

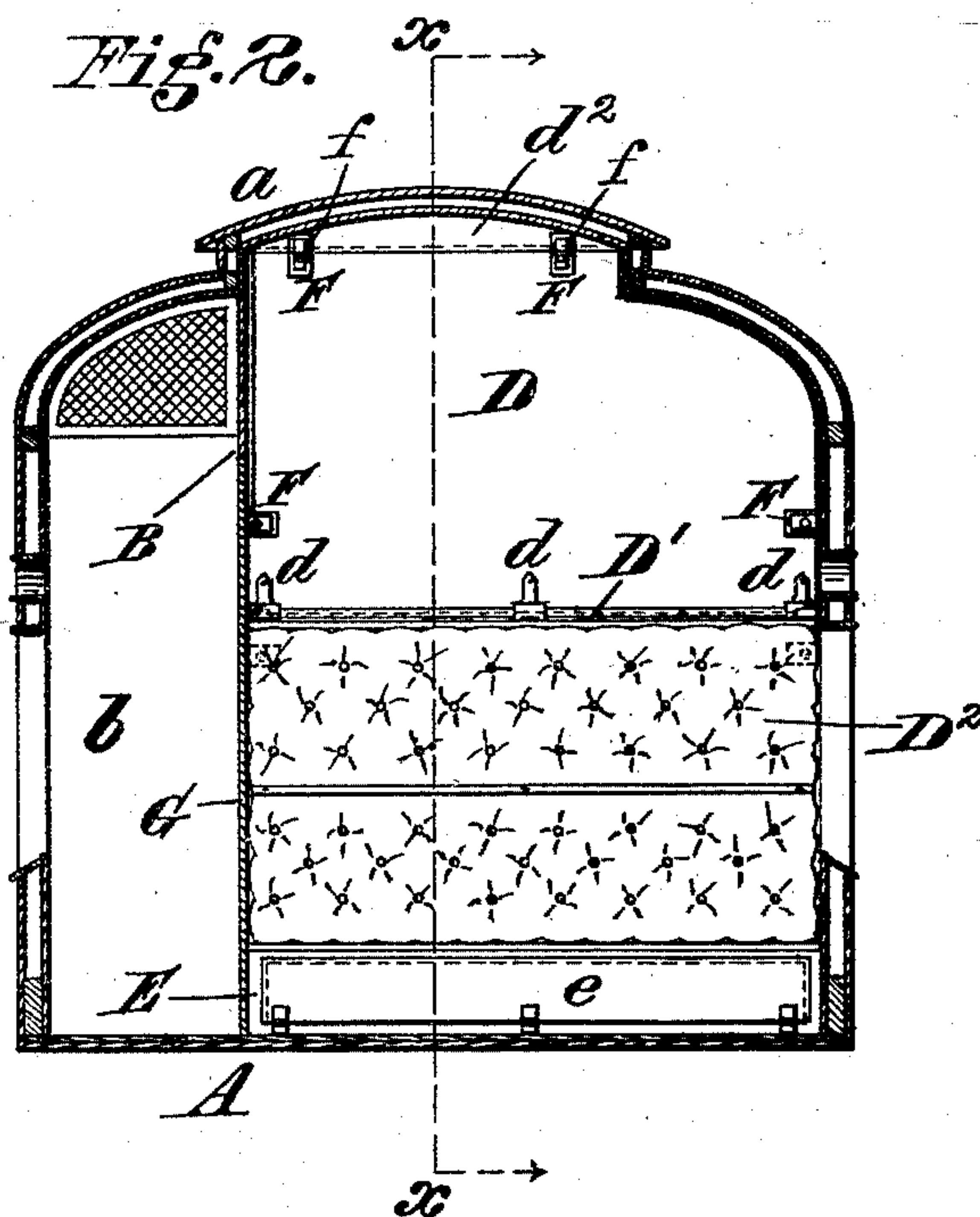
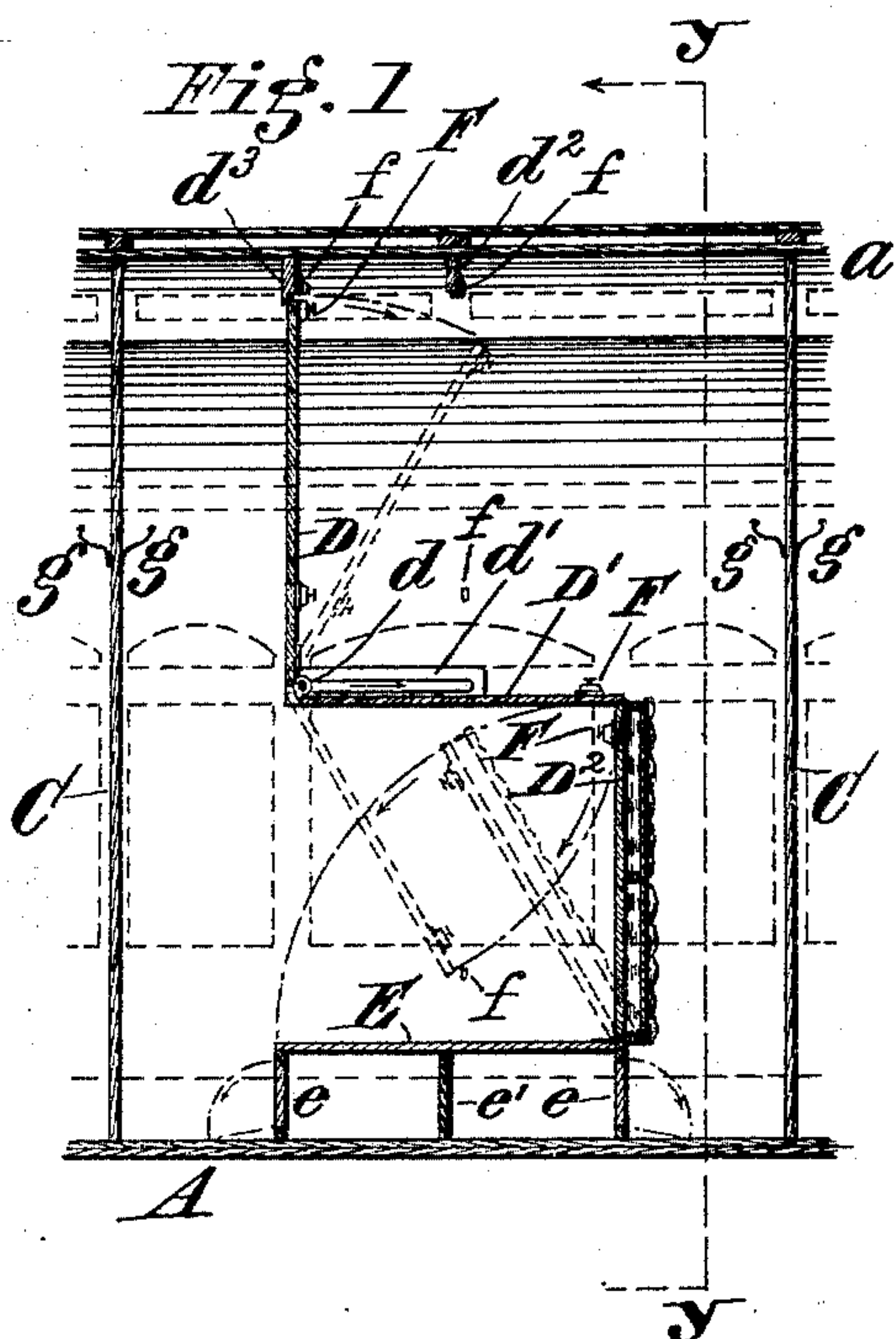
(No Model.)

2 Sheets—Sheet 1.

C. L. LOCKWOOD.
STATE ROOM FOR CARS OR SHIPS.

No. 486,049.

Patented Nov. 8, 1892.



Witnesses
J. C. Robinson,
C. B. Donaldson.

Inventor
Charles L. Lockwood,
By his Attorney
John E. Jones.

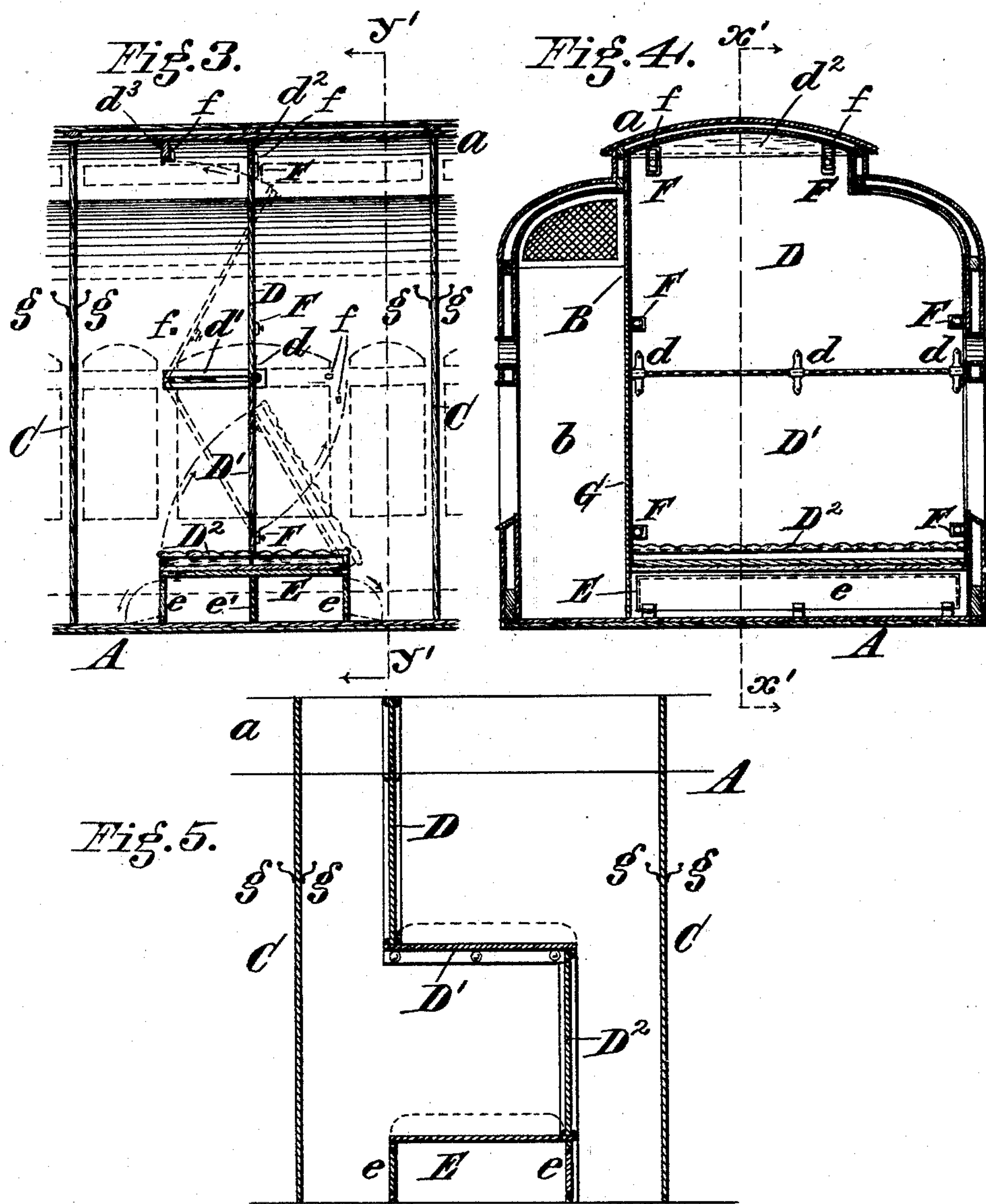
(No Model.)

2 Sheets—Sheet 2.

C. L. LOCKWOOD.
STATE ROOM FOR CARS OR SHIPS.

No. 486,049.

Patented Nov. 8, 1892.



Witnesses
J. C. Robinson Jr.
C. B. Donaldson.

Inventor
Charles L. Lockwood,
By his Attorney
John E. Jones.

UNITED STATES PATENT OFFICE.

CHARLES L. LOCKWOOD, OF COVINGTON, KENTUCKY, ASSIGNOR TO HIMSELF,
JOHN W. SHRAGUE, AND GUSTAVUS A. SHRAGUE, OF CINCINNATI, OHIO.

STATE-ROOM FOR CARS OR SHIPS.

SPECIFICATION forming part of Letters Patent No. 486,049, dated November 8, 1892

Application filed April 4, 1892. Serial No. 427,692. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. LOCKWOOD, a citizen of the United States, residing at Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Sleeping and Private Apartments or State-Rooms for Passengers on Railway-Cars, Ships, Boats, and other Structures, of which the following is a specification.

My invention relates to sleeping-apartments or state-rooms on railway-cars, ships, boats, and the like; and it consists in certain novel features of arrangement, construction, and application, as hereinafter fully explained, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a broken longitudinal sectional elevation on line $x x$ of Fig. 2, showing a portion of a railway-car with my invention applied thereon, the same being shown in position for sleeping use at night; Fig. 2, a transverse sectional elevation on line $y y$ of Fig. 1; Fig. 3, a view similar to Fig. 1 on line $x' x'$ of Fig. 4, but showing the parts in the position in which they are arranged for day use; Fig. 4, a view similar to Fig. 2 on line $y' y'$ of Fig. 3; and Fig. 5, a view similar to Fig. 1, but showing a modified form having a stationary berth-partition.

A represents a fragmentary or broken-off portion of a railway-car to which my invention herein is especially adapted.

a is the customary elevated roof or so-called "double deck," and B a longitudinal partition or inner wall running the length or that portion of the car usually devoted to sleeping-berths.

b represents an aisle or side passage between partition B and one side of the car.

C represents each one of a series of transverse ordinary or blind partitions arranged at suitable intervals apart along said partition B, the outer wall of the car, together with every two partitions C and said partition B, forming a large state-room or section. This state-room or section I divide into two distinct apartments by means of an angular or stepped berth-partition preferably constructed, arranged, and manipulated as I shall now describe. Each of these angular berth-par-

titions is composed of three leaves or divisions D, D', and D², the division D being an upright or vertical one at all times and both those D' and D² being adapted to be disposed either vertical or horizontal, as circumstances may require.

The divisions D and D' are preferably connected together along their contiguous edges by means of hinges d or other suitable means, and one edge of division D² is hinged to a hollow base E, the latter having lids or drop-doors e , and thereby adapted to be used as a locker or receptacle for the bed-clothing or other articles. The opposite ends of the joint formed by the contiguous edges of divisions D and D' may be provided with studs or rollers, which project into and travel in slotted plates d' , set in both the wall of the car, as shown in Figs. 1 and 3, and partition B. The contour of division D is made to correspond with the upper contour of the car within the partition B, and fillings d^2 and d^3 are used to close the gap or opening between the upper edge of said division D and the ceiling of the elevated roof a .

F represents each one of a number of latch-bolts secured along the outer edges of the several divisions D, D', and D² and engaging suitable sockets f in the car wall and partition B. The fillings d^2 and d^3 provide substantial socket-bearings for the latch-bolts on the upper edge of division D.

G represents each one of a series of doors in partition B, closing an independent doorway leading to each apartment and opening either into the apartment or the aisle b , as desired.

In the operation of my improvement each section is divided into two apartments for day use or arranged in their normal conditions by having the division D² down in its horizontal position on the locker base or receptacle E and both the divisions D and D' in their central vertical position, forming one continuous vertical partition, as clearly shown in Fig. 3. The upper face of division D² is upholstered to provide a suitable seat for the occupants at either side the partition-division D', as also clearly shown in said Fig. 3. The upper end of division D is securely bolted in place in connection with the filling d^2 , and the lower

edge of partition D' rests on the middle portion of the division D^2 and is properly bolted thereto, the intermediate bolts between the top of division D and bottom of division D' also properly engaging the car wall and partition B to sustain the partition in its upright position, as shown in Fig. 4.

For night use or sleeping purposes the inner section-partition is manipulated as indicated by the arrows and in dotted lines in Fig. 3, the result of the operation being that shown in Fig. 1, in which the vertical division D has been brought forward with its upper end adjacent and bolted to the filling d^3 and its lower end supported in the forward ends of the several slotted plates d' , the division D' raised on its hinges d to a horizontal position and supported at its forward edge or joint with the division D in the said slotted plates d' and resting at its rear or free edge on the division D^2 , which has also been swung on its hinges to an upright position. The division D' in its horizontal position forms a bottom for the upper berth and a top for the lower berth, both said berths being located between two blind partitions C , but each opening into an independent apartment or room having a separate and independent doorway leading to the main aisle or side passage b . These apartments between each pair of blind partitions C form a full section or double state-room, one apartment or room being perfectly independent of and isolated from the other and the occupant of one apartment in a section absolutely unobservable by and separated from the occupant of the other apartment or others in the car, as is very clearly obvious. Sufficient space is thus provided whereby each passenger may readily robe or disrobe without exposure, no cumbersome curtains or screens being necessary, as in the form of sleeping-cars in general use. A horizontal row of hooks g is attached at a suitable height above the floor on both sides of each upright blind partition C , upon which the passengers may properly hang their clothes or wearing-apparel and thereby obviate the very inconvenient and annoying necessity of placing said clothes in the several berths with them, as heretofore practiced. Upholstering may also be provided on one or both faces of the division D' to form proper yielding or padded seat-backs for the passengers in both apartments when said division is set on edge vertically, as shown in Fig. 3. A blind partition e' is preferably provided in each locker E to support or strengthen the middle of the seat-division D^2 and also prevent any communication or under passage from one apartment to the other. The construction and manipulation of the divisions D , D' , and D^2 , as hereinbefore described, enable me to build each section of somewhat smaller and more compact dimensions than the sleeping-apartments heretofore and now in use—viz., by arranging the divisions D and D' over the middle of division D^2 , as shown in Fig. 3, and

thus centrally dividing each section into two equal parts or apartments, each of which apartments I am enabled to enlarge for night or sleeping purposes to the entire extent of the double seat, as shown in Fig. 1.

It is obvious that for absolute privacy and a desire on the part of the passenger to remain entirely unobserved or otherwise isolated in his room throughout his journey a general toilet-service could be readily arranged on the side or in the corner of each apartment, occupying but little space and obviating the necessity of going to the lavatory, which is very inconveniently and embarrassingly used by all the passengers in common in cars as heretofore made.

Instead of making the central partition in each section a knockdown affair, as hereinbefore described, it could obviously be made a permanent feature or stationary in double-rectangular form, as shown in the modification, Fig. 5. This plan is best adapted to boats and ships where the passengers have plenty of room outside for moving about, which is not the case in railway-cars, where the confinement is in a way unavoidable. Double upper and lower berths are provided in this form the same as in the other, each opening into a separate apartment or room whose occupants are perfectly independent and unobservable one from the other. Each apartment has its own particular doorway leading to a side passage or main cabin, as the case may be, and there is no danger or necessity of contact or observation between passengers occupying said upper and lower berths of a section, thus practically furnishing each passenger with a room having a double berth therein separate and apart from all others and fully utilizing the entire space to the very best advantage. It is also obvious that the bolt device shown in the first four views could be connected, so as to operate simultaneously, by means of rods or levers, as in the boltwork of safes and the upper berths of sleeping-cars in general use, and thereby facilitate the handling of the several divisions D , D' , and D^2 ; but as this mechanism forms no material or essential part of my invention herein I do not deem it necessary to either describe or show it in detail herein. It is further obvious that if a party wishes to take an entire section the divisions D and D' of the movable partition could be arranged in a single vertical line at one edge of the lower berth in this wise: Say that the division D remain as shown in Fig. 1. Then division D' would be dropped on its hinges to a vertical position in line therewith and the division D^2 would of course lie in its normal position on the locker or base E . Said party could thus have the entire section without the necessity of the attendant changing the central partition for either day or night use during the trip, and more space would thus be available in one apartment for said whole-section passenger.

In the daytime light of course enters from the usual car-windows; but at night lamps could be provided in each apartment or light admitted from lamps in the aisle through translucent panels made in the doors and partition B. These separate apartments are well adapted for accommodating the sick, who are perfectly isolated and free from the many annoyances and embarrassments of the constant passing of persons to and fro through the car. Both strict privacy and best means of security against robbery are also particularly-good features of my construction herein, as the door of each apartment may be locked and bolted from within, and the passenger can retire and rest with almost all the comforts and feelings of safety usual at home.

It will be seen from the foregoing that each pair of apartments divided by said central movable or knockdown partition can be readily converted into a night or sleeping room from a day or sitting room, or vice versa, or said partition removed altogether to form one large room for any special purpose, as desired.

What I claim is—

1. A private section or state-room for railway-cars, ships, boats, and other structures, having a stepped or double-right-angled partition therein, whereby it is divided into two separate and independent apartments, the upper angle of said partition forming an upper reclining receptacle or double berth opening into one apartment and the lower angle forming a lower receptacle or double berth directly beneath said upper berth and opening into the other apartment, and each apartment having its own independent doorway, substantially as herein set forth.

2. A state-room composed of two side and two end walls having a central zigzag partition extending from one end wall to the other and composed of an upper vertical division D,

a central horizontal division D', and a lower vertical division D², whereby it is divided into two independent private apartments, one having an upper berth and the other a lower berth, and each entered by independent doorways in said walls, substantially as herein set forth.

3. A section or state-room for railway-cars, ships, boats, and other structures, having a stepped or double-right-angled partition therein, whereby it is divided into two separate apartments, the upper angle forming an upper receptacle or berth which opens into one apartment only and the lower angle forming a lower receptacle or berth which opens into the other apartment only, the lower end of said partition resting on a base E, the latter forming the bottom of said lower berth, and each apartment having its own independent doorway, substantially as herein set forth.

4. A section or state-room for railway-cars, ships, boats, and other structures, having a stepped or double-right-angled partition therein, whereby it is divided into two separate and independent apartments, said partition being composed of three separate movable leaves or divisions D D' D², the division D being always a vertical one and hinged or otherwise freely jointed to the division D', the division D' being adapted to be disposed either horizontal or vertical, and the division D² being also adapted to be disposed either vertical or horizontal, all the parts being arranged, constructed, and adapted to be operated substantially as and for the purpose specified.

In testimony of which invention I have hereunto set my hand.

CHARLES L. LOCKWOOD.

Witnesses:

JOHN W. SHRAGUE,
G. A. SHRAGUE.