

W. BROWN.

Stateroom for Railroad Cars.

No. 73,949.

Patented Feb. 4, 1868.

Fig. 1.

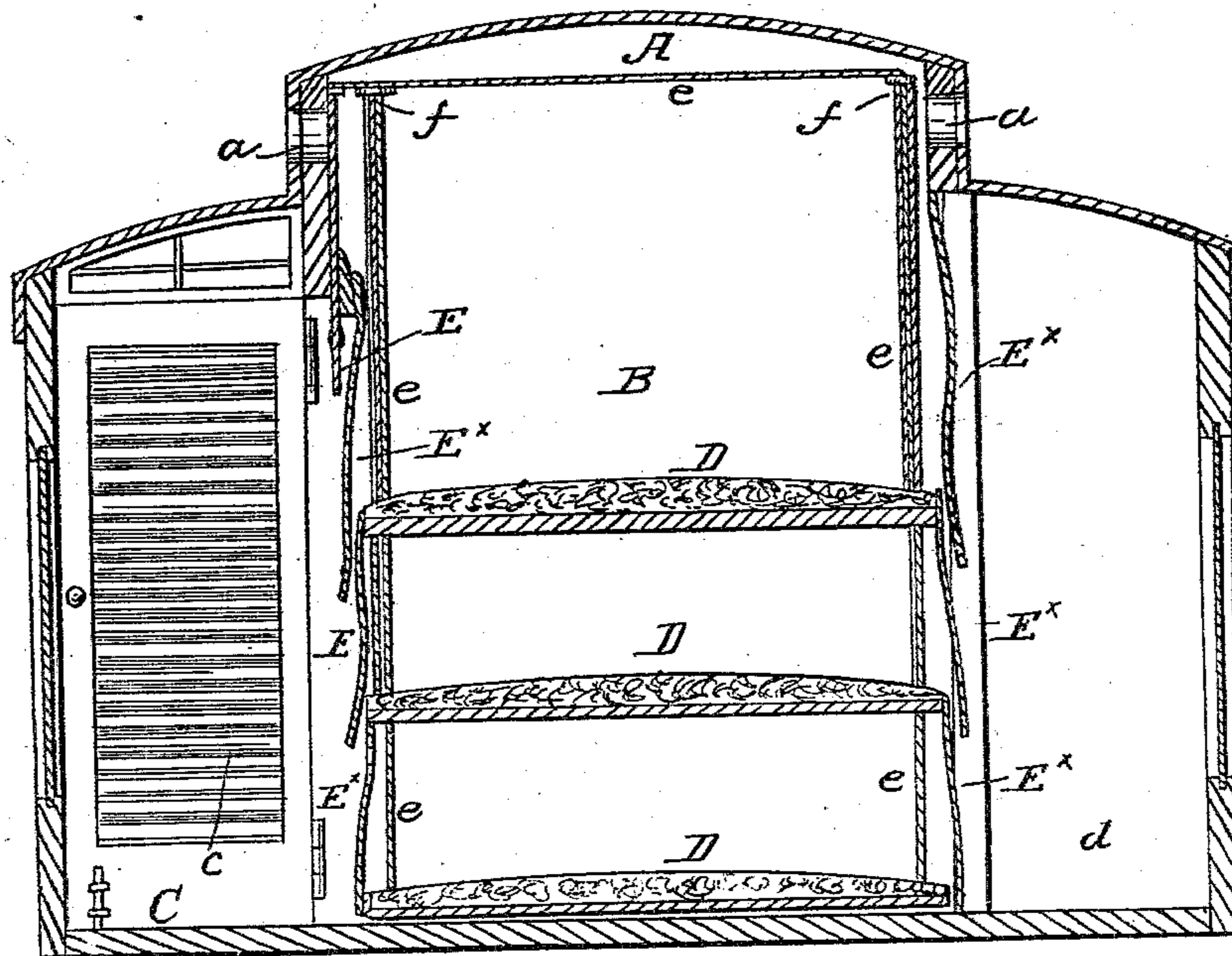
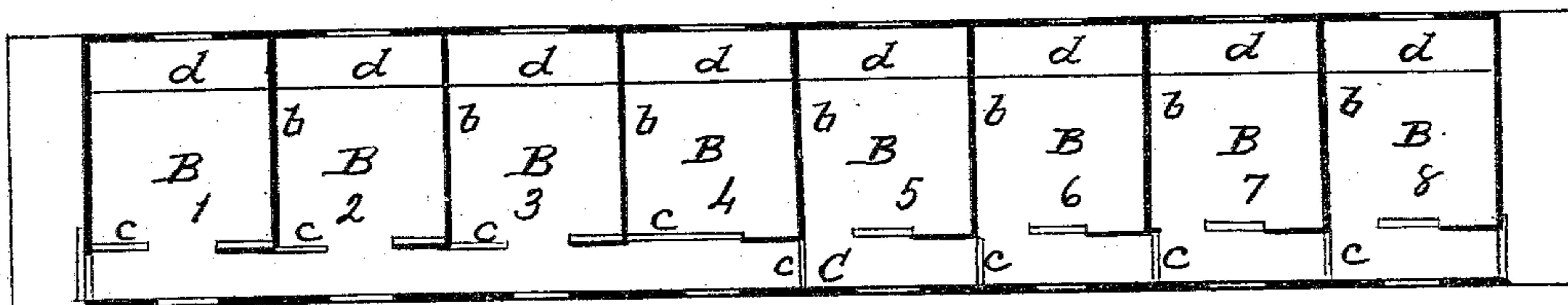


Fig. 4.



witnesses:

Edw. L. Topliff
Ira. Ang. Lou.

Inventor:

James Howard Boyd

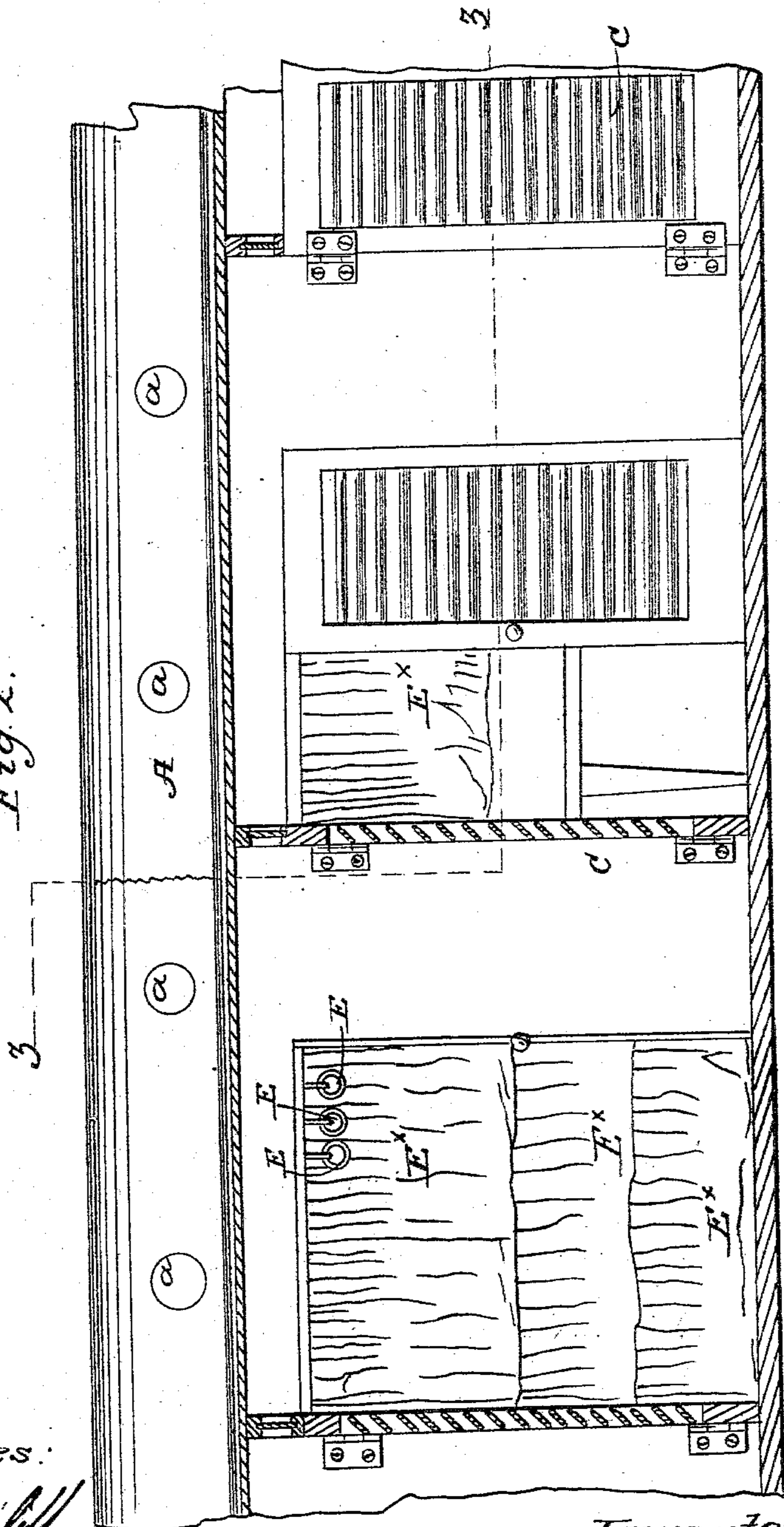
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Fig. 2.



Witnesses:

C. L. S. [Signature]
Chas. [Signature]

Inventor:

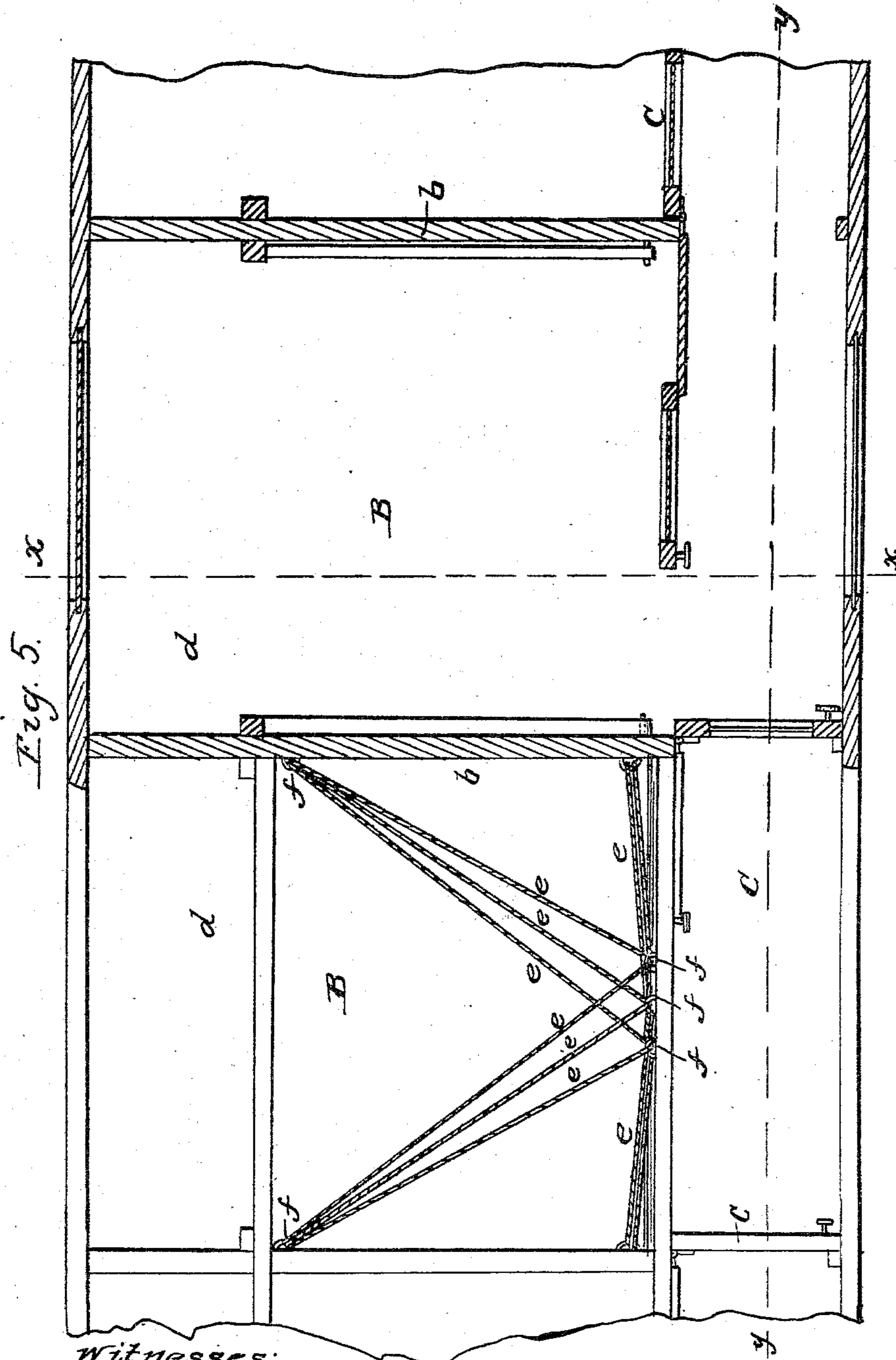
Wm. Brown [Signature]

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Witnesses:

Edw. L. Lipp
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Inventor:

Wm. Brown
By [Signature]

United States Patent Office.

WILLIAM BROWN, OF DUNCANNON, PENNSYLVANIA.

Letters Patent No. 73,949, dated February 4, 1868.

IMPROVED STATE-ROOM FOR RAILROAD-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, WILLIAM BROWN, of Duncannon, in the county of Perry, and State of Pennsylvania, have invented a new and improved State-Room Railroad-Car; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, in which—

Figure 1 is a transverse vertical section of my invention, taken in the line *x x*, fig. 4.

Figure 2, a side sectional view of the same, taken in the line *y y*, fig. 4.

Figure 3, a horizontal section of the same, taken in the line *z z*, fig. 2.

Figure 4, a diminished plan of the state-rooms and passage-way.

Similar letters of reference indicate like parts.

This invention consists in a novel arrangement of state-rooms, berths, or beds, and a passage-way in a railroad-car, as hereinafter fully shown and described, whereby it is believed that persons may be provided with far preferable sleeping-accommodations than any now adopted by railroad companies, not only as regards the comfort of sleeping, but also as regards privacy between males and females.

I construct the car with an elevated central longitudinal section, *A*, in its top or roof, which affords means for proper ventilation, there being openings, *a*, in the sides of *A*, and also serves as a receptacle for the beds when not in use, and raised up out of the way. I divide the car off into a series of rooms, *B*, by means of partitions, *b*, and leave a passage-way or entry, *C*, at one side of the car, extending its whole length, and have the rooms *B* communicate with this entry by means of doors, *c*, there being two doors to each state-room, one being a hinged door, and the other a sliding one. The entry *C* is of such a width, that when the hinged doors of the state-rooms are fully opened, they will extend across the entry, and increase the dimensions of the state-rooms, the width of the entry being thereby added to them. The beds *D* are equal in width to the section *A* in the top or roof, as the beds, when not in use, are hoisted into *A*, as previously stated; consequently there will be a space, *d*, in each state-room, for chairs and a wash-stand or table, the spaces *d* being equal in width to the entry *C*. I design to have three beds in each state-room, each being sufficiently wide for two persons; and these beds are suspended from each corner or angle by cords, *e*, which pass over pulleys *f*, in the upper part of the section *A*, the cords of each bed being attached to a separate ring, *E*, so that by pulling down one ring, the cords which are attached to it will raise the bed to which said cords are secured. The beds, when let down for use, are retained or held by the rings coming in contact with a cleat, *g*, at the lower part of one side of the section *A*, (see fig. 1.) The upper bed is provided with side curtains, *E**, attached to the lower ends of the section *A*, while the two lower beds are provided with curtains, attached to the beds immediately above them, (see more particularly fig. 1.) The state-rooms may be about six feet in length, and hence a car fifty feet long may be divided into eight rooms, each capable of accommodating six persons.

It is designed to have married persons, and females generally, provided with rooms separate from those to be occupied by males only. For instance, the rooms at one end of the car, say 5, 6, 7, and 8, fig. 4, may be appropriated for them, and they may be isolated from the general passage-way or entry *C*, or rather, the latter may be enclosed by opening the hinged door *c* of the first of said rooms, No. 5, across the entry. The other rooms, 1, 2, 3, and 4, may communicate with the general passage-way, that is to say, the hinged doors *c* need not be extended across the entry, unless specially desired. It will be seen that, as each bed is provided with side curtains, the occupants will not be exposed; two ladies, for instance, may occupy one bed, and a gentleman and his wife the one above or underneath.

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

The combination of the hinged doors *c* with the passage-way or entry *C*, so that the latter may be enclosed, and made to form a portion of the state-rooms, when desired, substantially as described.

The above specification of my invention signed by me, this 16th day of October, 1865.

WILLIAM BROWN.

Witnesses:

O. B. ELLIS,

Jno. S. FOOSE.