths. Above

the seats B B folding berths B' B' are suspended, movably secured to the supporting frame C by means of hinges O O. Any known device may be used for supporting said upper berths B' B', but I prefer the supporting means shown in Figs. 1 and 3, where a fork shaped bracket G secured to the lower face of the berth B will engage with a supporting plate F' secured to a rod F, having one end inserted in an opening located in the arm rest of said end L.

Between backs of each section of two seats steps P are fastened to facilitate reaching or leaving the upper berth B' and to furnish ample space for a person to undress and dress.

A sleeping car body provided with crosswise extending seats or berths, having aisles length wise the windows will furnish the greatest comfort to the passengers allowing them to pass length and side-wise and to reach their seats or dressing rooms without interfering with each other.

Stationary steps placed between the backs of each section of two seats will furnish convenient means for reaching or leaving the upper berth, especially in cases of danger, when the passengers are anxious to reach the next door or window; said stationary steps also will furnish facilities for dressing and undressing without any interference from persons using the neighboring berth.

What I do claim and desire to secure by Letters Patent is:

1. The combination in a sleeping car body of seats convertible into berths extending crosswise over the floor, said seats bearing ends and center divisions, their extending armrests having openings, with a rod or bar its ends terminating in hook shaped extensions fitted to the openings in said armrests, the former adapted to support partition boards separating the seats when two facing each other are united to a sleeping berth, substantially as described.

2. In a sleeping car body the combination of seats convertible into berths extending crosswise over the floor, the seats having ends and center divisions and perforated armrests forming receptacles for hookshaped ends of a bar or rod adapted to support partition boards to separate the seats when two facing each other are united to a sleeping berth, with stationary steps between the backs of each section of two seats to facilitate reaching or leaving an upper berth substantially as set forth.

3. The combination in a sleeping car body
of seats convertible into berths extending
crosswise over the floor and having center
divisions their armrests perforated to re-
5 ceive hook shaped ends of a rod or bar de-
signed to support partition boards separating
the seats when two facing each other are
united to a sleeping berth, said partition
boards, stationary steps secured between
10 the backs of each section of two seats, to
facilitate reaching or leaving the upper

berth and a supporting frame to which said
berths are hinged and they are folded, when
not in use, substantially as described.

In testimony whereof, he has signed his 15
name to this specification in the presence of
two subscribing witnesses, this the 18th day
of May, 1907.

LEOPOLD HOFSCHEIDER.

Witnesses:

MARY B. KRIGBAUM,
CECILIA M. TSCHINKEL.