

(No Model.)

4 Sheets—Sheet 1.

E. M. BOYNTON.

BICYCLE PASSENGER, DAY PALACE, AND SLEEPING CAR.

No. 471,340.

Patented Mar. 22, 1892.

Fig. 1.

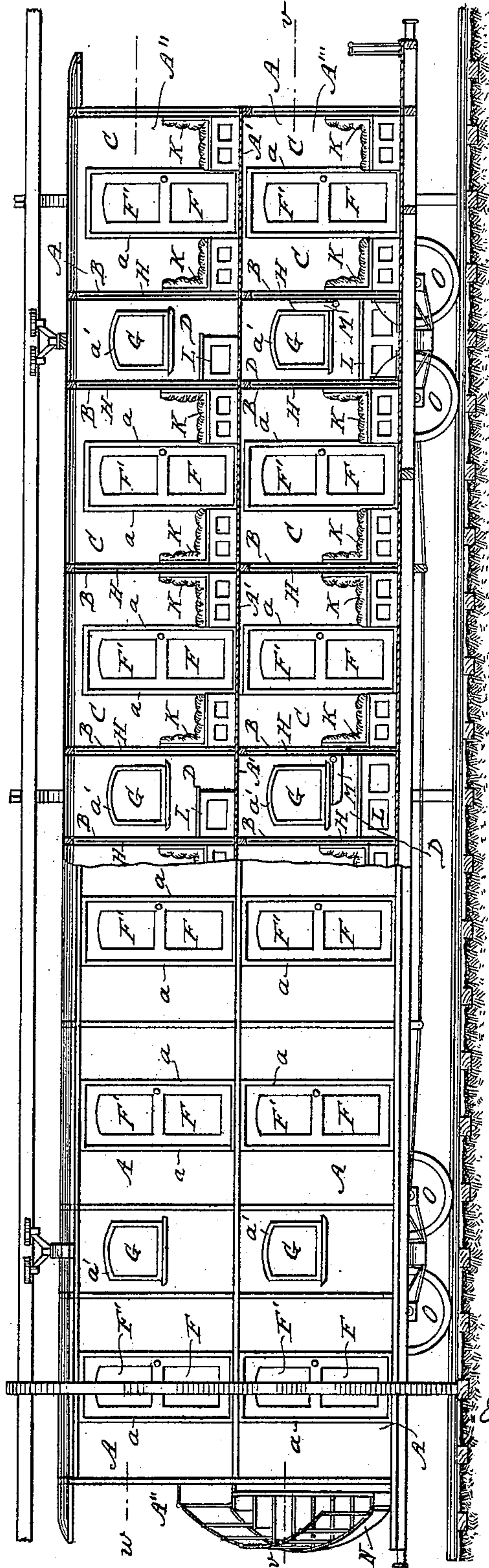
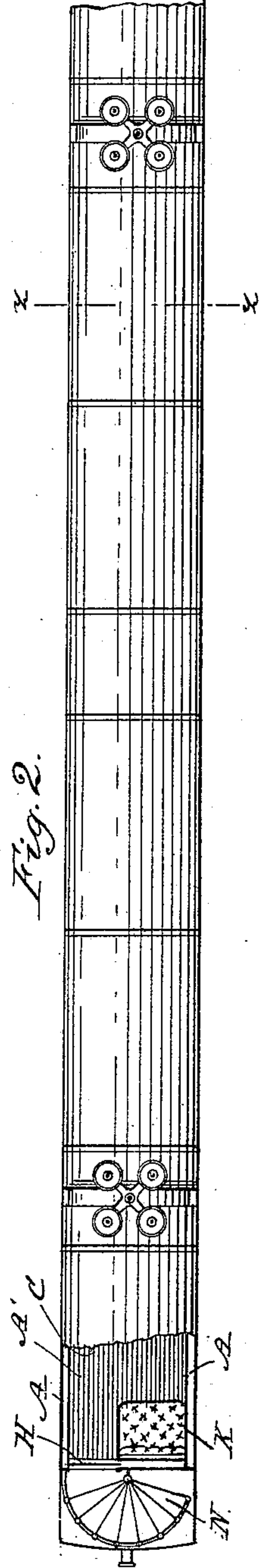


Fig. 2.



WITNESSES:

D. C. Kensch
L. N. Baldwin

INVENTOR

Eben Moody Boynton

(No Model.)

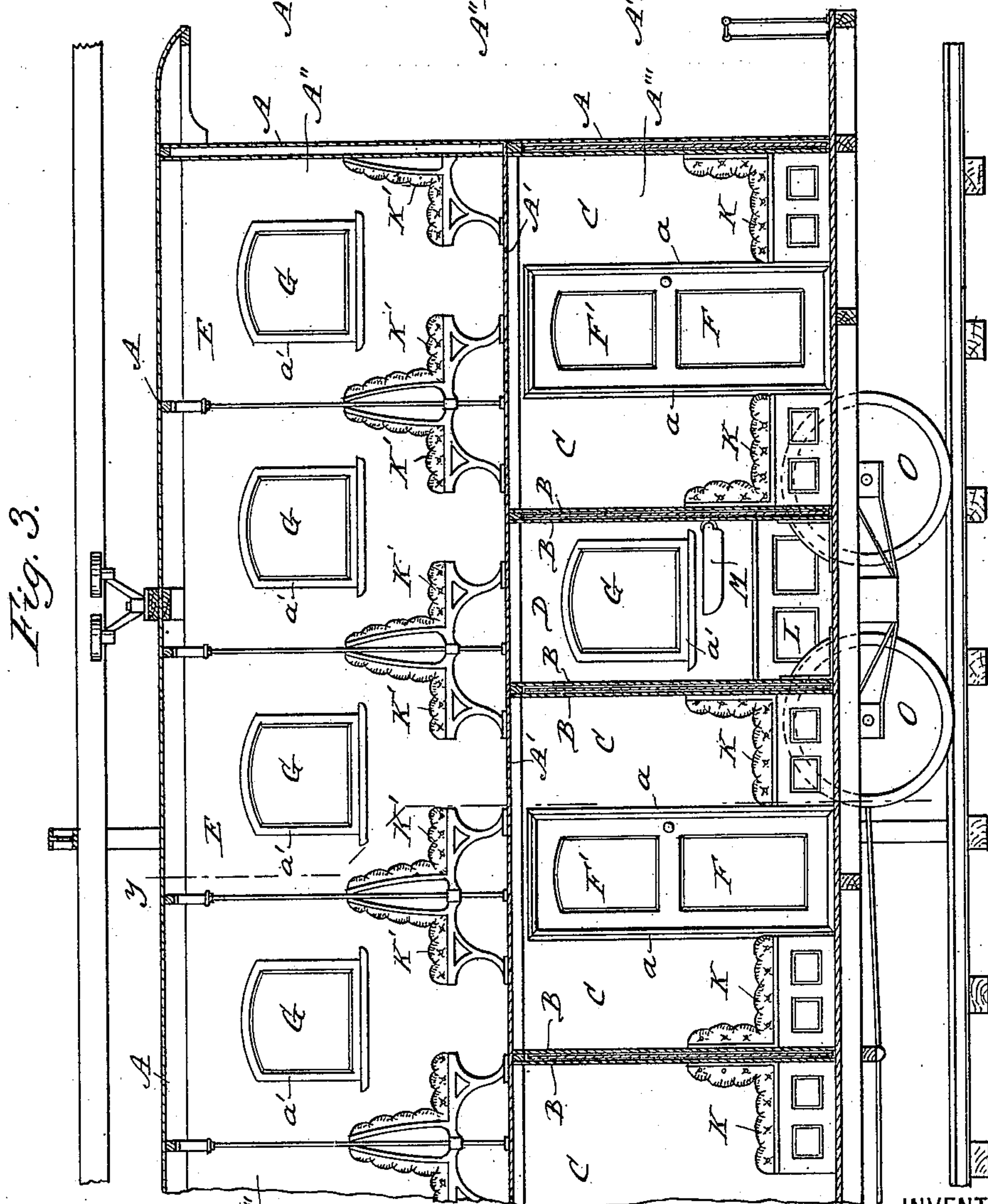
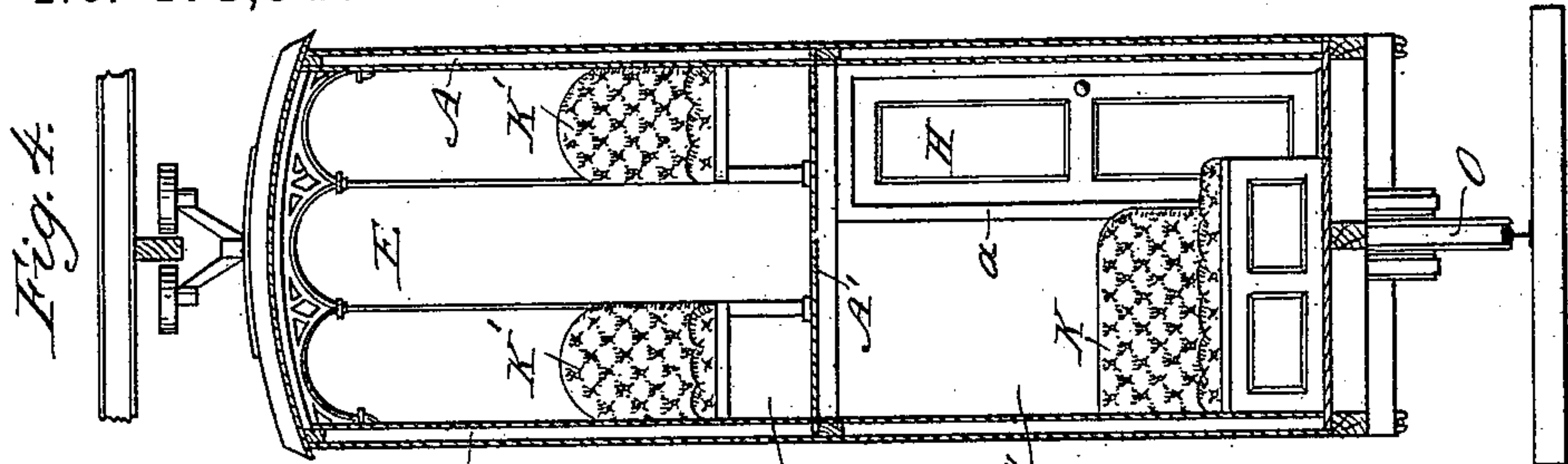
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L. M. Baldwin

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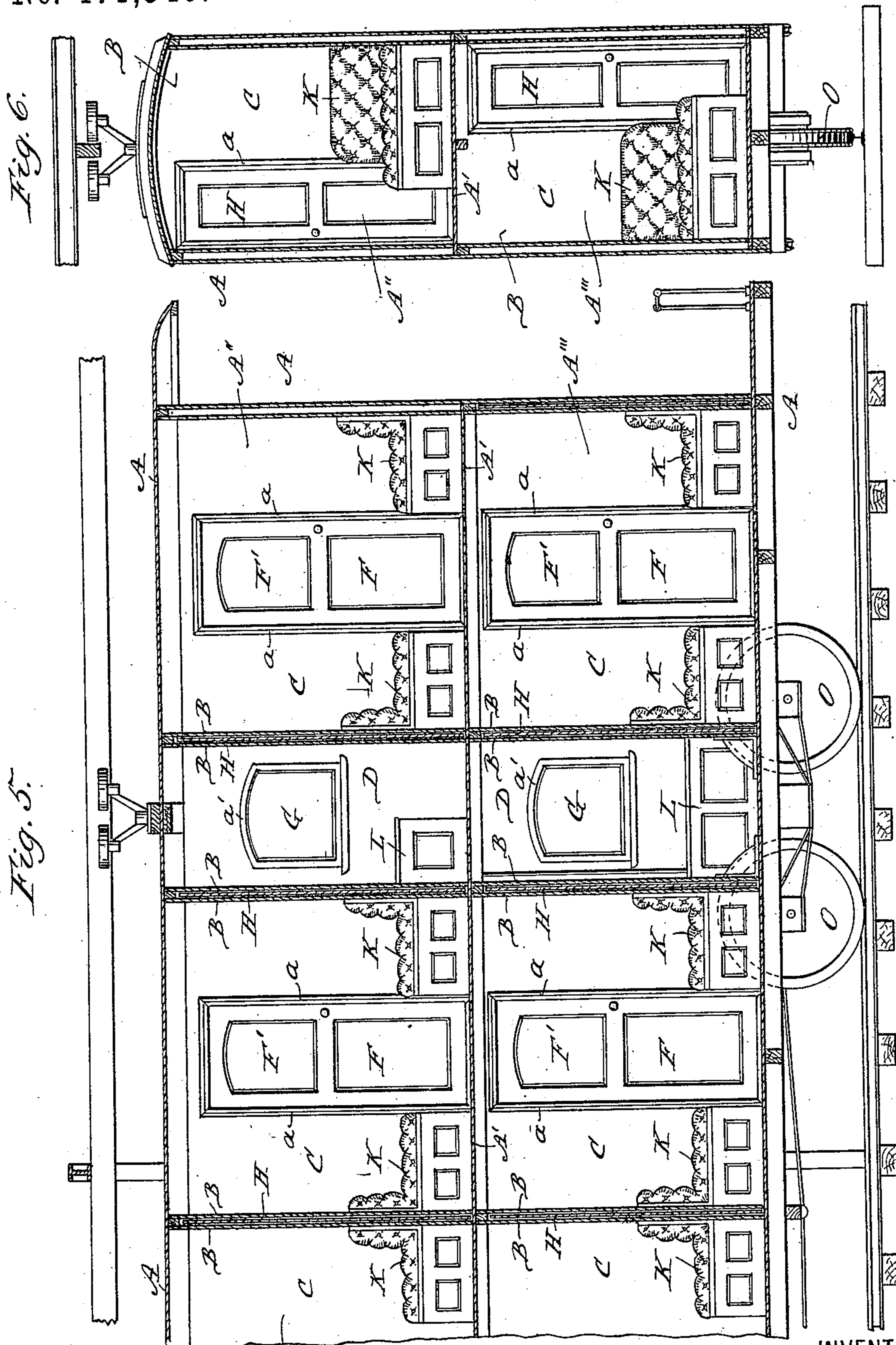
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WITNESSES:

J. C. Keesch.
b. n. baldwin

INVENTOR

Even Moody Bryntore

(No Model.)

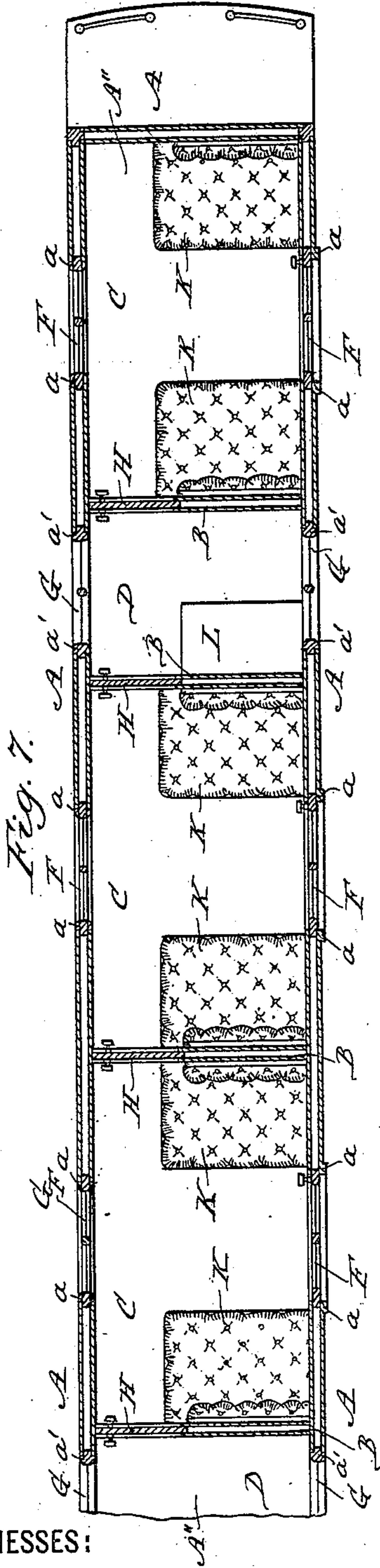
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E. M. BOYNTON.

BICYCLE PASSENGER, DAY PALACE, AND SLEEPING CAR.

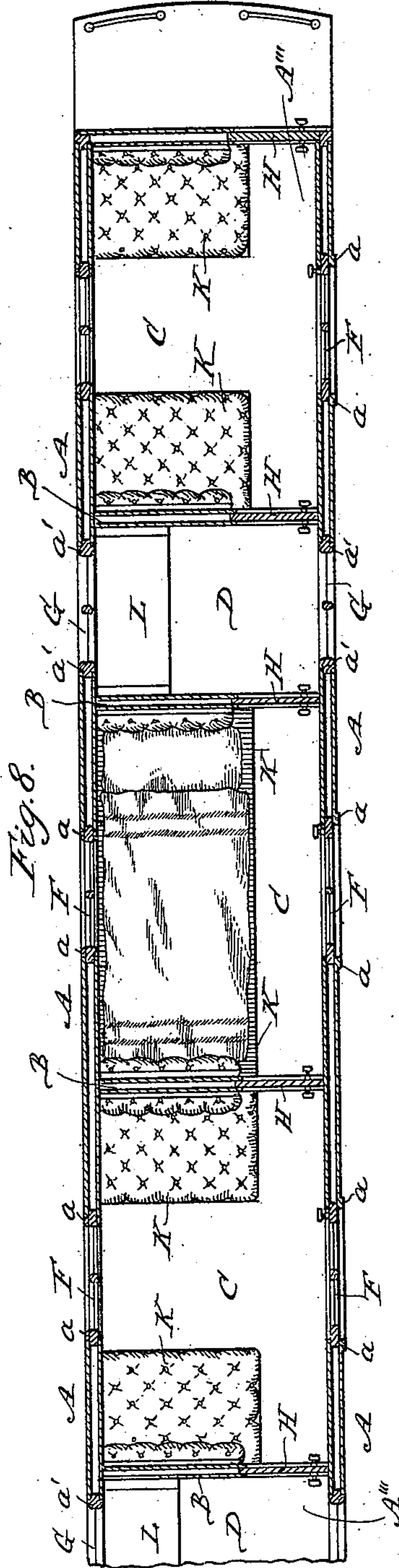
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WITNESSES:

D. C. Reusch.
C. N. Baldwin



INVENTOR

Eben Moody Boynton

UNITED STATES PATENT OFFICE.

EBEN MOODY BOYNTON, OF WEST NEWBURY, MASSACHUSETTS.

BICYCLE PASSENGER, DAY-PALACE, AND SLEEPING CAR.

SPECIFICATION forming part of Letters Patent No. 471,340, dated March 22, 1892.

Application filed February 24, 1891. Serial No. 382,625. (No model.)

To all whom it may concern:

Be it known that I, EBEN MOODY BOYNTON, of West Newbury, county of Essex, and State of Massachusetts, have invented certain new and useful Improvements in Bicycle Passenger, Day-Palace, and Sleeping Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The main object of this invention is to provide passenger-coaches with more comforts and privacy by dividing the same into a number of smaller compartments made independent of each other by providing them with separate entrances to toilet-rooms and for entering or leaving the car.

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

Figure 1 is a side elevation of my two-story car, partly in section, in which both floors are utilized for sleeping-compartments and toilet-rooms. Fig. 2 is a plan of the same, partly in section. Fig. 3 is an elevation of one end of the car, the side wall being removed, showing a lower floor divided into sleeping-compartments and toilet-rooms and an upper floor serving as a smoking-room. Fig. 4 is a sectional elevation of the same, taken on line *y y*, Fig. 3. Fig. 5 is an enlarged elevation of Fig. 1 with the side wall removed. Fig. 6 is an enlarged section of Fig. 1, taken on line *z z*. Fig. 7 is a sectional plan of Fig. 1, taken on line *w w* and partly broken away. Fig. 8 is another sectional plan of Fig. 1, taken on line *v v*.

In the drawings, A represents the body of the car.

A' is a second floor dividing the car into two apartments A'' and A'''. These apartments are, as shown in Fig. 1, divided into a number of smaller compartments C C and D D by insertion of several transverse partitions B B. Doors H H are inserted in B B, permitting entrance into adjoining toilet-rooms D D, or, if preferred, the doors H H between adjoining compartments may be unlocked, permitting intercourse between the same. The compartments are on both sides of the car provided with doors F F for entrance

and exit, making all of them independent of each other, thus giving privacy and convenience and obviating the necessity of disturbing the other passengers. In the doors F windows F' are inserted to provide light and permitting a view of the country traversed. Additional windows on each side of the doors F may be provided, if found necessary.

a a are door-frames and *a' a'* are window-frames.

Seats K K are placed at both transverse partitions B B in each compartment. These seats may be changed into a bed and so transforming C into a sleeping-compartment, as shown at Fig. 8.

The toilet-rooms D D have windows G G with frames *a' a'*. L L are water-closets, and M M are wash-basins fastened to the wall in such a manner that they can be turned into a horizontal position when in use and in a vertical position when it is desired to drain the same and have them out of the way. The lower compartment A''' communicates with the upper compartment A'' through a spiral staircase N, as shown in Fig. 1. The lower compartment can also be entered through door H, opening out to the platform, as shown in detail in Fig. 8.

In Fig. 3 only the lower apartment A''' is divided into smaller compartments, the upper one A'' being left as one apartment suitable for a smoking-room or other purposes. In this case the seats are placed on both sides of the center aisle, giving opportunity for intercourse between the passengers and for entering the lower apartment.

Fig. 6 gives an enlarged section of Fig. 1, showing the arrangement of the seats. They are placed on opposite sides of the car to insure a proper balancing of the same. The positions of doors H for entering the toilet-rooms are also indicated, but shown more clearly in Fig. 8.

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

1. A one-rail passenger-car having a second floor dividing the same into an upper and lower apartment, one of said floors having a lateral passage, substantially as described.

2. A one-rail passenger-car having a second floor dividing the same into an upper and

lower apartment, said lower apartment by insertion of transverse partitions being subdivided into a number of smaller compartments and having a lateral passage, substantially as described. 5

3. A one-rail passenger-car having a second floor dividing the same into an upper and lower apartment, said upper apartment by insertion of transverse partitions being subdivided into a number of smaller compartments and having a passage between the apartments, substantially as described. 10

4. A one-rail two-story passenger-car having one floor divided into a number of par-

lors and toilet-rooms and having a passage 15 between them, substantially as described.

5. A one-rail two-story passenger-car having both floors divided into a number of parlors and toilet-rooms and having passages between the same, substantially as described. 20

Signed at New York, in the county of New York and State of New York, this 12th day of February, A. D. 1891.

EBEN MOODY BOYNTON.

Witnesses:

C. W. WEST,

C. N. CALDWELL.