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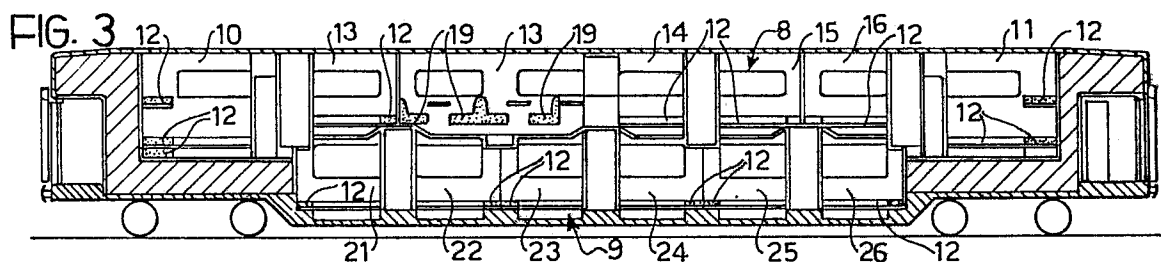
⑦① Applicant: **FIAT FERROVIARIA SAVIGLIANO S.p.A.**
Corso Ferrucci 112
I-10138 Torino (IT)

⑦② Inventor: **Losa, Pierantonio**
Via Puccini 48
I-10044 Pianezza (Torino) (IT)

⑦④ Representative: **Buzzi, Franco et al**
c/o Jacobacci-Casetta & Perani S.p.A. Via Alfieri, 17
I-10121 Torino (IT)

⑤④ **Two-level sleeping car for railway vehicles.**

⑤⑦ A sleeping car for railway vehicles has two longitudinal areas (8,9) arranged at different levels and a longitudinal lateral corridor (6) arranged at the side of the two areas and at an intermediate level with respect thereto. Each of these areas (8,9) is divided into compartments (10,11,13-16,21-26) which are provided with berths (12) and toilet facilities (17) and are accessible from the lateral corridor (6) by means of alternately ascending and descending transverse flights of steps (20,27).



Description

Two-level sleeping car for railway vehicles.

The subject of the present invention is a sleeping car for railway vehicles provided with a particularly rational configuration, in order to ensure greater functionality and comfort for the passengers.

The sleeping car according to the invention is characterised in that it has two longitudinal areas arranged at different levels, upper and lower respectively, and a longitudinal lateral corridor situated at the side of the two areas and at an intermediate level with respect thereto, each of the two areas being divided into compartments which are provided with berths and toilet facilities and are accessible from the lateral corridor by means of alternately ascending and descending transverse flights of steps.

Conveniently, the upper longitudinal area further includes an intermediate compartment furnished as a lounge.

Some of the sleeping compartments of the upper longitudinal area are provided with single berths and some with two or three berths, whilst all the compartments of the lower area are preferably provided with single berths.

The invention will now be described in detail with reference to the appended drawings, provided by way of non-limiting example, in which:

Figure 1 is an elevational view which shows a sleeping car according to the invention from one side,

Figure 2 is a side elevational view of the car from the other side,

Figure 3 is a schematic longitudinal vertical section of the car,

Figure 4 is a horizontal longitudinal section taken in correspondence with the upper level of the car,

Figure 5 is a horizontal longitudinal section taken in correspondence with the lower level of the car,

Figure 6 is a cross-section taken on the line VI-VI of Figure 4,

Figure 7 is a cross-section taken on the line VII-VII of Figure 4,

Figure 8 is a cross-section taken on the line VIII-VIII of Figure 4,

Figure 9 is a cross-section taken on the line IX-IX of Figure 4,

Figure 10 is a cross-section taken on the line X-X of Figure 4, and

Figure 11 is a cross-section taken on the line XI-XI of Figure 4.

With reference to the drawings, a two-level sleeping car for railway vehicles according to the invention is generally indicated 1. The car, which falls within the clearance gauge UIC 505-2, has two lateral access doors 2 of the UIC-X type at one end with sets 3 of four steps for access to a vestibule 4.

The vestibule 4 communicates through a door 5 with a lateral corridor 6 which extends longitudinally along one side of the car and terminates at the opposite end in a space 7.

The corridor 6 is situated at a level intermediate an

upper longitudinal area 8 and a lower longitudinal area 9. As can better be seen in Figures 3 to 5, the upper area 8 is divided into seven compartments of which the first and the last, indicated 10 and 11, are each provided with three berths 12, and the second, fourth, fifth and sixth, indicated 13, 14, 15 and 16 respectively, are each provided with one berth 12. Each of the compartments 10 to 16 is further provided with full toilet facilities 17, including a WC, a wash-basin and a shower. The compartments 10 to 15 are intended to be used by the passengers, whilst the compartment 16 is for use by an attendant.

A compartment 18 is interposed between the compartments 13 and 14 and is furnished as a lounge with armchairs or settees 19, which conveniently provide a total of ten seats, as well as with tables and a bar.

The compartments 10, 11, 13 to 16 and 18 are accessible from the lateral corridor 6 by means of ascending transverse flights of steps 20 and respective access doors.

The lower longitudinal area 9 is divided into six compartments, indicated 21, 22, 23, 24, 25 and 26, each of which is provided with a single berth 12 and complete toilet facilities 17, including a WC, a wash-basin and a shower. The compartments 21 to 26 are accessible from the lateral corridor 6 by means of descending transverse flights of steps 27 which alternate with the ascending flights of steps 20.

The car 1 thus has sleeping accommodation for fifteen passengers divided up as follows:-

- nine single-berth compartments
- two three-berth compartments,
- as well as a compartment for the attendant.

Each of the upper compartments 10, 11 and 13 to 16 and the lower compartments 21 to 26 is conveniently provided with a television, telephone, bedside table, a table which is slidable over the bed, a lit wardrobe, luggage-space, fluorescent-tube lighting, as well as cushions for placing on each bed 12 and against the corresponding longitudinal wall of the car 1 to form two seats.

The parts of the car 1 which have not been described (buffers, intercommunicating passages, etc.) are of the type normally used by the Italian State Railways.

The structure of the body of the car is able to support the loads specified in the memorandum UIC 567.

The car 1 is also provided with summer and winter air-conditioning and with a pressurised hot and cold water supply.

The electrical system is supplied by REC through a four-voltage static convertor. The car 1 also has through conductors with end connectors for the REC for the loudspeaker system and the operation of the doors.

There is also a diesel-alternator electricity generating unit for an independent energy supply.

The car 1 is provided with an automatic com-

pressed-air braking system with through-lines and end connectors.

Claims

1. A sleeping car for railway vehicles, characterised in that it has two longitudinal areas (8,9) arranged at different levels, upper and lower respectively, and a longitudinal lateral corridor (6) situated at the side of the two upper and lower areas (8, 9), and at an intermediate level relative thereto, each of the two areas (8, 9) being divided into compartments (10,11,13 - 16,21-26) which are provided with berths (12) and toilet facilities (17) and are accessible from the lateral corridor (6) by means of respective alternately ascending and descending transverse flights of steps (20,27). 10
2. A car according to Claim 1, characterised in that the upper longitudinal area (8) further includes an intermediate compartment furnished as a lounge (18). 15
3. A car according to Claim 1 or Claim 2, characterised in that some of the sleeping compartments (10,11,13-16) of the upper longitudinal area (8) are provided with single berths and some are provided with two or three berths (12). 20
4. A car according to any one of the preceding claims, characterised in that each compartment (21-26) of the longitudinal lower area (9) is provided with a single berth (12). 25
5. A car according to any one of the preceding claims, characterised in that the lateral corridor (6) terminates in an access vestibule (4). 30

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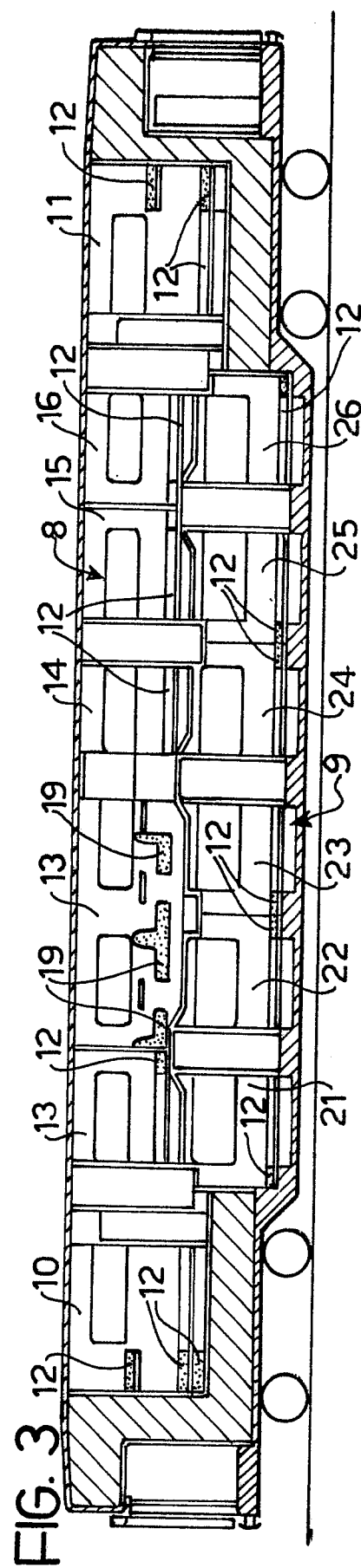
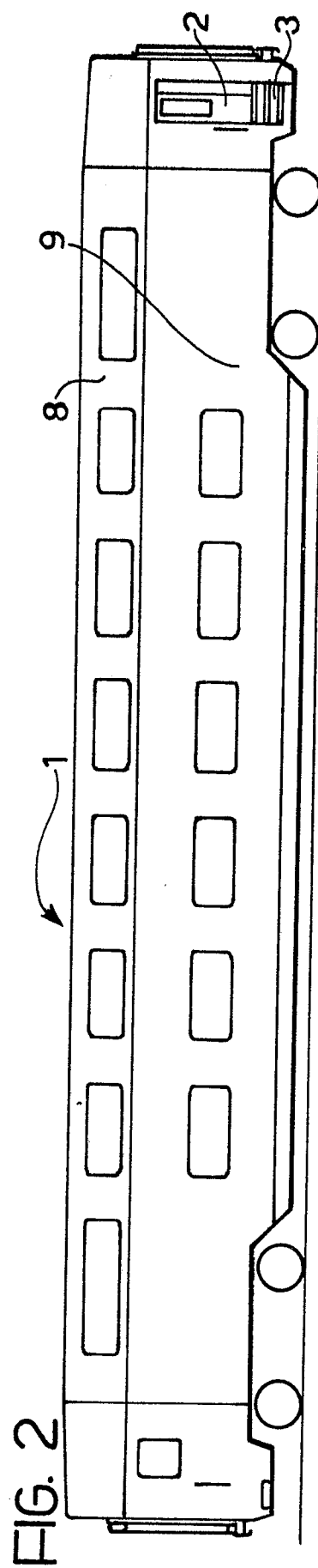
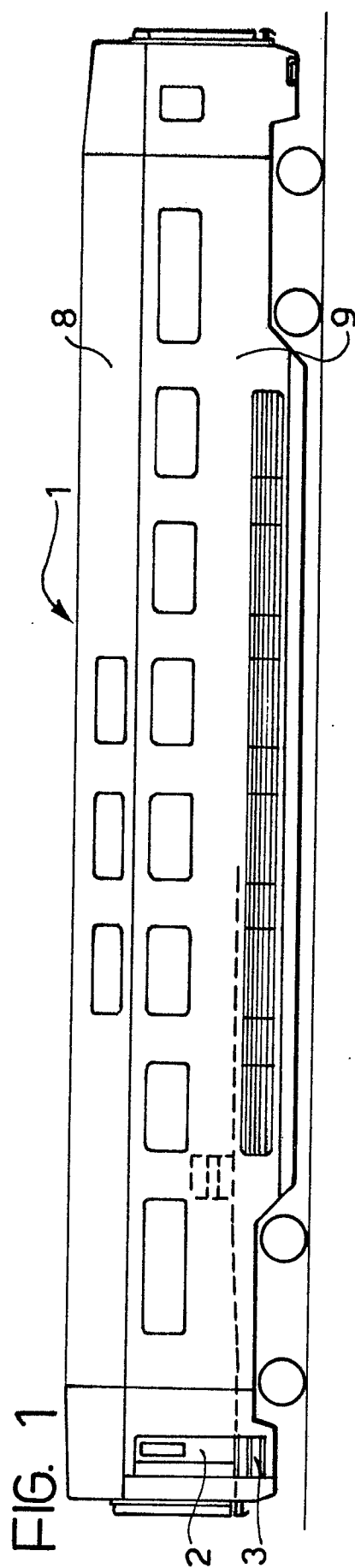
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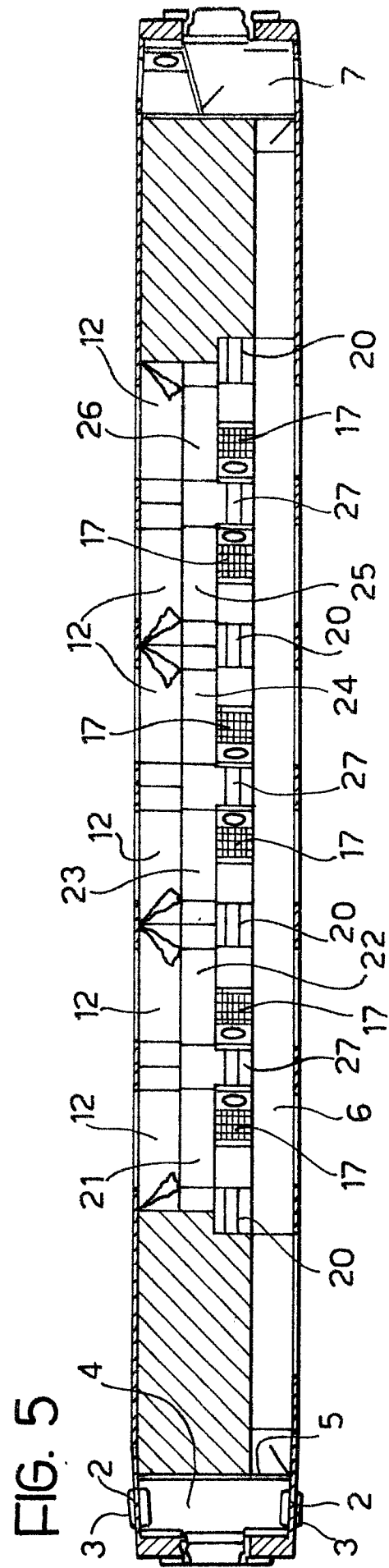
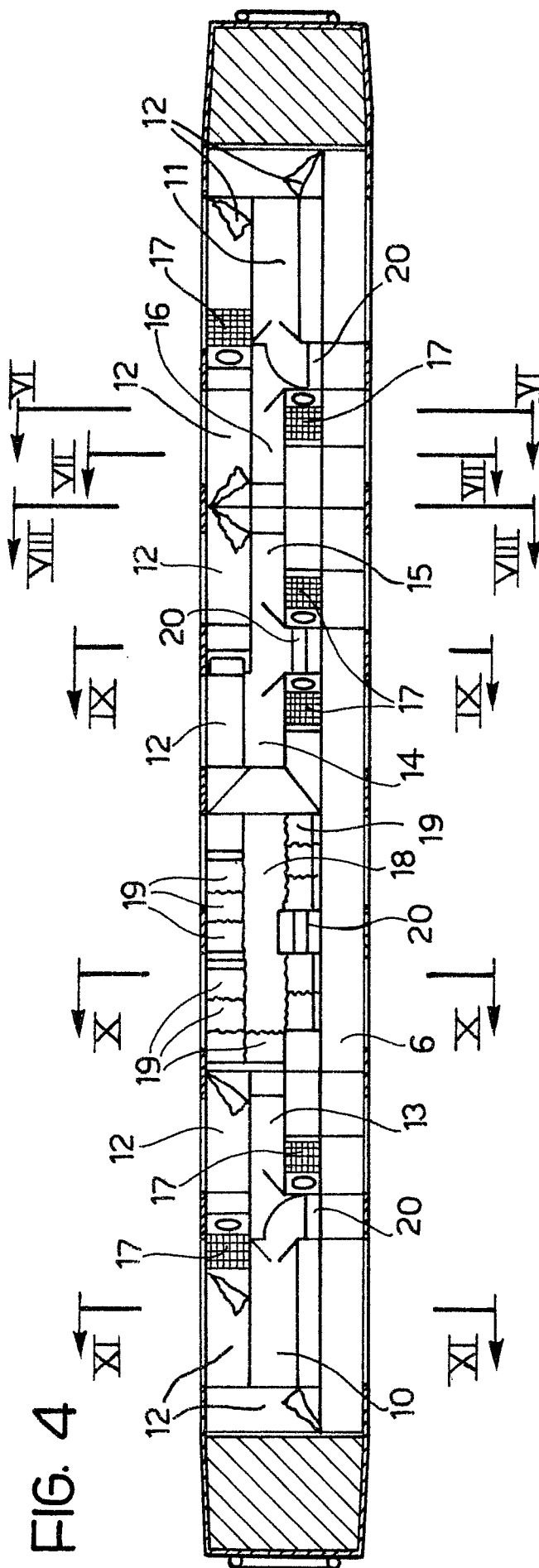


FIG. 6

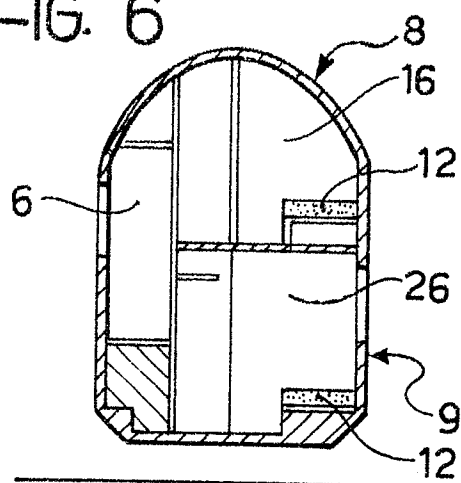


FIG. 7

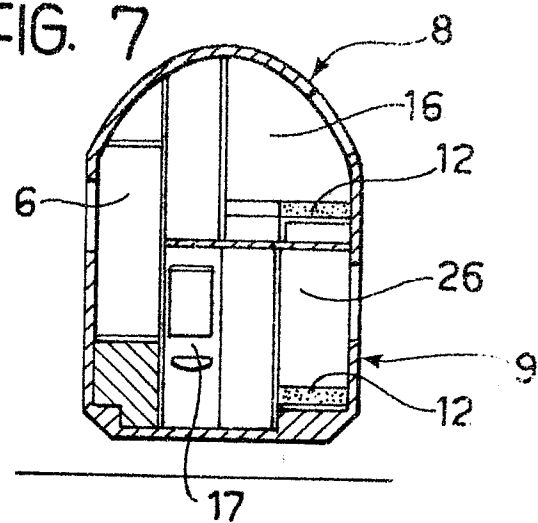


FIG. 8

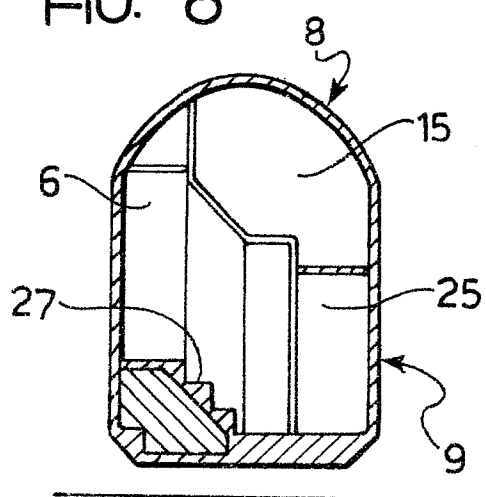


FIG. 9

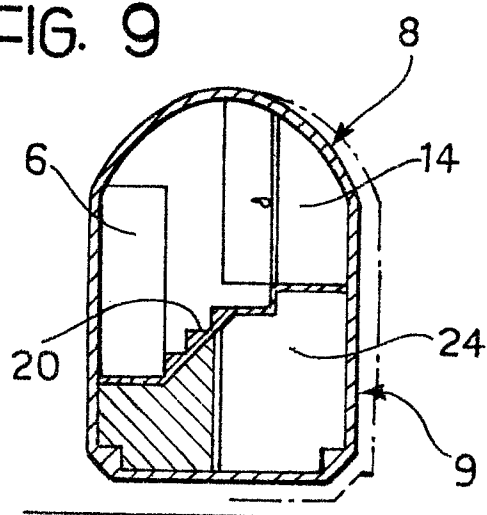


FIG. 10

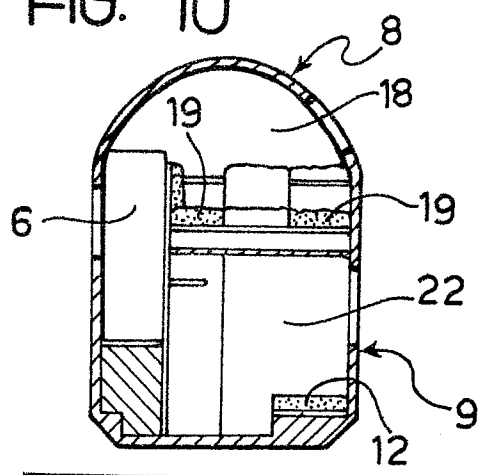


FIG. 11

