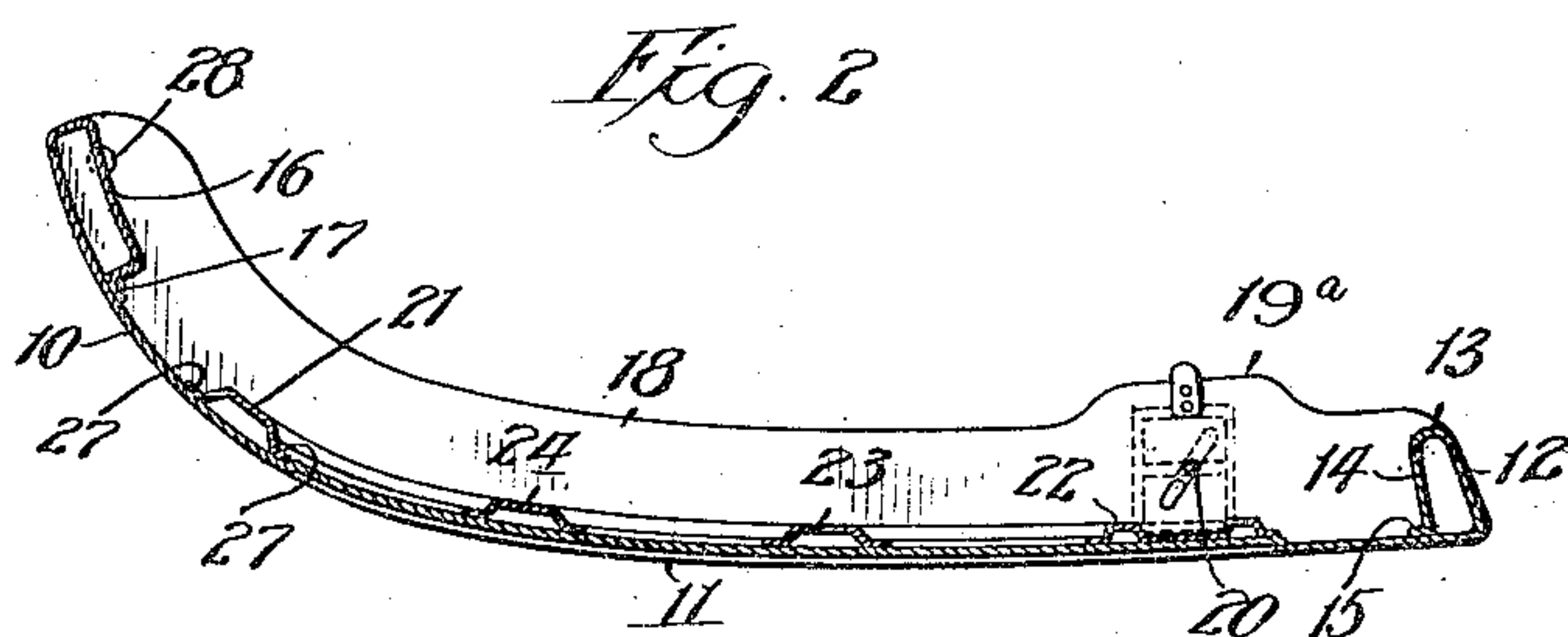
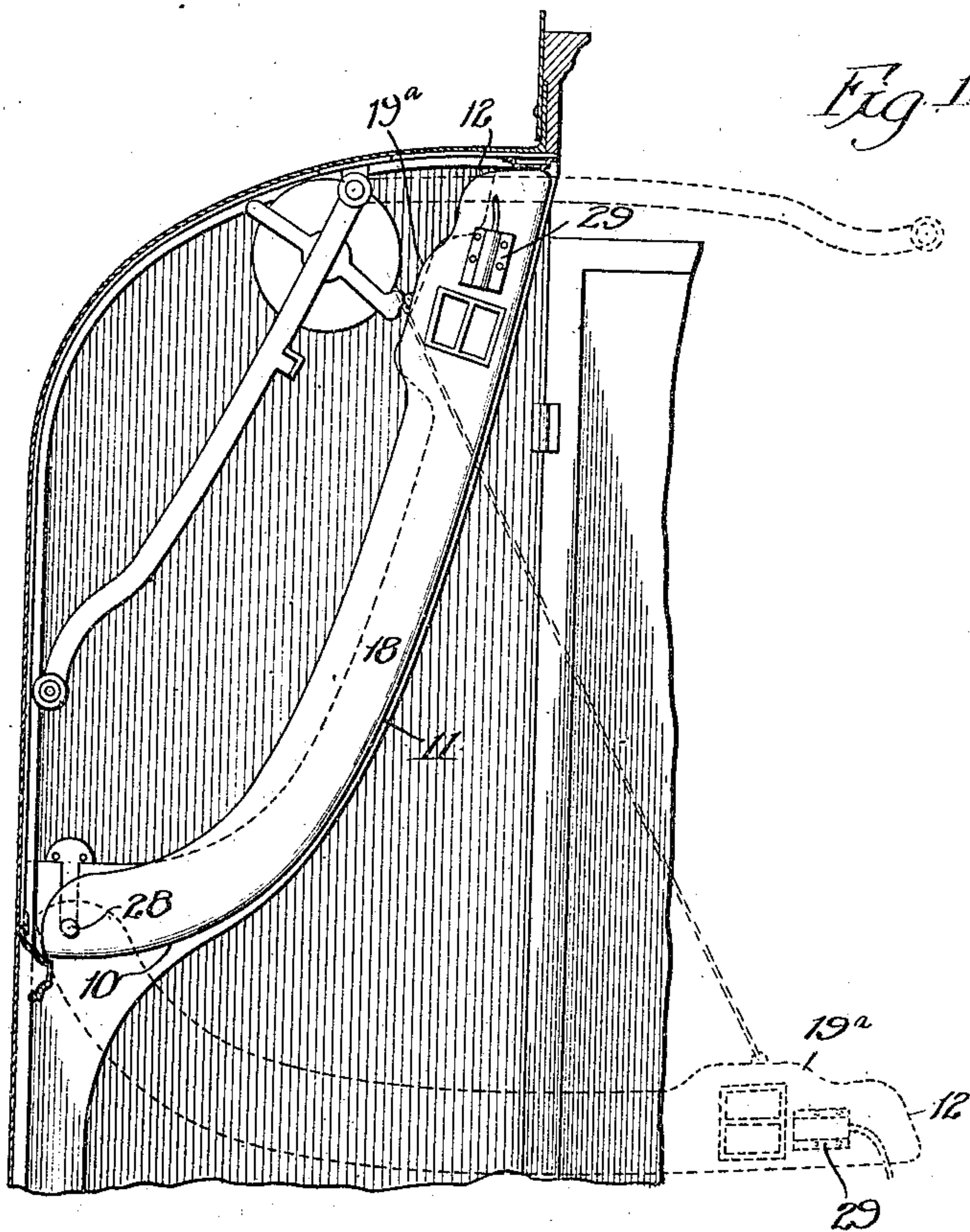


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SLEEPING CAR BUNK.
APPLICATION FILED DEC. 6, 1909.

965,953.

Patented Aug. 2, 1910.

2 SHEETS—SHEET 1.



Witnesses:
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Inventor:
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Fig. 3.

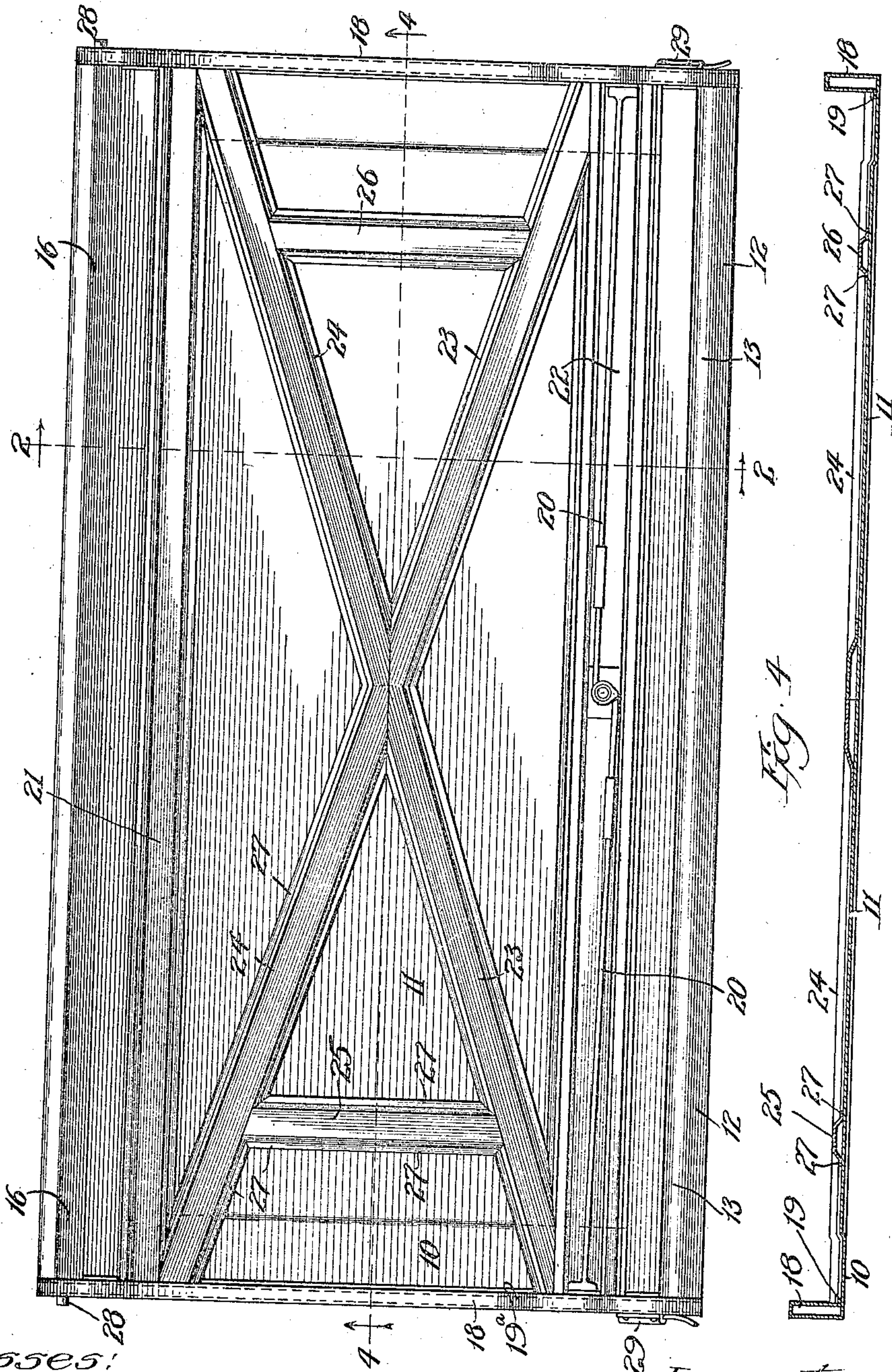


Fig. 4.

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UNITED STATES PATENT OFFICE.

MAX M. SCHNEIDER, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE PULLMAN COMPANY,
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SLEEPING-CAR BUNK.

965,953.

Specification of Letters Patent.

Patented Aug. 2, 1910.

Application filed December 6, 1909. Serial No. 531,559.

To all whom it may concern:

Be it known that I, MAX M. SCHNEIDER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Sleeping-Car Bunks, of which the following is a specification.

In the construction of steel sleeping cars one of the problems to be solved is the production of bunks or berths of metal or other non-combustible material in such a manner and with such structural characteristics that they will possess adequate strength and rigidity and will at the same time be of light weight. Sheet-metal is suitable for this purpose when the bunk is properly constructed and the present invention pertains to improvements in bunks or berths of this type.

In the accompanying drawings which form a part of this specification and throughout the various views of which like reference characters refer to the same parts, I have illustrated one preferred and desirable embodiment of the invention.

In these drawings Figure 1 is a fragmentary cross-section through a sleeping car illustrating one of my improved bunks in closed position in full lines and in open position in dotted lines. Fig. 2 is a cross-section through the bunk or berth on line 2—2 of Fig. 3. Fig. 3 is a plan view of the bunk; and Fig. 4 is a central longitudinal section through the bunk on line 4—4 of Fig. 3.

By reference to these drawings it will be apparent that the main body of the bunk is composed of a curved thin sheet-metal plate 10, having a depressed or sunk panel 11, for strengthening purposes and also for pleasing appearance. At the front or outer edge the metal plate 10, is bent upwardly to provide the outer strip 12, then inwardly to form the portion 13, then downwardly to form the part 14 and again inwardly to provide the small flange 15, which bears against the inner surface of the plate 10 and is spot-welded or otherwise desirably fastened thereto. It will be apparent therefore, that this folding of the metal forms along the outer marginal edge of the bunk an up-standing stiffening and strengthening hollow rib or flange. Along the back edge of the bunk the plate of sheet-metal 10, is similarly bent to provide a hollow rib or flange 16, of substantially greater width than the

front flange but of much less depth as is clearly illustrated in Fig. 2. This flange or rib 16, also has an inwardly extended flange or part 17, likewise spot-welded or otherwise fastened to the inner face of the plate 10. At each end the thin sheet-metal plate 10 is bent as shown in Fig. 4, to form the hollow end flanges or ribs 18, with their intumed smaller flanges 19, similarly welded or otherwise secured to the inner surface of the plate. These ribs or flanges 18, are also of somewhat greater depth or height at the points 19^a for the suitable accommodation of the locks which may be of the usual form if desired and may be controlled in the ordinary manner by manipulation of the key-operated arms or links 20, 20.

In order further to strengthen and stiffen the main sheet-metal body of the bunk and prevent its deflection or sagging, I spot-weld to its inner face a plurality of hollow ribs of general channel formation in cross-section. Near the back of the bunk one of such ribs 21, extends longitudinally of the bunk from one end flange 18, to the other. Toward the front of the bunk I fasten to the inner surface of the plate 10, a sort of double channel shaped rib 22, the cross-sectional shape of which is clearly disclosed in Fig. 2, and between these two lengthwise ribs I provide a pair of diagonal intersecting ribs 23 and 24 connected together toward the ends of the bunk by the shorter cross-ribs 25 and 26. All of such ribs have as is clearly shown in Figs. 2, 3 and 4, oppositely extended flanges 27, which rest against the inner surface of the plate 10 and afford a convenient and desirable means for the spot-welding of the ribs to the plate referred to above. At its back corners and outstanding from its end ribs or flanges 18, the bunk is supplied with pivot or hinge pins, 28, 28, by means of which the bunk or berth may be hung in place in the car and be readily swung to open or closed position. Also, the outer face of the end flanges 18, have fastened thereto in any approved manner any suitable means such as 29 for the attachment of the safety cords which may be of usual and customary construction.

By constructing the bunk in accordance with this invention such for example as is indicated in the particular embodiment shown in the drawings a berth or bunk may be provided which will possess great strength

and rigidity and still be formed of very thin sheet-metal, the deflection and bending of which is prevented by the employment of proper and suitably disposed stiffening ribs and flanges.

Although I have herein set forth with some degree of particularity one especial embodiment of the invention and have described in detail its various features of construction, I do not wish to have it understood that the invention is limited or restricted to such exact structural characteristics because many minor mechanical changes may be made in the berth or bunk herein described and illustrated without departing from the heart and essence of the invention and without sacrificing any of its substantial benefits and advantages.

Although I have above referred to spot-welding as a suitable means for fastening certain parts together, it should be understood that other means for this purpose could be employed although perhaps not quite so advantageously.

I claim:

1. A railway car bunk made of thin sheet-metal having a marginal hollow flange integral therewith and formed by bending the sheet-metal of the main body of the bunk to suitable form, substantially as described.

2. A railway car bunk made of thin sheet-metal having a marginal flange integral

therewith said flange having a portion resting against and welded to the inner side of the bunk, substantially as described.

3. A railway car bunk made of thin sheet-metal having a hollow marginal flange integral therewith, said flange being formed by suitably bending the sheet-metal of the main body and having a portion resting against and welded to the inner surface of the bunk, substantially as described.

4. A sheet-metal railway car bunk having strengthening and stiffening marginal flanges and a depressed panel in the main body of the bunk, substantially as described.

5. A sheet-metal railway car bunk having hollow strengthening and stiffening marginal flanges integral with the main body of the bunk, the latter having a depressed panel, substantially as described.

6. A railway car bunk made of thin sheet-metal having a hollow marginal flange integral therewith, said flange having a portion resting against and welded to the inner surface of the bunk, said bunk also having one or more hollow sheet-metal strengthening ribs welded to its inner surface, substantially as described.

MAX M. SCHNEIDER.

Witnesses:

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