

No. 731,848.

PATENTED JUNE 23, 1903.

J. W. BOUGHTON.
STATE ROOM FOR SHIPS.
APPLICATION FILED MAR. 20, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

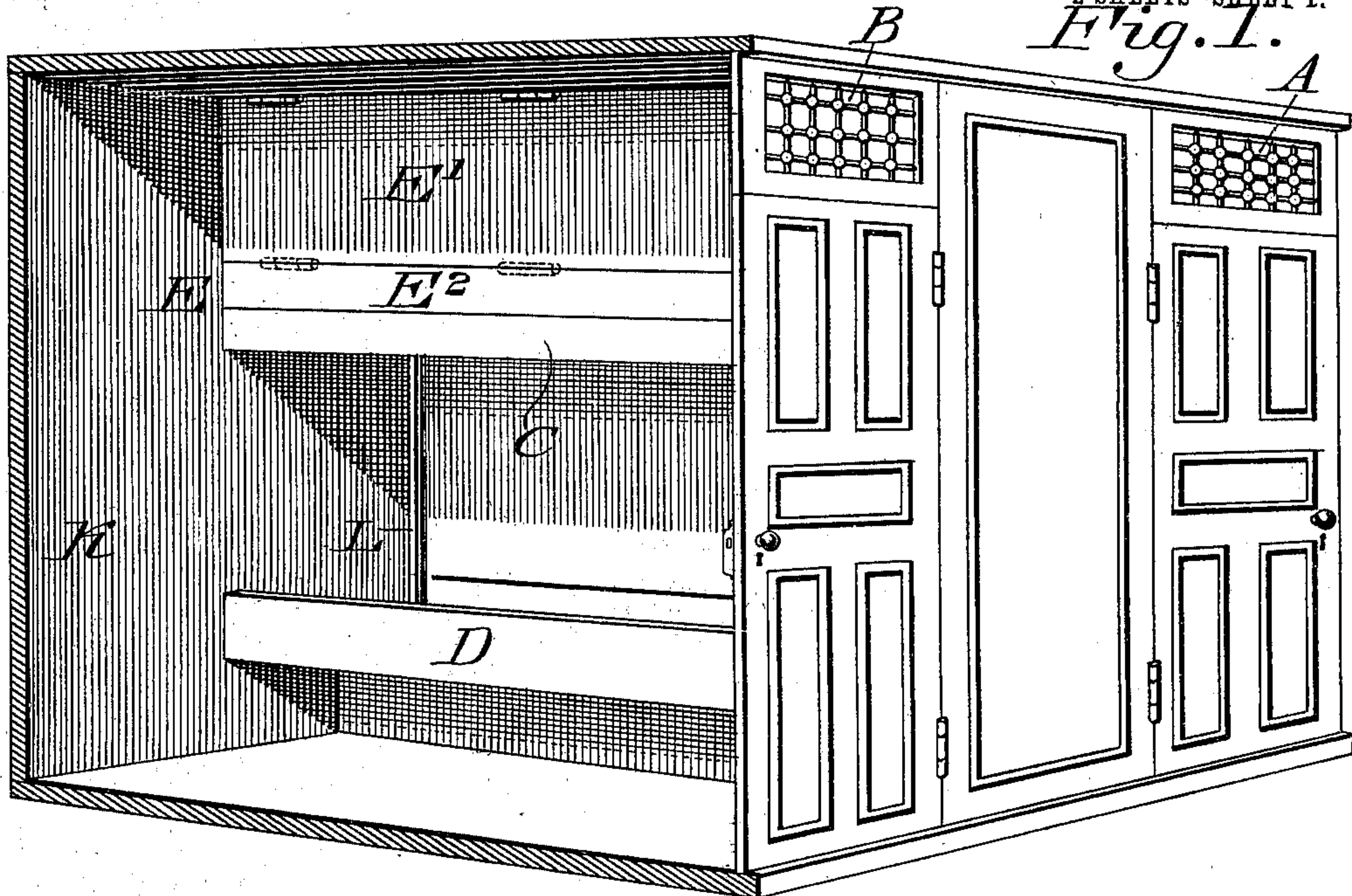
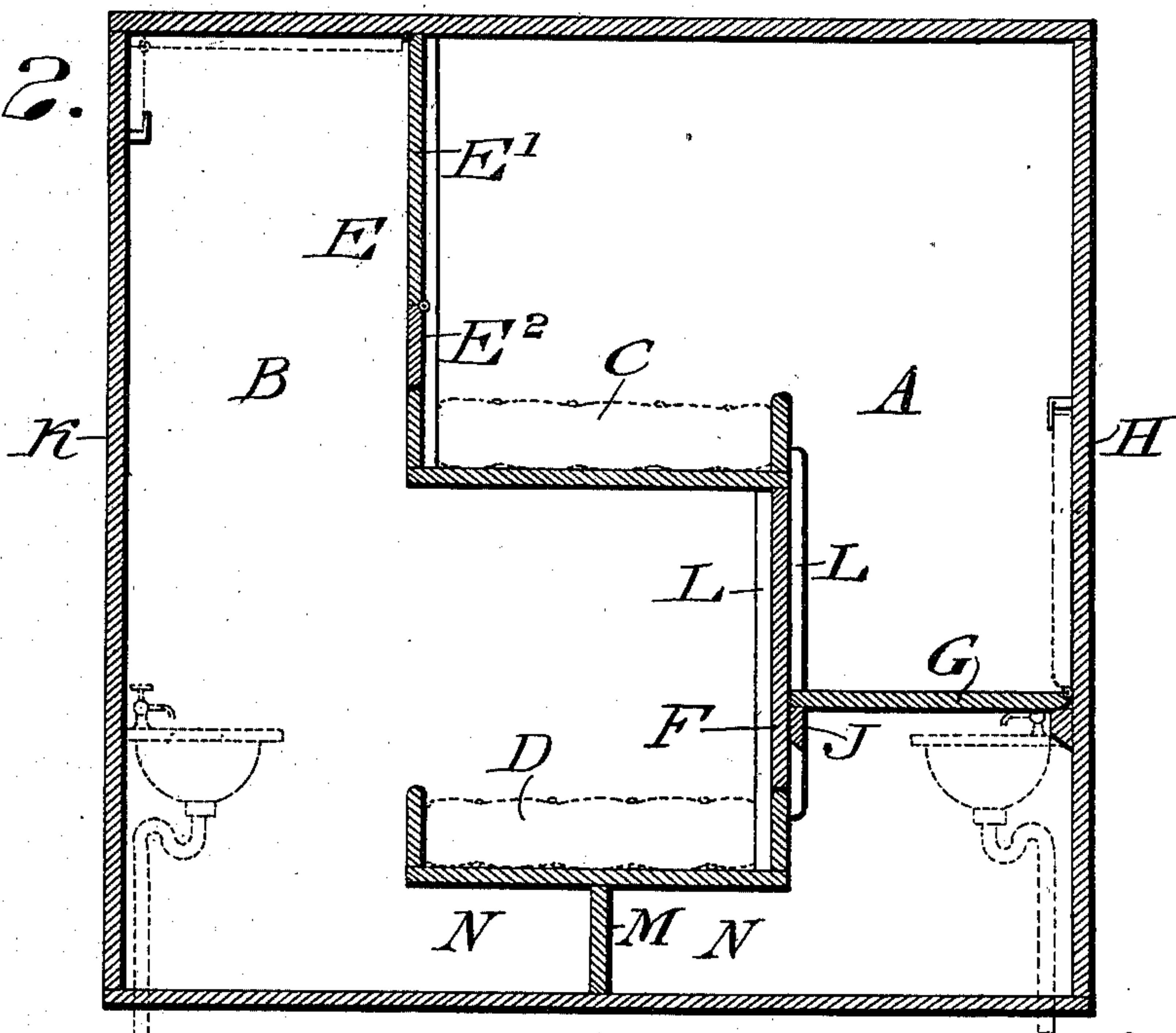


Fig. 2.



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Witnesses

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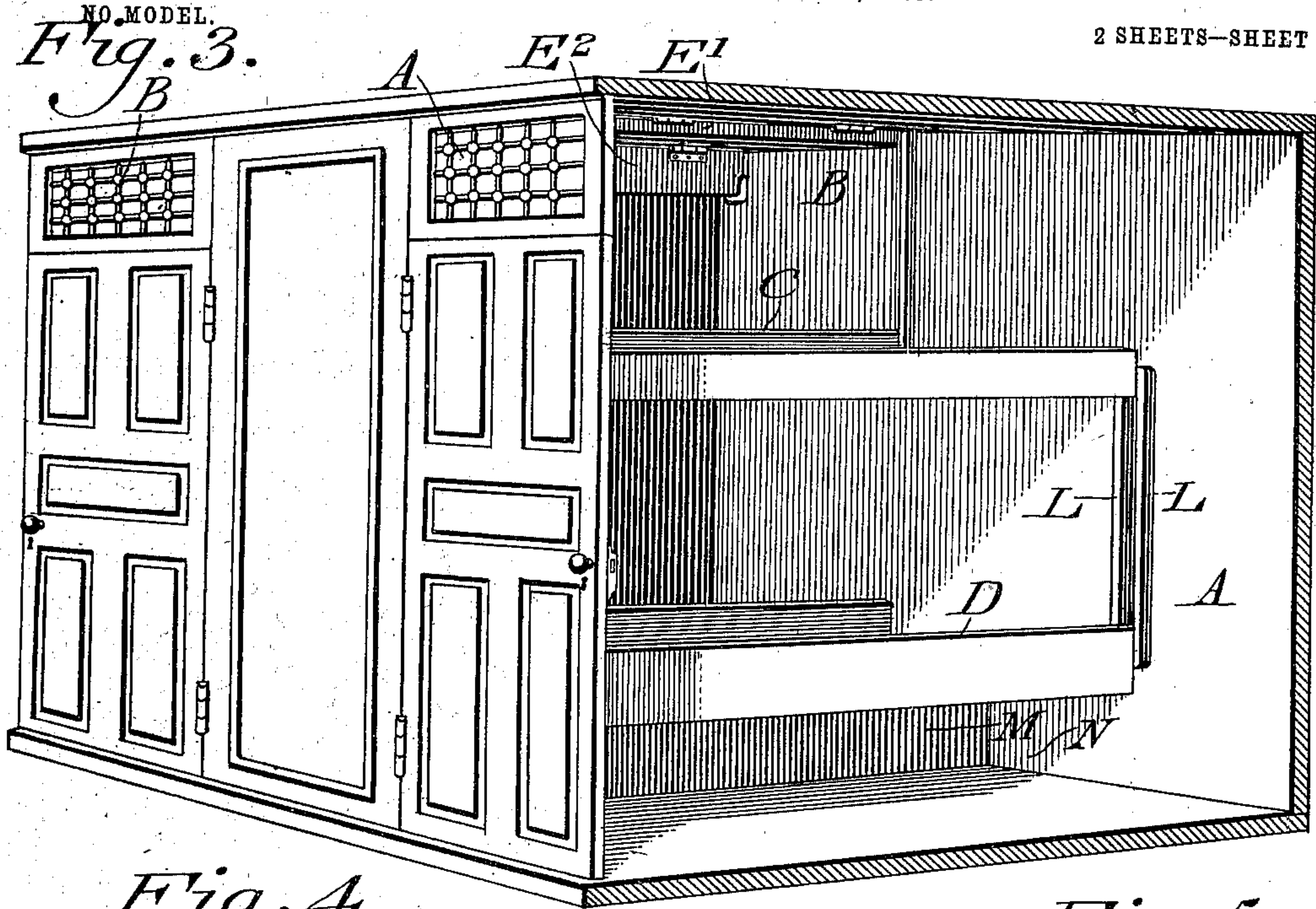


Fig. 4.

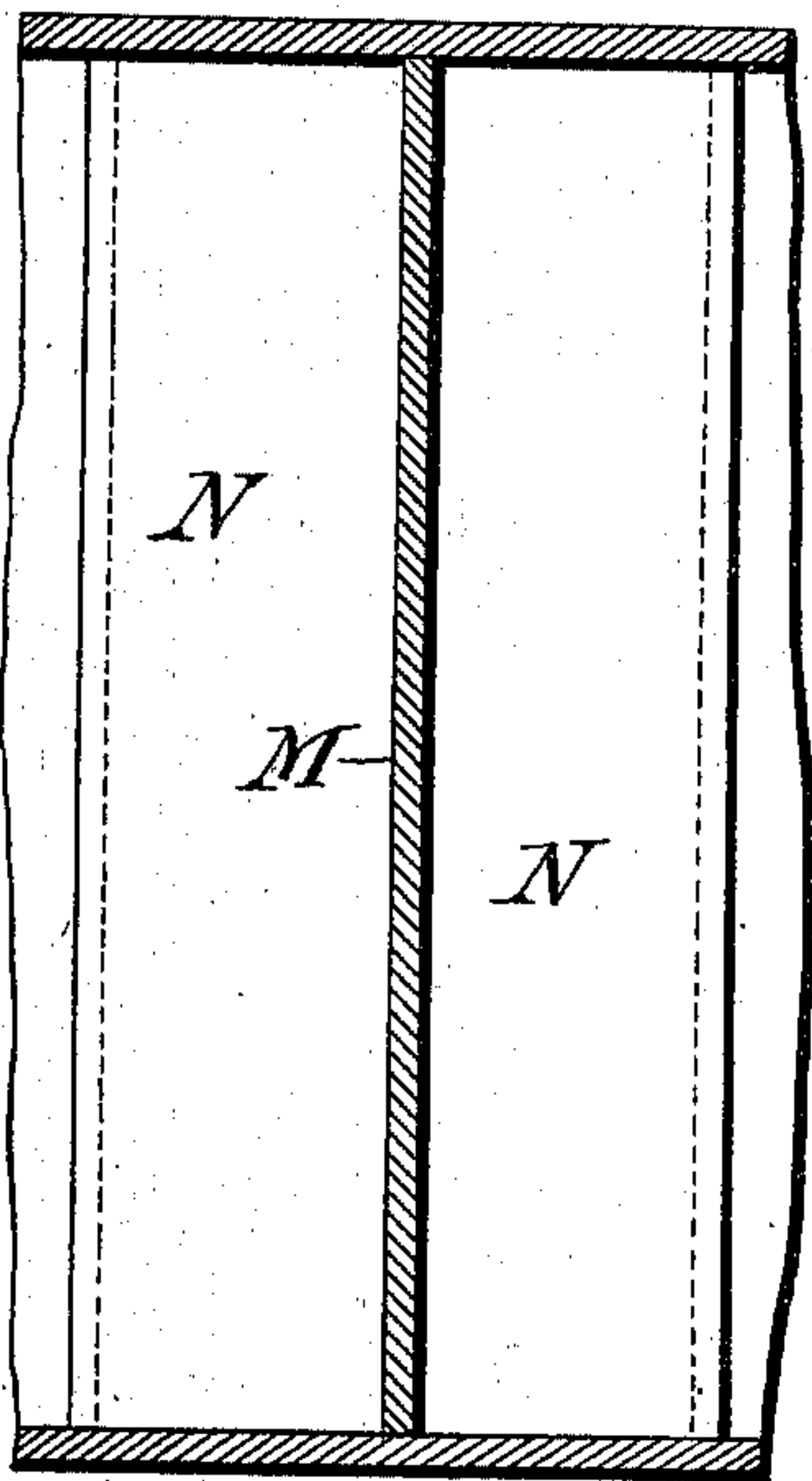
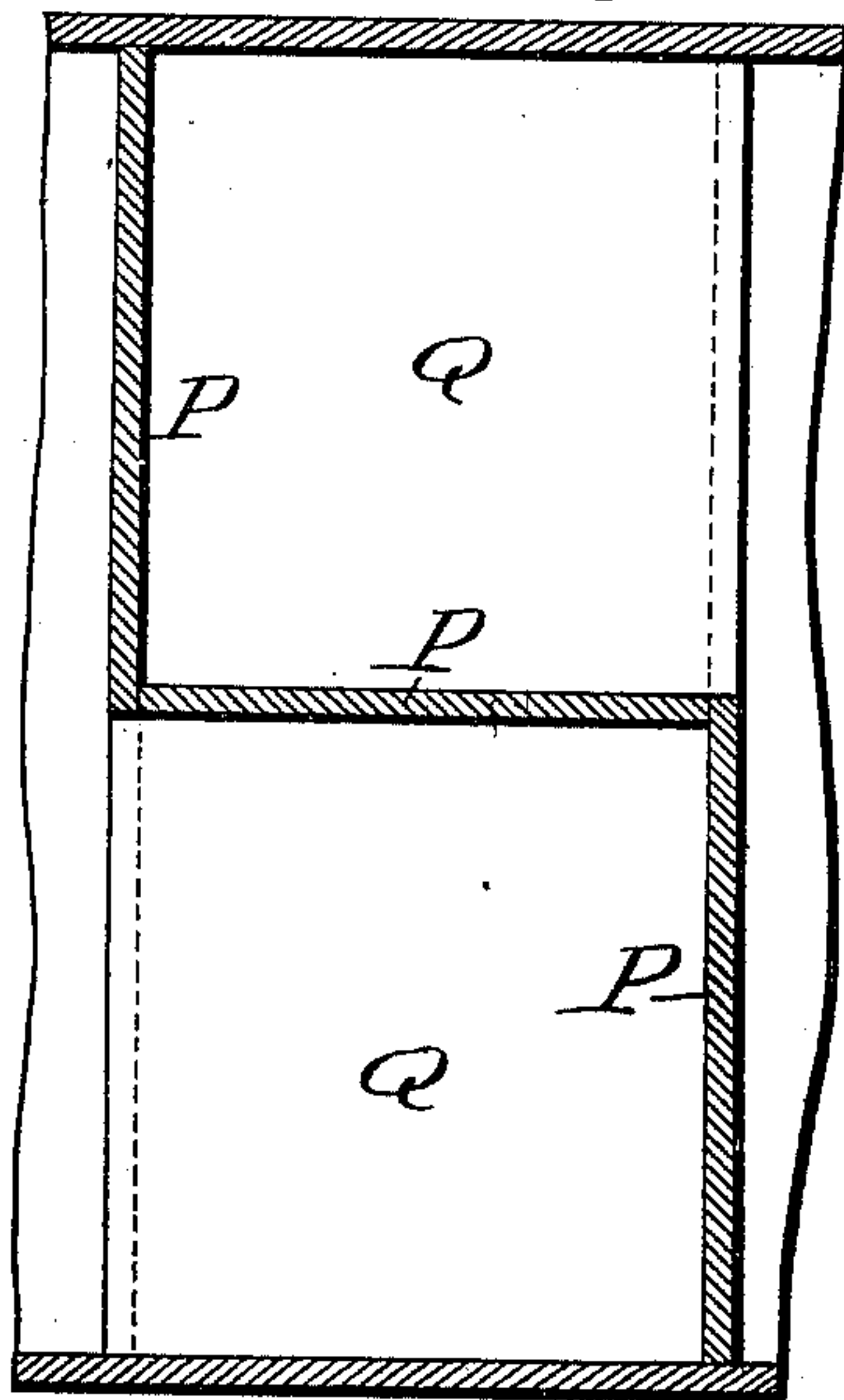


Fig. 5.



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UNITED STATES PATENT OFFICE.

JOHN W. BOUGHTON, OF PHILADELPHIA, PENNSYLVANIA.

STATE-ROOM FOR SHIPS.

SPECIFICATION forming part of Letters Patent No. 731,848, dated June 23, 1903.

Application filed March 20, 1903. Serial No. 148,807. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. BOUGHTON, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented new and useful Improvements in State-Rooms for Ships and Cars, of which the following is a specification.

My invention relates to improvements in state-rooms for ships, cars, &c.; and it consists in forming adjacent rooms so that while each room may have what is termed a "single exclusive berth" therein the rooms may be made to communicate, so that the berths therein are common to both rooms, thus virtually forming a room for a plurality of occupants.

Figures 1 and 3 represent perspective views of a ship's state-room embodying my invention. Fig. 2 represents a vertical section thereof. Fig. 4 represents a horizontal section, looking up, of a portion, showing lockers for adjacent state-rooms. Fig. 5 represents a modification of the lockers.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A and B designate adjoining state-rooms of a ship.

C designates the berth of the state-room A, and D designates the berth of the state-room B, said berth C being above the berth D.

E designates the vertical partition of the state-rooms above the berth C.

F designates the vertical partition of the state-rooms between the two berths, it being noticed that the partition E extends from the top of the state-room to the back of the berth C and that the partition F extends from the front of the berth C to the back of the berth D, it now being evident that the state-rooms and berths are each adapted for a single occupant and that they are without communication other than outside of the said rooms.

As the berth C is above the berth D, the former is readily reached by means of the step G, which in the present case is hinged to the partition H opposite to the partition F, so as to be placed in horizontal position and supported on the shoulder J on the partition F and when not required for use to be readily folded out of the way.

It will be noticed that each state-room has

its own door and that the berths are closed from each other. In order, however, to place the two state-rooms in communication, I form the partitions E and F, whereby they may be moved or removed. For this purpose in the present case the partition E is formed of sections E' E², which are hinged to each other and the top of the state-room, whereby said partition may be folded and raised, after which it may be secured to the ceiling of the state-room or the partition K thereof. In this manner the two state-rooms are in communication above the berth C.

The partition F is made removable from the front and rear walls of the state-room A, it being primarily held in position between the vertical cleats L on the rear wall and a cleat on the front wall, to which it may be screwed or otherwise fastened. Now when said partition is displaced the two state-rooms are in communication above the berth D or between the two berths, and thus the two berths are common to each state-room, and the occupants of the two berths have virtually a double state-room, they being only separated by the berths, over which either may pass from one room to the other. (See Fig. 2.)

When the partition E is released, lowered, and again located in position, the state-rooms are cut off above the berth C, and when the partition F is restored to its normal position and secured the state-rooms are cut off between the two berths or isolated, and thus each state-room and berth is designed for exclusive use of the occupant thereof without communication between the adjacent state-rooms and berths, as primarily in Figs. 1 and 3.

Beneath the berth D is the longitudinally-extending partition M, which, while it forms a closure for the two state-rooms below said berth, also forms separate lockers N, one for each state-room, in which luggage, &c., may be placed.

In Fig. 5 I show another partition P, which is of double-L shape, the same forming lockers Q, one for each room, for purposes similar to the lockers N.

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

1. A plurality of state-rooms that adjoin,

each having a berth therein, the berths being separated from each other and means whereby the rooms may be placed in communication and the berths made common to both 5 rooms.

2. In a plurality of state-rooms that adjoin, a berth for each room, one berth being above and separate from the other and a movable vertical partition between the upper berth 10 and the ceiling of the rooms.

3. In a plurality of state-rooms that adjoin, a berth for each room, one berth being above

and separate from the other and a movable vertical partition between the two berths.

4. In a plurality of state-rooms that adjoin, 15 a berth for each room, one berth being above and separate from the other, a movable vertical partition between the upper berth and ceiling and a movable vertical partition between the two berths.

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Witnesses:

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