

(No Model.)

3 Sheets—Sheet 1.

B. PRICE.
PASSENGER CAR.

No. 335,770.

Patented Feb. 9, 1886.

Fig. 1

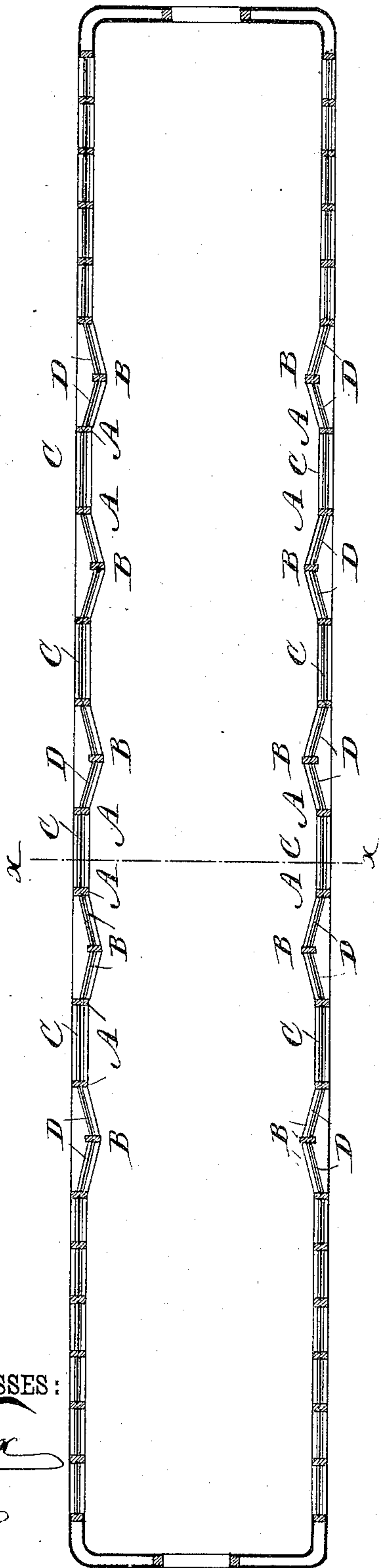
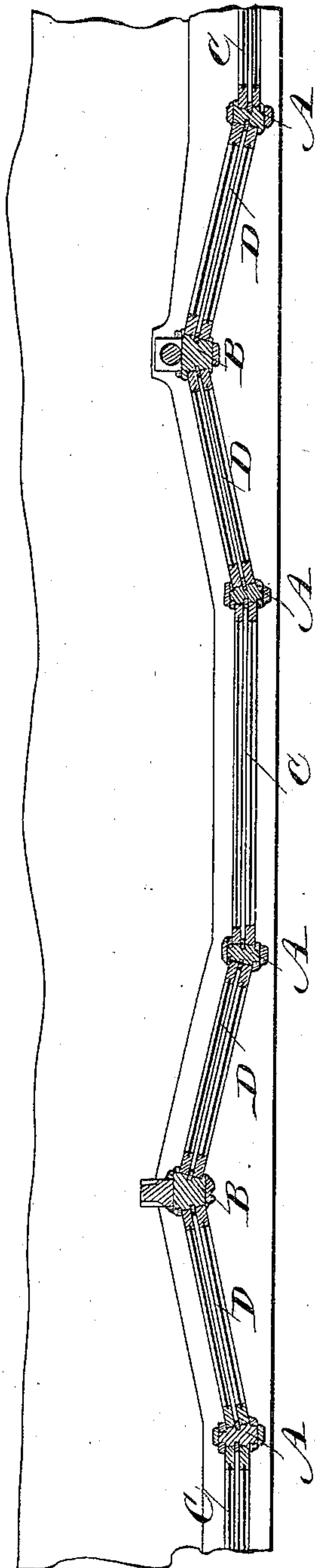


Fig. 2



WITNESSES:

C. Neveu
C. Bedquick

INVENTOR:

B. Price
BY *Munn & Co*
ATTORNEYS.

(No Model.)

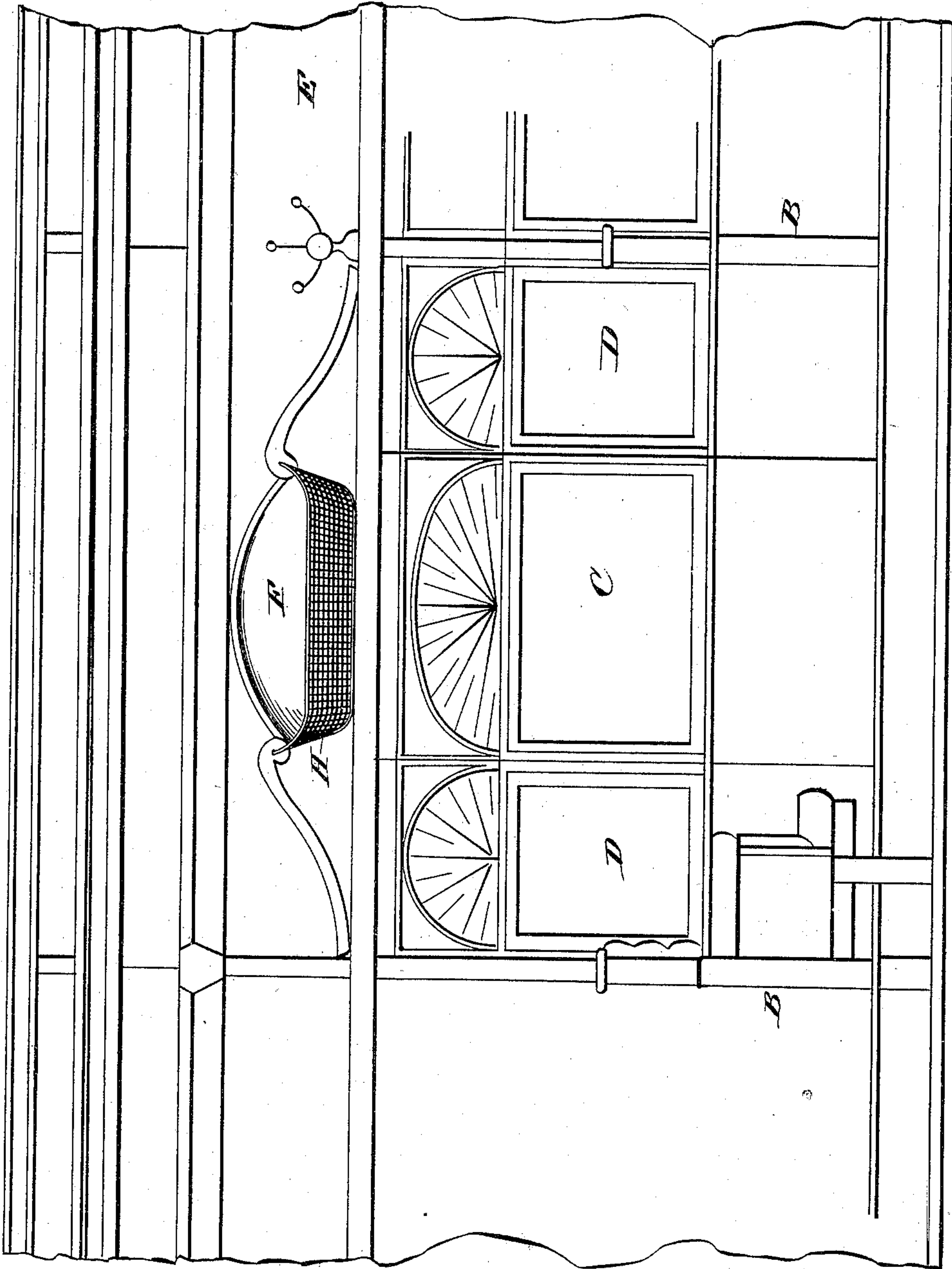
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Fig. 3



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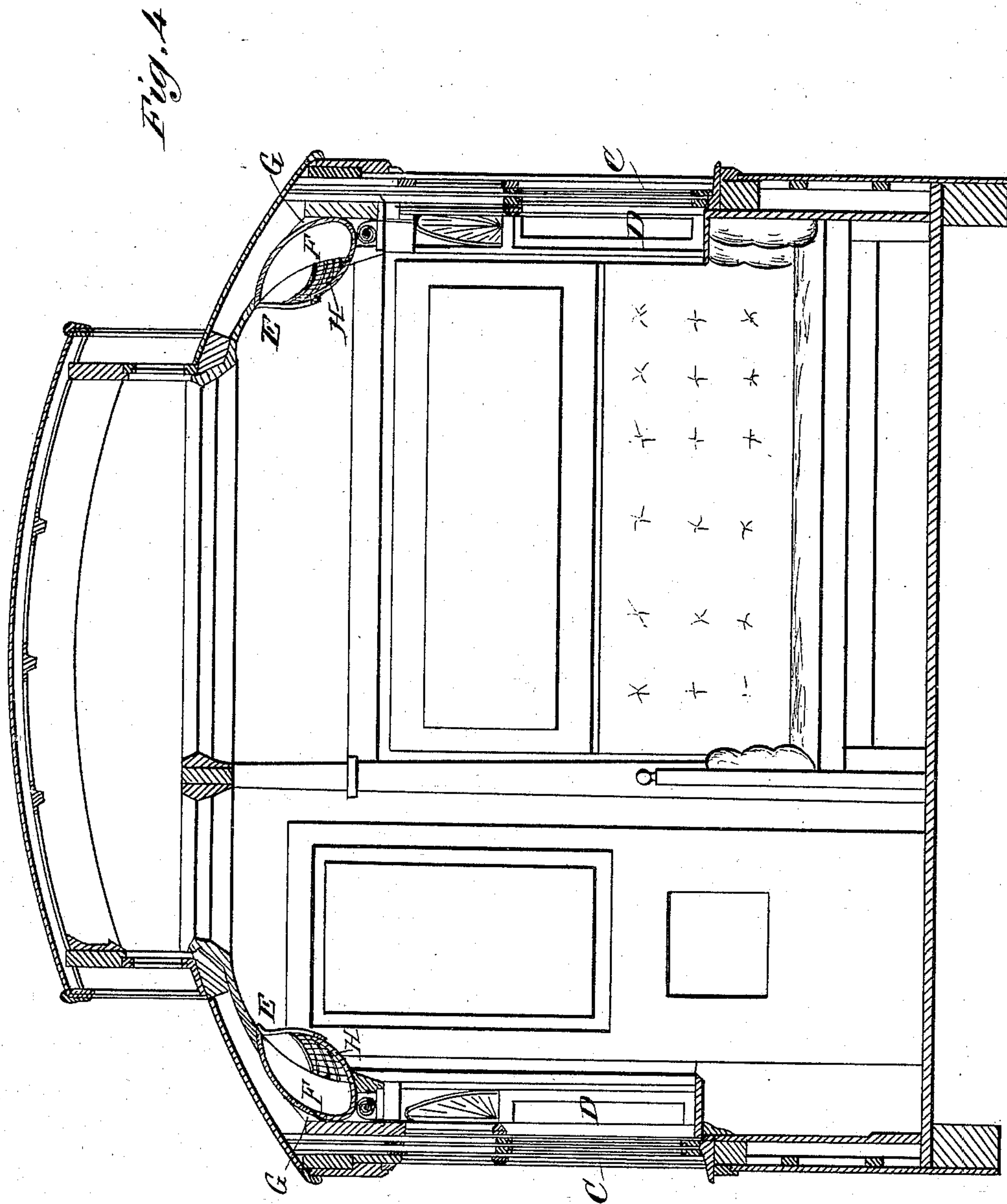
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WITNESSES:

C. Neveux
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INVENTOR:

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UNITED STATES PATENT OFFICE.

BRUCE PRICE, OF NEW YORK, N. Y.

PASSENGER-CAR.

SPECIFICATION forming part of Letters Patent No. 335,770, dated February 9, 1886.

Application filed December 9, 1884. Serial No. 149,858. (No model.)

To all whom it may concern:

Be it known that I, BRUCE PRICE, of the city, county, and State of New York, have invented new and useful Improvements in Passenger-Cars for Railways, of which the following is a full, clear, and exact description.

This invention relates to certain improvements in the construction of railway passenger-cars; and the invention consists, principally, in forming bay-windows at the sides of the car.

The invention also consists in forming recesses or coves above the windows, to which fenders or baskets are applied for receiving and holding parcels, &c.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional plan view of the body of a parlor-car made in accordance with my invention. Fig. 2 is an enlarged sectional plan view of one of the side walls of the car. Fig. 3 is an elevation of the inner surface of a part of one of the walls of the car, showing one of the recesses or coves and fenders or baskets constituting the receptacle for parcels above the windows; and Fig. 4 is an enlarged transverse sectional elevation of the car, taken on the line *xx* of Fig. 1.

In forming the side walls of the car I so construct the frame-work that all or a part of the windows are set at an angle, forming bay-windows, which come by preference between the seats of the car.

In constructing the frame of the car I prefer to employ the posts *A A* and *B B*, and to set the posts *B B* in toward the interior of the car from the line of the posts *A A*. Between each pair of posts *A A* are fitted the windows *C*; or a solid panel might be used in place of the windows *C*, if desired. Between the posts *B* and the edges of the posts *A* adjacent to the posts *B* are fitted the windows *D D*, which are held, owing to the relative arrangement of the posts *A B*, at an angle to the windows *C*, thus

forming curved or bay windows, as shown in Figs. 1 and 2. Above the windows *C D* the car is sheathed upon the inside with the sheathing *E* against the edges of the posts *B B*. This sheathing is by preference vertically curved, as shown in Fig. 4, and is cut away to receive or to permit the recesses or coves *F* to be formed in the spaces *G* over the windows *C*. In front of the recesses or coves *F* are secured fenders or baskets *H*, which, together with the recesses *F*, form the baskets or receptacles for packages, &c. By thus utilizing the spaces *G* the package-receptacles do not set out from the walls, as in ordinary cars, and do not therefore disfigure the appearance of the car; and by setting the windows at angles, as shown and described, the passengers in the car are enabled to look forward or backward from the car, and the forward window of each pair of diagonal windows forms a dust-guard to the diagonal window next in rear, so that the latter may be kept open without discomfort from dust while the train is in motion.

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

1. A passenger-car having the diagonally-placed windows *D* and intermediate windows or panels, *C*, forming curved or bay windows, substantially as described.

2. In the frame of a car, the posts *B*, set out of line with the posts *A* and sheathed upon the inside against the post *B*, thus forming the spaces *G* for receiving the recesses or coves *F*, substantially as and for the purposes set forth.

3. The coves or recesses *F*, set in the wall of the car, substantially as shown and described.

4. The recesses or coves *F*, set in the wall of the car, in combination with the fenders or baskets *H*, arranged substantially as and for the purposes set forth.

BRUCE PRICE.

Witnesses:

H. A. WEST,
C. SEDGWICK.