

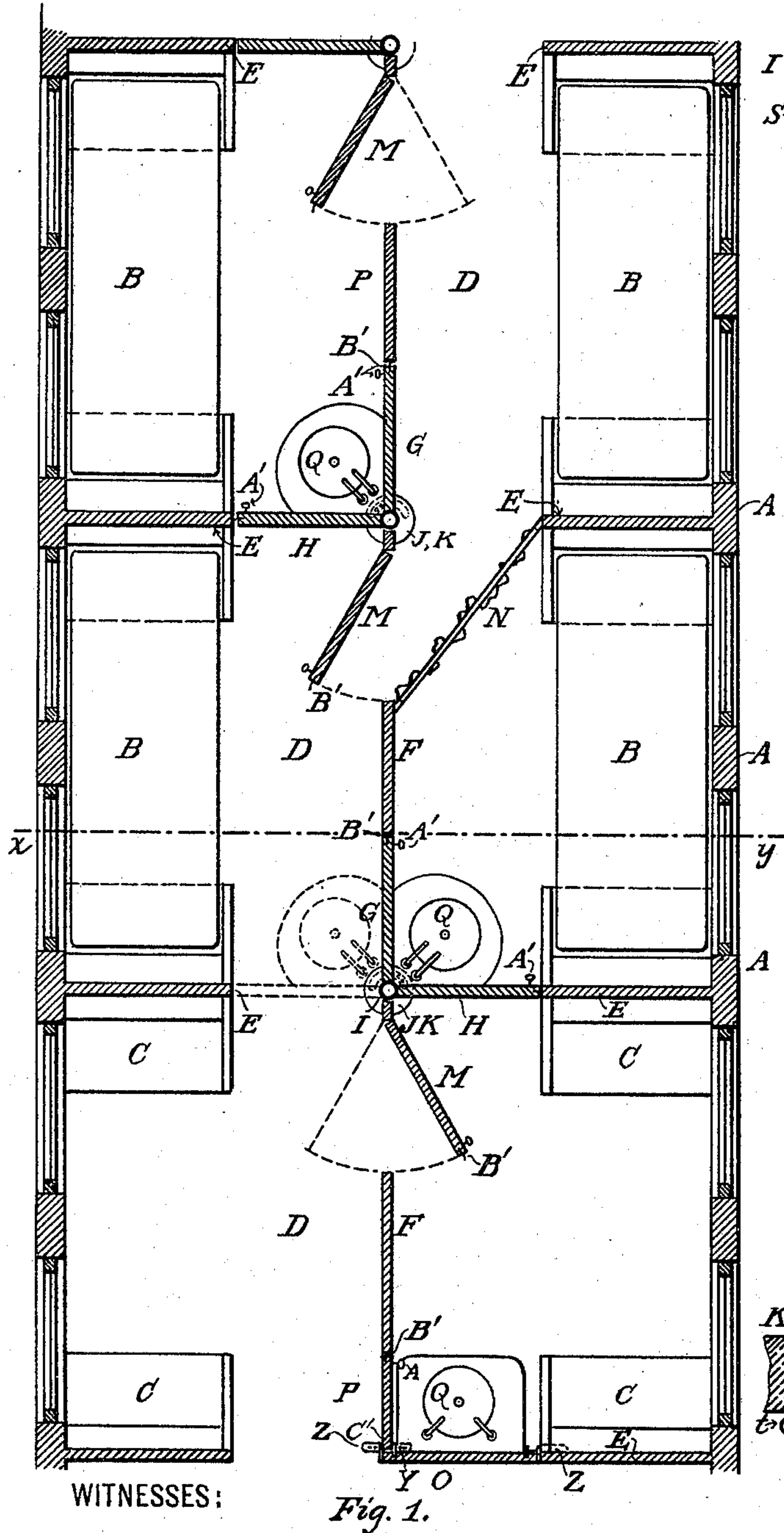
(No Model.)

3 Sheets—Sheet 1.

E. FLAGG.
BOUDOIR CAR.

No. 585,954.

Patented July 6, 1897.



WITNESSES:

Wm. H. Derrigan Jr.
James J. Rogers

Fig. 1.

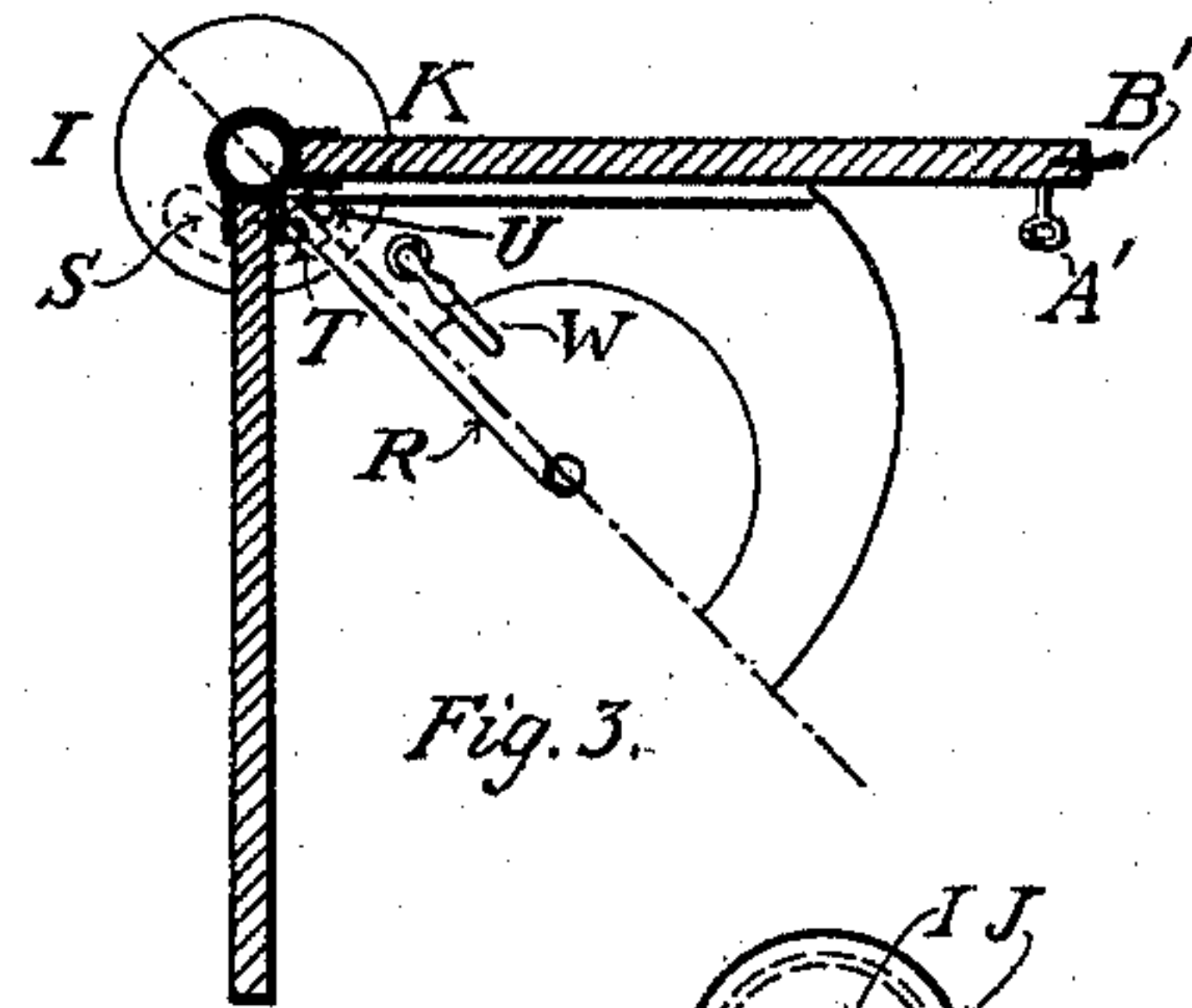


Fig. 3.

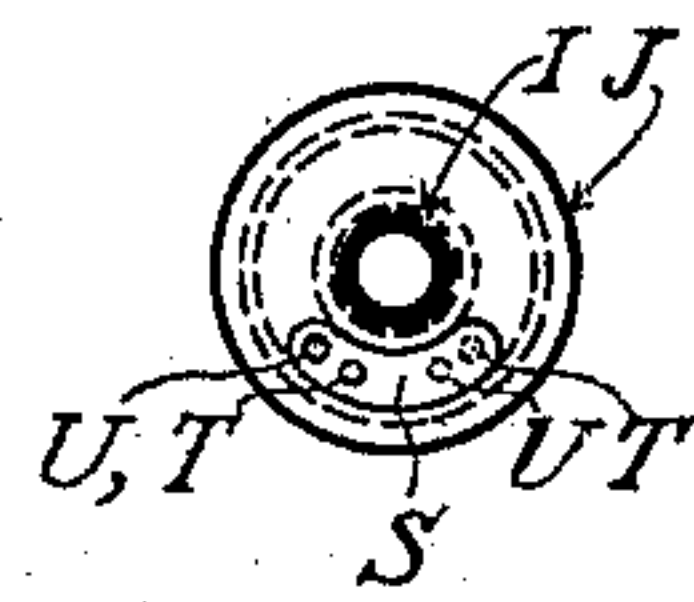


Fig. 5.

Fig. 6.

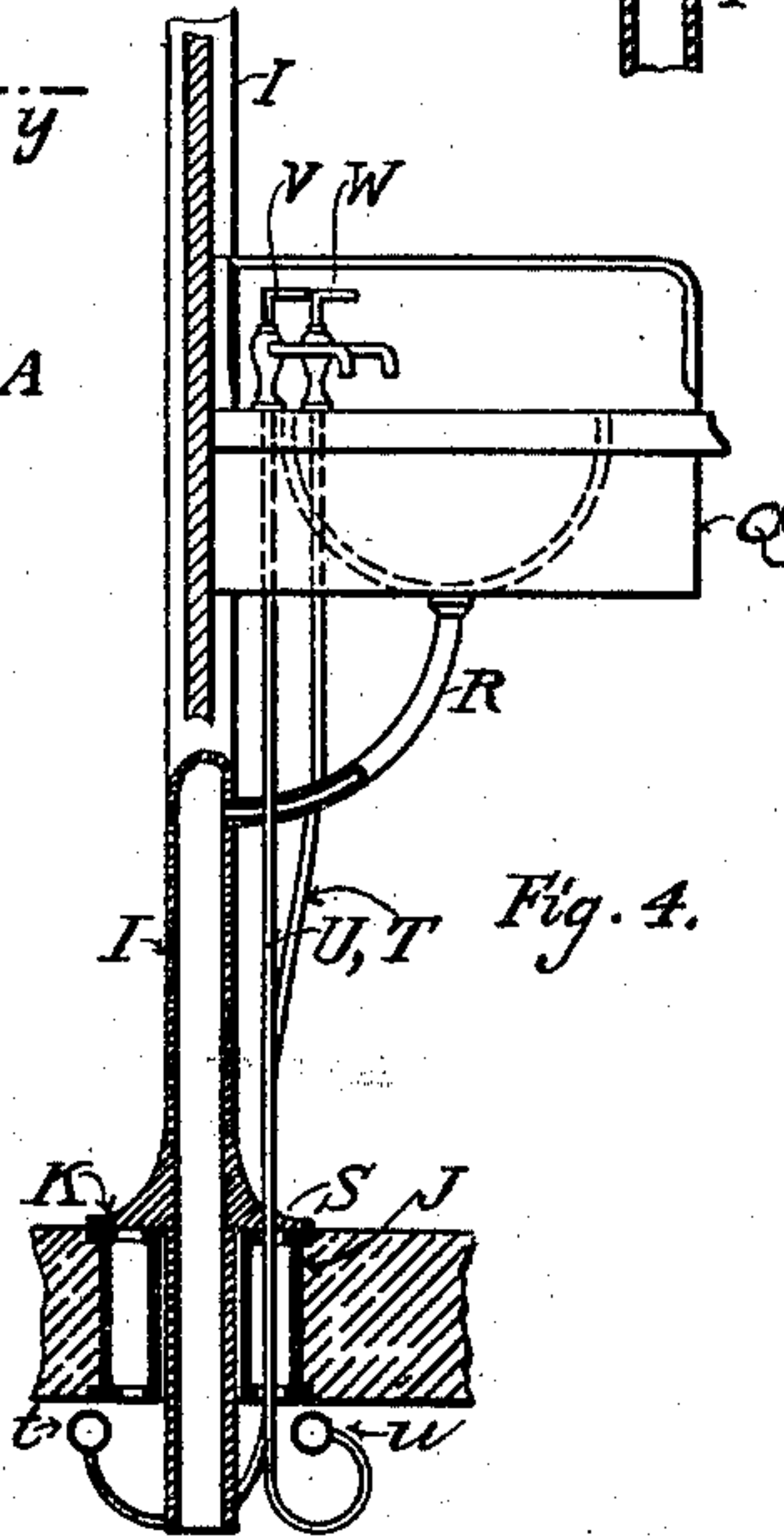


Fig. 4.

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(No Model.)

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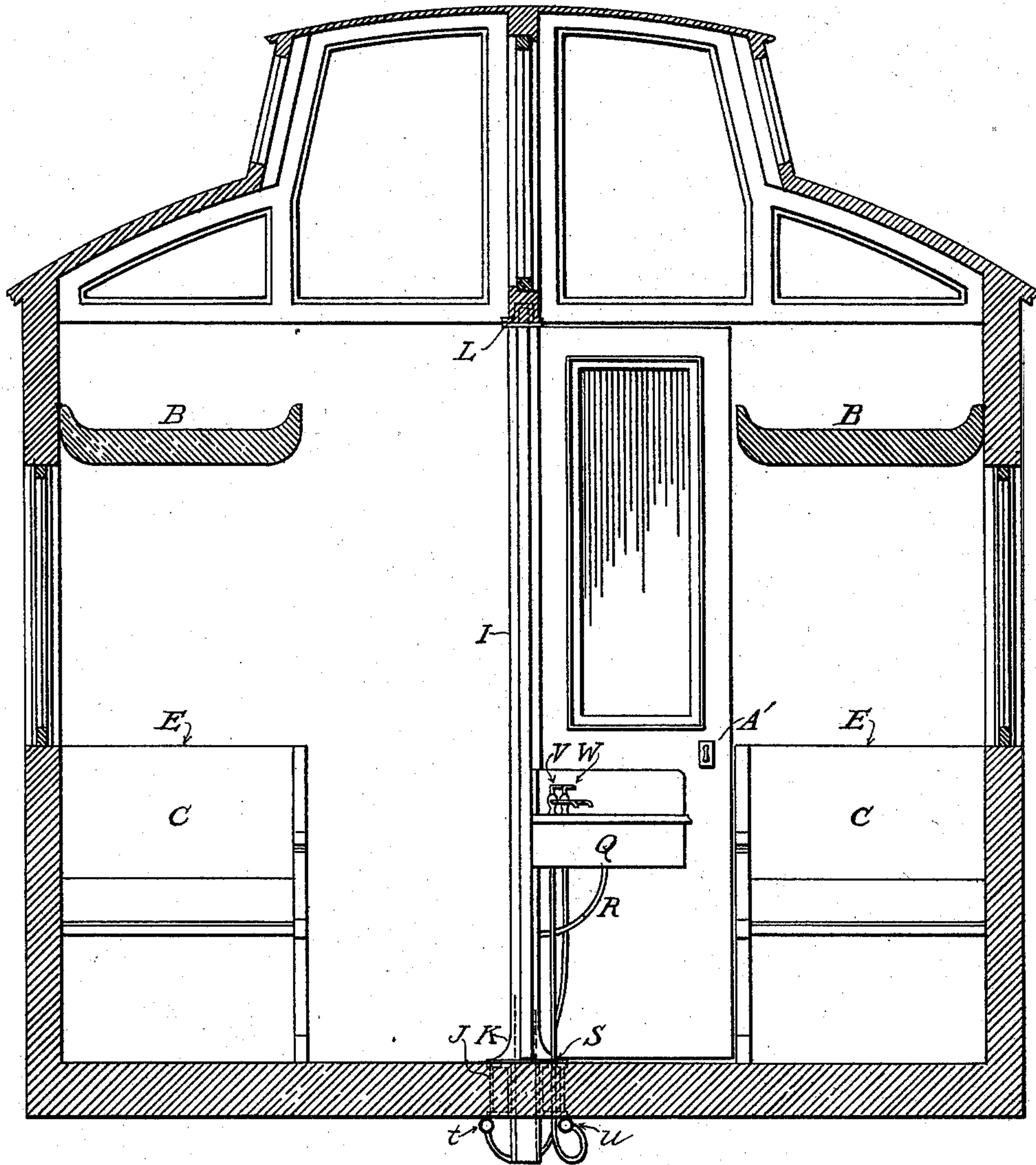


Fig. 2.

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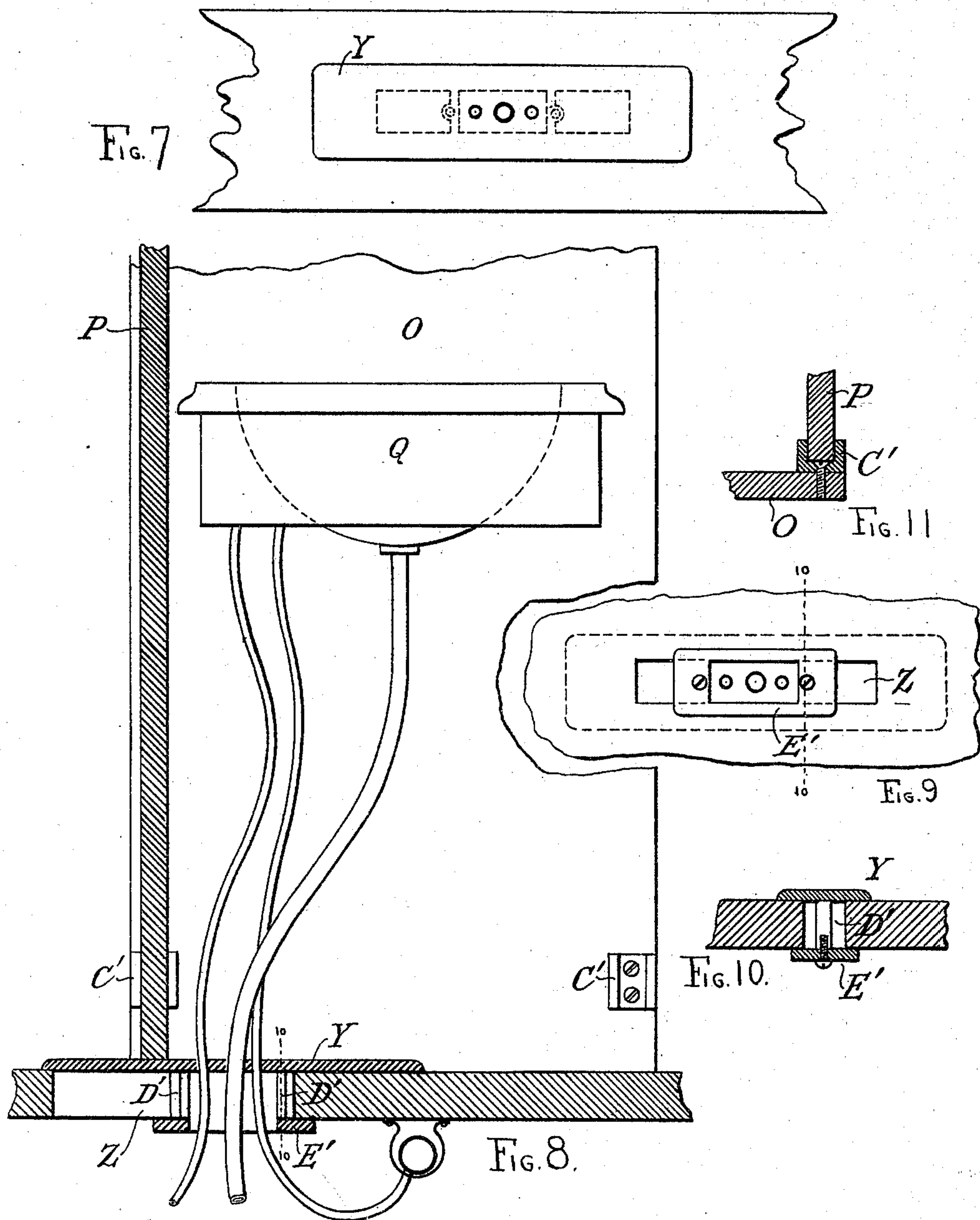
(No Model.)

3 Sheets—Sheet 3.

E. FLAGG.
BOUDOIR CAR.

No. 585,954.

Patented July 6, 1897.



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UNITED STATES PATENT OFFICE.

ERNST FLAGG, OF NEW YORK, N. Y.

BOUDOIR-CAR.

SPECIFICATION forming part of Letters Patent No. 585,954, dated July 6, 1897.

Application filed February 16, 1897. Serial No. 623,732. (No model.)

To all whom it may concern:

Be it known that I, ERNST FLAGG, a citizen of the United States, residing at New York city, in the county and State of New York, have devised certain new and useful Improvements in Boudoir-Cars, of which the following is a full and true description, reference being had to the accompanying drawings, wherein similar letters refer to like parts in the several views.

The object of my invention is to provide boudoir-cars for railways with series of cooperating fixed and movable panels, doors, and curtains, in connection with a number of berths arranged end to end on both sides of the car, whereby inclosed sections, securing privacy, may be formed at either one side or the other of the car, as desired, without decreasing the number of available berths and seats.

My invention also has for its object to provide washbasins for the said sections, the basins and the supply and waste pipes connected therewith being arranged to be shifted from one side of the car to the other when the sections are changed.

Heretofore there have been several classes of boudoir-cars in use. One class has a number of berths arranged end to end along both sides of the car, curtains being hung in front of said berths when being used.

A second class of boudoir-cars is like the one above named, with the addition of one or more inclosed permanent sections or state-rooms at one or both ends of the car near the entrance from the vestibules. Another class has a number of permanent sections or state-rooms on both sides of the car at intervals, those on one side being diagonally opposite those on the other side, a zigzag passage-way separating all the sections or state-rooms from each other and running lengthwise of the car. Still another class has a straight passage-way running one-half of the length of the car on one side and then crossing the car and running one-half the length on the other side, with compartments opening off from each passage-way. A variation of this last form is a straight passage-way running on one side of the car for its entire length and with com-

partments opening off therefrom and all being permanently on one side of the car.

In the classes of boudoir-cars which contain state-rooms these state-rooms have been permanently situated, and it has not been possible to shift such state-rooms from one side of the car to the other to meet the convenience or wishes of the passengers. Frequently passengers wish to have a state-room with a window and seats on one side of the car for some reason, while others may prefer the other side, or it may even be desirable to shift from one side to another during the same journey. In the present classes of cars these wishes cannot readily be met, but in my improved boudoir-car the changes can be quickly and easily made.

Referring now to the accompanying drawings, Figure 1 is a plan view, in longitudinal section, of a part of my new boudoir-car. Fig. 2 is a cross-sectional view on the line xy of Fig. 1. Fig. 3 is a plan view of one of the swinging panels. Fig. 4 is an end view of a portion of said panel, showing washbasin and the connection of the supply-pipes for the basin with the main supply-pipes. Fig. 5 is a top view of the slotted socket extending through the floor of the car. Fig. 6 is a sectional detail of the upper socket for the swinging frame. Fig. 7 is a top view of a portion of the floor and of a form of cover-plate used when sliding panels are substituted. Fig. 8 is a partly-sectional view showing the sliding panel and pipe connections. Fig. 9 is a bottom view of Fig. 7. Fig. 10 is a sectional view on the lines 10 10 of Figs. 8 and 9. Fig. 11 is a detail showing the engagement of the removable panel by the keeper of the sliding panel.

A is the body of the car.

B B are the upper berths.

C C are the car-seats, which are convertible into berths.

D is the passage-way between the lines of berths.

E E are the seat-backs, defining the ends of the upper and lower berths. These backs support the usual panels which separate successive upper berths from each other.

There are a number of short longitudinal

partitions F F placed at intervals along the central line of the passage-way. Each of said partitions is situated about half-way across a line running from the center of one berth to the center of a berth on the opposite side of the car.

In addition to the short longitudinal partitions F, I have provided a number of movable panels which may be shifted from the central line of the passage-way to either side thereof. Two forms of these panels are shown in the accompanying drawings. One form consists of a frame which has panels G H, both secured at one end to a central support I. These supports I are secured at the top and bottom in the center of the passage-way and at points which are substantially in line with opposite seat-backs E. At their lower ends the supports rest in sockets J in the floor of the car. Flanges K are formed upon the supports for longitudinally supporting them. At their upper ends the supports are held in sockets L. Preferably the supports I are tubular and extend through the bottom of the car, passing through the sockets, which are also made tubular for the purpose. The tubular supports, while giving the requisite strength and lightness in construction, may be used for carrying off the waste water, as hereinafter described.

By swinging a frame the state-room may be changed from one side to the other of the center of the passage-way. In either position the end of one panel is flush, or nearly so, with a seat-back E, and the end of the other panel is flush, or nearly so, with one end of a short partition F, thus forming a side wall and a considerable portion of the longitudinal wall of a state-room.

The state-room may be completed by swinging the next succeeding frame in the same direction as the first-named frame and by providing a door or curtain which extends from the upper end of the short partitions F to the tubular support I. For this purpose doors M may be provided, said doors being adapted to swing in both directions. The manner of completing the state-room just described can only be used when the panel-frame of the next succeeding state-room is swung in the same direction, so that that state-room is on the same side of the car as the first-named room. If successive rooms are desired on opposite sides, a curtain N is hung so as to close the space from the end of the partition F to the end of the seat-back. This makes a smaller room than when the doors are used, but it is necessary in order to keep the main passage-way unbroken. In every case, however, there will be a state-room containing one or more berths on one side of the car and separated by a passage-way from one or more berths on the opposite side of the car.

In my new car any number of state-rooms can be at either side of the car, while the number of berths which are not included in state-rooms will not be decreased.

If the state-rooms are all on one side of the car, the passage-way will be in a direct line throughout the car. If rooms are on both sides of the car, the passage-way will be more or less irregular.

I have also shown another arrangement of movable panels for shifting the state-rooms.

Referring to the lower portion of Fig. 1, O is a panel which is arranged to slide across the passage-way, being suitably supported for that purpose in any of the ordinary ways applicable to sliding panels—for example, suspended from an overhead rail or truck extending across the car. P is a panel which is removed to allow panel O to slide and is then replaced. The sliding panel O and removable panel P may be substituted for the swinging frames hereinbefore described.

Each of the state-rooms may be provided with washbasins, having faucets and connections with a water-supply. The state-rooms being arranged to be shifted, the basins and connections must also be shifted with them. This may be done by securing the basins Q to the movable panels.

In the case of the swinging frames first described the basin may be secured to either panel G or panel H or to both. The waste-pipe R may open directly into the tubular support I and discharge therethrough. A circular slot S is cut in the floor of the car, through the socket J, to allow the passage of flexible supply-pipes T and U for hot and cold water, which are connected to the main supply-pipes *t* and *u*, extending lengthwise of the car and underneath the same. V and W are the faucets for supplying hot and cold water to the basin. The slot S is covered by the flange K, through which holes are tapped for the passage of the pipes T U.

When the sliding panels O are used, the basin is attached directly to the panel O and is slid across the car with the panel. A slot Z is cut in the floor of the car in this connection and is partially covered by a plate Y, which plate is independent of the panel O. In order to slide the basin across the car, the removable panel P is taken away, and is replaced when the panel O is in its new position.

The waste-pipe R can, if desired, discharge directly through the socket J. Similarly the supply-pipes T and U can be housed in the tubular support, and in the latter event the holes through the socket may be dispensed with.

The swinging panels G are provided with locks or latches A', and the ends of the seats E and partitions F are provided with corresponding keepers, whereby the sections may be locked in position. The removable panel P may also be provided with a lock or latch for the same purpose. B' B' are flexible strips, preferably of rubber, secured to the edges of the movable panels and doors for closing the spaces between the adjusted parts, assuring privacy. C' C' are metallic keepers attached to the sliding panel O at opposite

sides of the basin. They hold the removable panel P in position at one of its edges, the other edge being locked to the partition F.

The details of construction hereinbefore described may be departed from as experience and skill may suggest, but still be within the limits of my invention.

When the sliding panels O are substituted for the swinging frames, I may employ a somewhat different arrangement of floor-slot and cover for the water supply and discharge pipes. Referring especially to Figs. 7 to 10 inclusive, it will be seen that the cover-plate Y is longer and wider than the slot Z, which it covers. The plate Y has a limited sliding movement lengthwise of the slot. It is provided with openings through which the supply and discharge pipes pass, and carries cross-braces D' D' upon its under side. The plate is held in place (but is free to slide lengthwise of the slot) by a bottom plate E', secured to the cross-braces by screws. Said bottom plate is wider than the slot Z and is provided with a rectangular opening for the passage of the pipes. If it is desired to slide the panel O and basin Q to the other side of the car, the panel P is first withdrawn from the keeper C' and pushed or drawn back far enough to permit the basin to pass. Then the panel O is slid as desired, and the cover-plate Y is also slid across the car as far as the cross-braces D' permit. The panel P is then pushed back to its original position, engaging the keeper C' which is opposite the keeper which it first engaged.

Any suitable devices for supporting or guiding the upper end of sliding panel O may be employed.

What I claim is—

1. In a boudoir-car, two berths or seats one at each side of the car, a passage-way between the berths, a longitudinal partition placed near the center of the passage-way and at or near the central line of the two opposite berths, and movable panels adapted to extend from one end of the short partition to one end of either one of two opposite berths; in combination with a movable curtain or panel extending from the other end of the said short partition, to either of the opposite ends of the said berths, substantially as and for the purpose described.

2. In a boudoir-car, two berths or seats, one at each side of the car, a passage-way between the berths, a longitudinal partition placed near the center of the passage-way, one or

more movable panels adapted to extend from one end of the short partition to one of the opposite ends of the berths, a basin secured to one or both of the panels and movable therewith, and supply and waste connections movable with the basin, substantially as and for the purpose described.

3. In a boudoir-car, two berths or seats, one at each side of the car, a passage-way between the berths, a longitudinal partition placed near the center of the passage-way, a frame consisting of two panels secured together at an angle to each other, and arranged to swing upon a pivot which is between the opposite ends of the berths, a basin secured to the inner part of the frame and movable therewith, and supply and waste connections movable with the basin, substantially as and for the purpose described.

4. In a boudoir-car, two berths or seats, one at each side of the car, a passage-way between the berths, a longitudinal partition placed near the center of the passage-way, a movable panel at each end of the berths, adapted to extend part way across the passage-way, additional panels extending from one or both ends of the longitudinal partition to meet the movable panels extending from the ends of the berths, and a door or curtain for the said compartment, substantially as and for the purpose described.

5. In a boudoir-car, two berths or seats, one at each side of the car, a passage-way between the berths, and cooperating panels for inclosing one only of said berths and a portion of the passage-way into a compartment, the arrangement being such that either one of said berths may be inclosed; all in combination with a movable basin, having one or more faucets, and connecting-pipes from a supply-pipe to said faucets, substantially as and for the purpose described.

6. In a boudoir-car, two berths or seats, one at each side of the car, a passage-way between the berths, and cooperating panels for inclosing one of said berths and a portion of the passage-way into a compartment, the arrangement being such that either of said berths or seats may be inclosed, substantially as and for the purpose described.

In witness whereof I have hereunto signed my name this 15th day of February, 1897.

ERNST FLAGG.

In presence of—

ALPHONSE J. PATTERSON,
W. H. BERRIGAN, Jr.

It is hereby certified that the name of the patentee in Letters Patent No. 585,954, granted July 6, 1897, for an improvement in "Boudoir-Cars," was erroneously written and printed "Ernst Flagg," whereas said name should have been written and printed *Ernest Flagg*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 13th day of July, A. D., 1897.

[SEAL.]

WEBSTER DAVIS,
Assistant Secretary of the Interior.

Countersigned:

BENJ. BUTTERWORTH,
Commissioner of Patents.