J. O. FOWLER.

CONVERTIBLE STATE ROOM AND DRAWING ROOM CAR.

APPLICATION FILED JAN. 28, 1915.

1,313,531.

Patented Aug. 19, 1919.

3 SHEETS—SHEET 1.

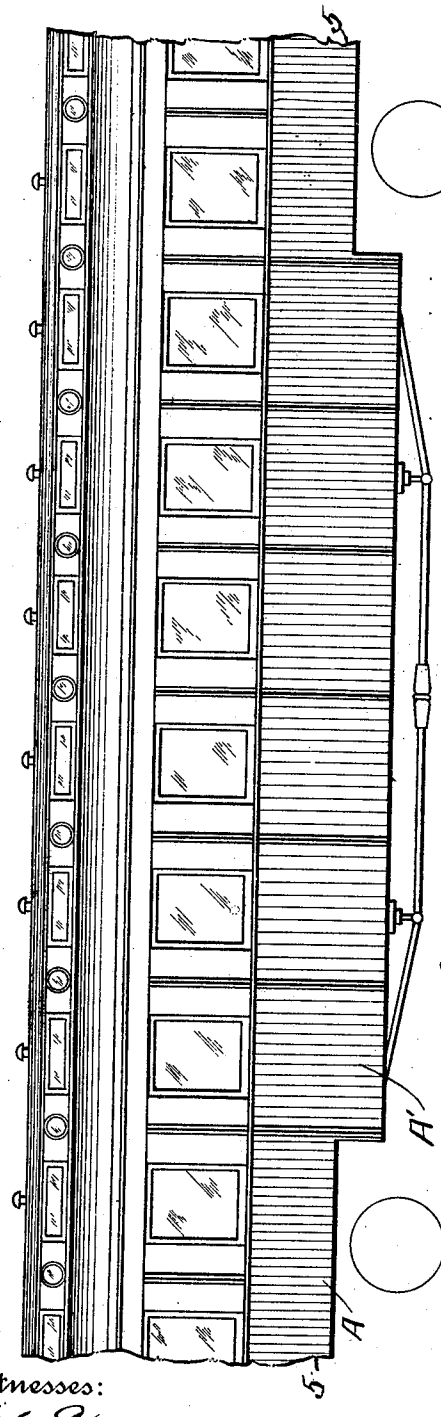


Fig. 1.

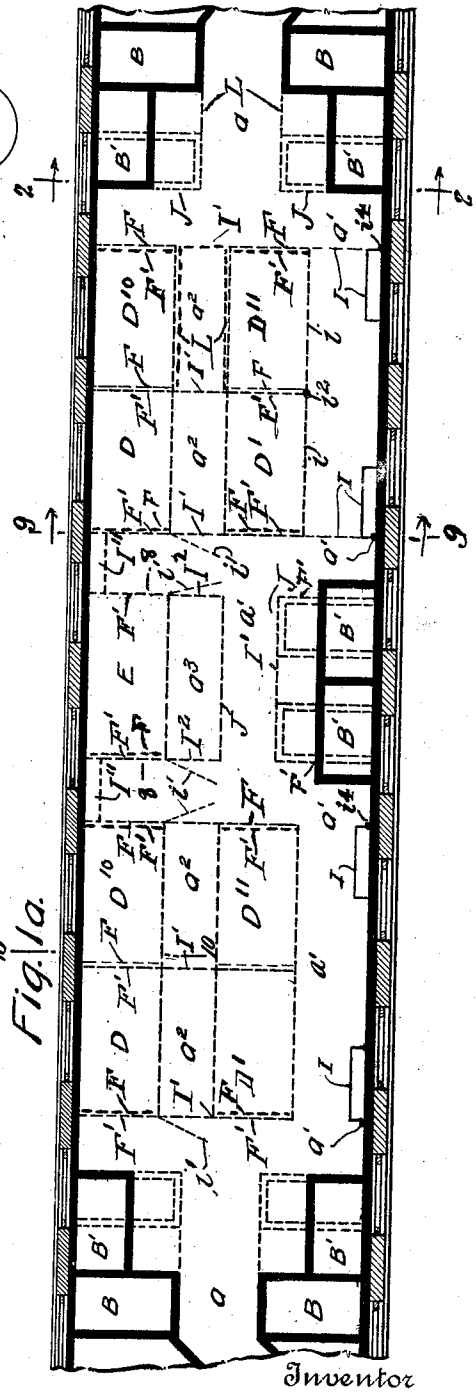


Fig. 1a.

Witnesses:

Rob. Stewart

Harry Bowen

Inventor

J. O. Fowler

THE COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

J. O. FOWLER.

CONVERTIBLE STATE ROOM AND DRAWING ROOM CAR.

APPLICATION FILED JAN. 28, 1915.

1,313,531.

Patented Aug. 19, 1919.

3 SHEETS—SHEET 2.

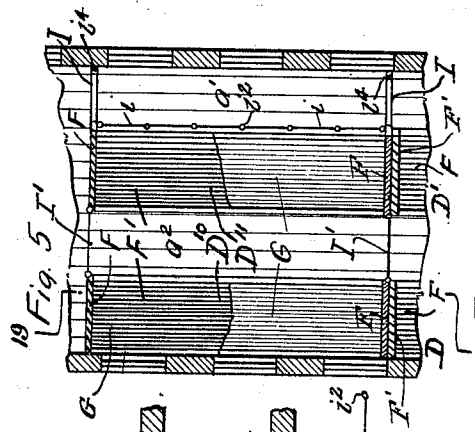


Fig. 5

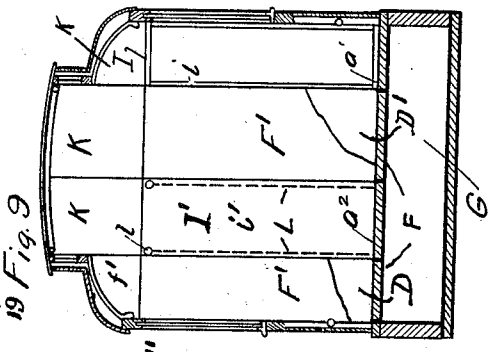


Fig. 9

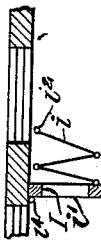


Fig. 4

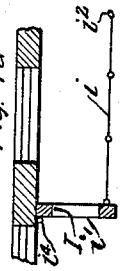


Fig. 4a

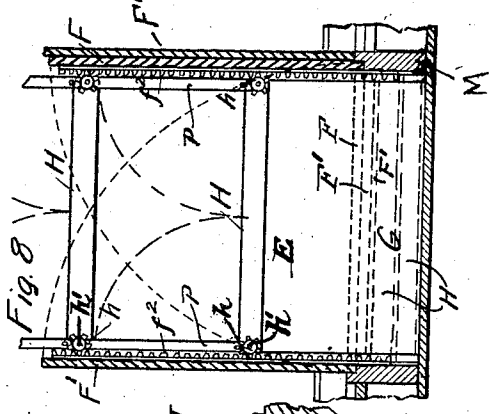


Fig. 8

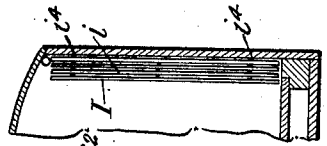


Fig. 3a.

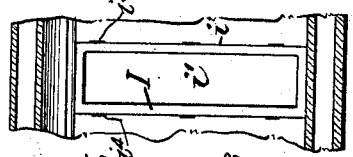


Fig. 3.

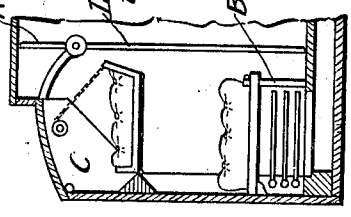


Fig. 2a

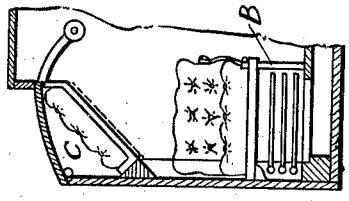


Fig. 2.

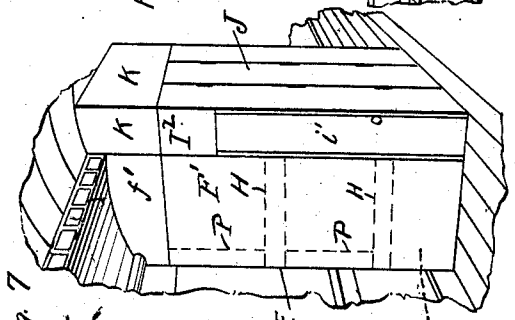


Fig. 7

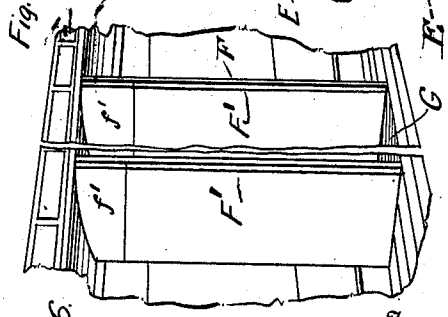


Fig. 6

Witnesses:

Inventor

J. O. Fowler.

J. O. FOWLER.

CONVERTIBLE STATE ROOM AND DRAWING ROOM CAR.

APPLICATION FILED JAN. 28, 1915.

1,313,531.

Patented Aug. 19, 1919.

3 SHEETS—SHEET 3.

Fig. 10.

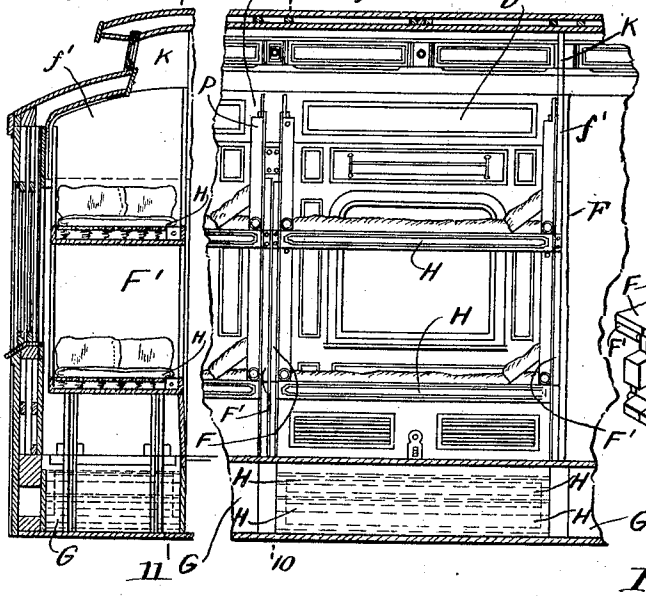


Fig. 11.

Fig. 13.

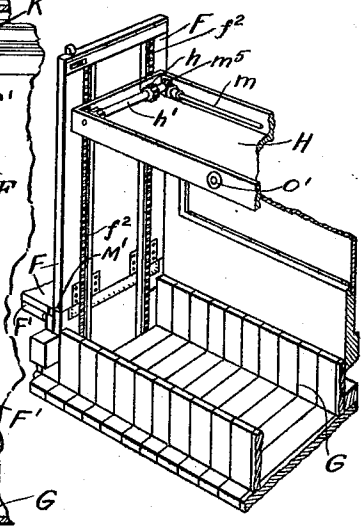


Fig. 18

Fig. 12

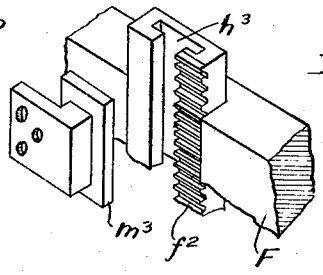


Fig. 17

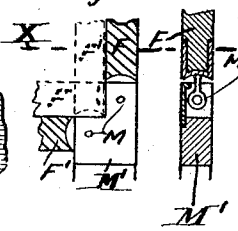


Fig. 16.

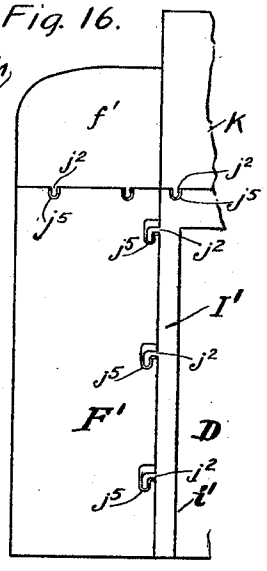


Fig. 14

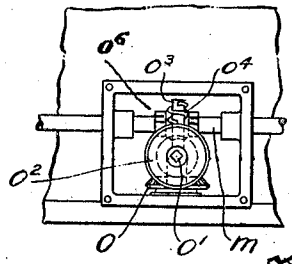


Fig. 15.

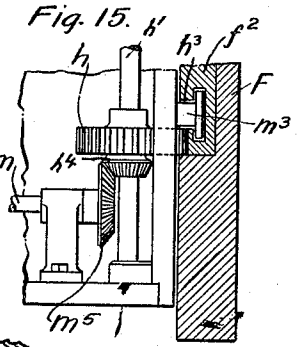
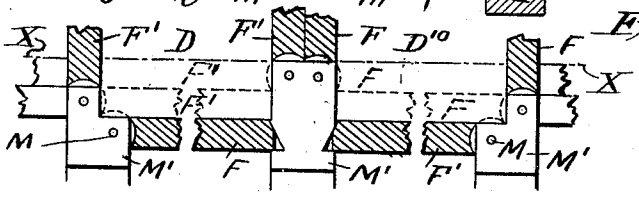


Fig. 19.



Inventor

J. O. Fowler.

UNITED STATES PATENT OFFICE.

JONATHAN O. FOWLER, OF NEW YORK, N. Y.

CONVERTIBLE STATE-ROOM AND DRAWING-ROOM CAR.

1,313,531. Specification of Letters Patent. Patented Aug. 19, 1919.

Application filed January 28, 1915. Serial No. 4,944.

To all whom it may concern:

Be it known that I, JONATHAN O. FOWLER, a citizen of the United States of America, and a resident of New York, in the county and State of New York, have invented a certain new and useful Convertible State-Room and Drawing-Room Car, of which the following is a specification, the same being a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway cars and particularly to that class of passenger coaches which are constructed with a central depressed or "hang-down" portion, in which are formed pockets or storage compartments which may be either spaced, or contiguous, or alined, or otherwise positioned, and which may serve to contain sleeping car berths during the day, and chairs, hand luggage, etc., at night, the covers of the said compartments being utilized to serve alternately as portions of the floor of the car and as side walls, when up-turned, to support berths when raised from the said storage compartments.

The object of the invention is the creation of a structure that shall provide an interchangeable chair or drawing-room car, and a knock-down state-room car either for day or night use, and also an open sleeping car at will, and to that end it consists in the construction, arrangement and operation of parts hereinbelow set forth. My invention, broadly stated, comprises the use, in addition to up-turned floor portions, of a number of portable and collapsible partitions which may be arranged in various ways, as for example so as to form, when used in connection with the said up-turned floor sections, compartments to contain a plurality of berths, as for instance, inclosures for two, four, eight or other number of berths at will, which inclosures may be respectively designated as single, double, quadruple or other car sections. These inclosures consequently form collapsible or knock-down state-rooms that may be set up at night and, if so desired, taken down in the morning—the up-turned floor portions being swung down and the portable partitions being folded up and removed—by which means the car is rendered always ready to be adaptable to be utilized alternately and selectively as a state-room coach, or as a drawing-room car, or else as a sleeper practically of the conventional type.

In order to enable the invention to be fully understood, I shall proceed to explain the same by reference to the drawings, illustrative of one embodiment of the invention, which accompany and form a part of this specification, and in which

Figure 1 represents a partial elevation of a car constructed according to my invention; Fig. 1^a is a partial diagram of the floor of the same, the representation of the floor boards being omitted for clearness of illustration; the up-turned floor portions F, F′ and the collapsible state-room partitions I, *i*, I′, I^2 and J being indicated by dotted lines;

Figs. 2 and 2^a are views in section taken on the line 2—2 Fig. 1^a respectively showing the construction of the end portion of the coach I prefer to use as it appears for day and night service;

Figs. 3 and 3^a are respectively an elevation and edge view of the collapsible partition I, *i*, partly folded against the side of the coach and which may be located in the car as illustrated at the right hand of Fig. 5 and also indicated at I in Fig. 1^a.

Figs. 4 and 4^a are plan diagrams of the said collapsible partition which is preferably hinged permanently to the side of the car as at i^4 the same being respectively illustrated in its partly unfolded position and as fully open for use;

Fig. 5 represents a partial horizontal section, taken at the left hand portion of Fig. 1 on the line 5—5 thereof, of up-turned portions of the floor F, F′ and collapsible partitions I, *i*, I′ arranged as two knock-down state-rooms D^{10}, D^{11}, D, D′ comprising eight berths or a quadruple car section, and also indicating the car passage-way *a*′ and the room passage-way a^2, the floor portions F′ being partly broken away to disclose the thereunder storage compartments G;

Fig. 6 is a perspective view of up-turned portions of the floor F, F′—constituting in one position doors or covers for the storage compartments and in another position supporting walls for the berths—together with the supplemental head and foot-board closures *f*′;

Fig. 7 is a perspective view of up-turned portions of the floor and collapsible partitions arranged as a two berth state-room E or a single car section, and showing folding

partitions J and I^2 and head and foot-board closures f' and side-board panels K and also indicating the berths H;

Fig. 8 is a diagrammatic view in side elevation, partly in section on the line 8—8 Fig. 1^a, indicating the various positions and movements of the up-turned floor portions and berths H and supplemental berth supports P of state-room E as they would appear for night use;

Fig. 9 is an elevation, partly in section on the line 9—9 Fig. 1^a, of the front face of the four berth state-room D, D′ comprising a double car section, showing curtains L which are adapted to be hung in front of all of the berths, as at L′, although omitted from most of the other views for clearness of illustration. The view also discloses a partition I′ between two tiers of berths;

Fig. 10 is a partial transverse section of a state-room taken on the line 10—10 of Figs. 1^a and 11;

Fig. 11 is a partial vertical section on the line 11—11 Fig. 10 showing state-rooms D, D^{10} positioned in the central portion of the car where the storage compartments are located, and also indicating the position of the berths in their raised and lowered relations;

Figs. 12 and 13 are detail views in perspective of the means I prefer to employ to raise and lower the berths;

Figs. 14 and 15 are plan enlarged views in detail of the mechanism located at the center and ends of the berths for raising and lowering purposes together with the key operated means preferably used in the adjustment of the berths;

Fig. 16 is a partial elevation showing up-turned floor portion F′, partition I′, head-board f' and supplemental panel K;

Figs. 17 and 18 are elevations in detail and partly in section of the supports for the duplex berth sustaining floor portions F, F′, (the same being a view of the right hand post M′ of Fig. 19) the floor line being designated by the line X—X and the hinge member being most clearly illustrated in Fig. 18; and

Fig. 19 is a section taken on the line 19—19 Fig 5 illustrating three pairs of the floor sections and supports therefor in assembled relation.

Like letters of reference indicate like parts in all the views.

Referring to the drawings, A denotes the body of a passenger coach which is preferably constructed with a central depressed or "hang-down" portion, as A′. The car may be provided for day use with a large open central saloon or room, at each end of which is ordinarily a passage-way, as *a*, which preferably leads to the usual stationary or permanent state-rooms, lavatories, etc., ordinarily located at the extreme ends of the coach. By this arrangement the greater part of the whole car, forming an open drawing room or parlor without any obstructions whatever therein, is thus rendered adaptable and suitable for employment as a hall for dancing, dining, or for entertainments, or for general social use, which room is indicated by the heavy lines in Fig. 1^a.

In order to adapt my invention to this car and to effect the change of use of the coach containing the said parlor to that of knock-down state-rooms for day or night use at will, or to that of a sleeping car in a convenient and expeditious manner, I use in the present instance the following mechanism preferably comprising storage pockets or compartments, as G, located in the said "hang-down" portion of the car and having a plurality of preferably hinged covers or superimposed floor sections, as F, F′, the said covers being ordinarily hinged in pairs or in duplex relation to floor posts as M′ the same comprising portions of the sills or floor framing of the car, and being preferably located at each end of each storage pocket as shown in Figs. 8, 13, 17, 18 and 19, and the upward movement of the hinged floor sections being indicated in Fig. 8 by dotted lines.

Fig. 17 represents the several positions assumed by the various outer right hand pairs of floor sections of a state-room, while the several positions assumed by the left hand pairs of floor sections and also those of the central pairs of floor sections of a state room D, D^{10} are shown in Fig. 19, together with the car posts M′ to which they are hinged.

Each pair of the floor portions F, F and F′, F′ shown in section in the latter view form the two side walls of the two separate state-rooms D and D^{10} when such state-rooms are required for day use, the floor portions of the rooms being indicated by the lower portions F, F′ illustrated in section. When, however, that portion of the car is required to be used as a part of the drawing room or parlor, the said hinged parts F, F and F′, F′ are folded down on the portions F, F′, as is indicated by the dotted lines, the top face of the upper floor portions F, F′ of both rooms then being in alinement with the floor line X.

When it is desired to make up the said day state-rooms D, D^{10} for night use, it is only necessary, in order to allow the berths to be raised out of the storage compartments G, that each pair of the floor portions hinged to each post shall be placed in vertical position, in which case all of the floor sections indicated in section will be maintained in an elevated position.

The berths H which during the day time may be contained in the storage compartments G, as indicated in Figs. 8, 10 and 11,

may be raised from the same and held in position for sleeping purposes at night as hereinafter set forth, after which the berths may be made up in the usual manner, the individual movable chairs, which are used in the parlor (or, if required, in the state-rooms) by day, as well as what traveling bags and packages may be desired, being in the meantime stored away in the now empty pockets or storage compartments.

The floor sections F, F′ comprising the overlapping covers for the pockets are preferably so hinged to the floor posts M′ at M (Figs. 13, 17, 18 and 19) as to form partitions or side walls when in vertical positions for and between separate car sections each of which may comprise two berths of a single car section as at E, or four berths of a double car section as at D, D′, or eight berths of a quadruple car section as at D, D′, D^{10}, D^{11}, or the said parts may be assembled in whatever other arrangement of berths and state-rooms may be desired.

The floor portions F, F′ may carry tracks, as at f^2. A convenient means of raising and lowering the berths and maintaining the same in an elevated position comprises vertical gears h carried by the berths and constructed and arranged to engage the said tracks f^2 at each end of the berths, which tracks may extend down into the pockets G. The gears h may be mounted on horizontal shafts h' located at the interior portion of each end of the berths which shafts may carry at their extremities bevel gears h^4 constructed and arranged to engage similar bevel gears m^5 carried by horizontal rods m running longitudinally along the inner sides of the berths. The tracks f^2 are provided with grooves h^3 in which work T-shaped projections m^3 extending from the ends of the berth trays. A vertical gear O is mounted on a short transverse horizontal shaft O^3 preferably located at the front central portion of the berth which gear meshes with a horizontal bevel gear O^2 which latter may be provided with means, as the square orifice O′, adapted to be operated by a crank or key (Figs. 13, 14 and 15) to turn as hereinafter described the horizontal rods m which latter engage the shafts h' at the ends of the berths through the intermeshing bevel gears m^5 and h^4.

Upon the insertion of the key, and the shaft O^3 being rotated by the gears O^2 and O, a worm O^4 encircling the said shaft O^3 will engage at right angles a gear O^6 carried by and encircling the central portion of the rod m, and the latter together with gears m^5 and h and shaft h' will be turned, and the consequent revolution of the gears h working on the track f^2 will serve to raise or lower the berths. The said berths may also carry supplemental swinging supports P, as shown in Fig. 8, those of the lower berths serving to sustain the upper berths and the supports P of the upper berths being preferably adapted and arranged to hold the head and foot-boards f' in place as indicated in Fig. 7, the movement of the said supplemental supports P being indicated by dotted lines in Fig. 8.

I also provide curtains, as L, which may be used in addition to my portable partition and which may be hung before and in front of any and all of the elevated berths either in state-rooms or in the open car such as are shown in Fig. 1^a before the car section D^{10}, D^{11}, and also before the section D, D′ in Fig. 9, the said curtains being omitted in the remaining views for clearness of illustration of the other parts. These curtains when employed in the open car afford protection for the occupants of the various berths from the gaze of the public and when used in state-rooms serve to give additional privacy for the occupants thereof and may be advantageously employed in cases where the knock-down rooms are occupied in part by ladies.

In order that state-rooms may be set up in the car and arranged so as to have a passage-way through the center thereof, as at a^2, or at one side of the compartment, as at a^3, and also to provide room for a car passage-way a' exterior of and adjacent to the said rooms, I preferably use, in connection with the hinged floor portions F, F′ a portable partition, as in the present instance a structurally independent folding screen or partition as I, i, preferably hinged to a side of the car, as by hinges i^4, and ordinarily folded up against the same when not in use. This partition preferably comprises an open metallic frame or doorway I to span a passage-way a' along the side of the car and having a door or door-way i' to which frame I is preferably secured, as by hinges, a plurality of folding sections i, the ends of two adjacent partitions being preferably attached together, as at i^2, and forming a metal folding screen. The folding partition I, i may be, however, made so as to be independent of the car wall, and when not in use may be deposited in the storage compartments or temporarily set up against the side of the car as indicated in Fig. 1^a as I^{11}.

The number of folding partitions I, i may be varied as occasion may require, two of the same being indicated in Fig. 1^a adjacent to the berths D′, D^{11}. The partition thus formed is spaced from the outer berths D, D^{10} and extends to the up-turned floor portions F, F′ at the side of the car adjacent to the last named berths. In this instance the inclosure of the state-room may be completed by the use of structurally independent partitions I′ preferably having doors or doorways i' located intermediate the opposite pairs of up-turned floor sections F, F, F′,

F′, and also if desired between the rooms D, D′ and D¹⁰, D¹¹, and the partitions I, I′ may be temporarily secured to the up-turned floor sections by suitable connecting means as hereinafter described. When it is desired to use two separate state-rooms as D, D′ and D¹⁰, D¹¹ the central partition I′ may be placed, as stated, between the said two rooms, while by the removal of the said central partition, a state-room comprising a quadruple car section D, D′, D¹⁰, D¹¹ will be provided, which room will comprise the two said rooms D, D′, and D¹⁰, D¹¹ having alined passage-ways a^2.

The open spaces or interstices formed between the up-turned floor sections, the partitions I, *i*, I′, J, I², and the top of the car may be closed by the use of supplemental partition devices K placed above the said partitions, and head and foot-boards *f′* located above the raised floor portions, all of which structurally independent parts may be attached together and held in position by suitable fastening devices as by hooks j^2 of one part engaging registering recesses j^5 of an adjacent part as illustrated in Fig. 16.

It will be seen that in the embodiment illustrated in the drawings some of the many possible arrangements of state-rooms are indicated as for example, a completely closed two berth state-room as E or B′ forming a single section of the car; and a four berth state-room D, D′ forming a double section of the car; and an eight berth state-room D, D′, D¹⁰, D¹¹, forming a quadruple section of the car, which state-rooms may be furnished with curtains L hung in front of the berths at night and on opposite sides of the passage-ways a^2 as shown in Figs. 1ª and 9.

In Fig. 5 a plan view of a quadruple state-room is shown comprising two end vertical floor sections F of the parts D¹⁰, D¹¹, a part of the permanent floor of the car a^2, and two horizontal floor sections F′ for day use, the latter being partly broken away to disclose the therebelow storage compartments G. The view also shows four central floor sections F, F′ between the said state-room and the room D, D′; while at the other end of the latter state-room there are two up-turned floor sections F′ (not illustrated in this view but shown in Figs. 1ª and 19) and two horizontal floor sections F. In Fig. 11 a portion of the duplex state-room D, D¹⁰, with alined berths, is shown, the partition I′ and curtains L being omitted for clearness of illustration. In this arrangement two end up-turned floor sections F, F′ are shown at one end of the room, at the central portion of which are two central up-turned floor sections F, F′, and at the other end of the state-room are two up-turned floor sections F, F′ (not shown). In this illustration all of the floor sections are in a vertical position to allow the berths to be raised from the storage pockets G. It is obvious that if desired, and by the use of suitable hinged floor portions and folding partitions, a series of double state-rooms, as D, D′, D¹⁰, D¹¹, may be located adjacent to each other in order to form a car composed entirely of knock-down state-rooms and end permanent state-rooms.

In case a two berth or single car section state-room is desired to be used for occupation by day, as at E, one floor portion F′ may be in a horizontal position and another floor section F may be held in vertical position at one end of the room, both being supported by a post M′, and at the other end of the room the up-turned floor section F hinged to another post M′ may be employed as indicated in Figs. 5 and 11. When, however, the said room is required for sleeping purposes, the floor sections F, F′ at one end of the same will be raised as illustrated in Fig. 8 together with the floor section F′ at the other end of the room. The said floor sections of the state-room E may be connected so as to inclose the beds by means of a structurally independent folding partition J and I² arranged in front of the same and having a door or door-way *i′*, the said partition being preferably spaced from the berth to provide a passage-way a^3 in front of the same.

The collapsible sectional and folding, but rigid, portable partition devices I, *i*, I′, I², and J may be attached to the edges of the up-turned swinging floor sections F, F′, or to the side wall or floor of the coach or to other supporting means in any approved manner such as have already been pointed out, and the supplemental partition devices, as panels *f′* and K, may be secured in their proper operative positions in a similar manner.

At certain portions of the coach, as in the present embodiment at the ends of the open saloon and in front of and beyond the "hang-down" portions, and also if desired at the central part thereof, I may locate single car sections comprising ordinary but movable sleeping car chairs, as B, B′ which may occupy the position shown in full lines in Fig. 1ª during the day and be swung at night to the position indicated by dotted lines, in order to be made up into ordinary lower berths. Above said chairs may be located if preferred permanent conventional upper sleeping car berths, as C, which may be used in the usual manner. These single car sections may obviously be used as small state-rooms as by being inclosed between raised floor sections F′ and partitions J, the chairs forming the seats abutting the raised floor portions at night to impart stability to the parts when they serve to support beds.

It is obvious that, if desired, upon the

floor sections F′ being raised to a vertical position in the compartment just described, the lower berth may be lifted up from the floor pocket lying beneath the said floor section in lieu of using the movable sleeping car chairs B, B′, in either of which cases the ordinary upper car berth C or other suitable berth tray may serve as the upper berth. It is also manifest that such movable sleeping car seats may be placed adjacent to vertical floor portions or against the partition walls, or both, as may be desired.

If at any time it should be found that the demand for single berths was greater than that for state-rooms, the coach may be converted into a car having a plurality of single berth sections. If, on the other hand, it should happen that the demand was for state-rooms alone, the coach may be readily transformed into a state-room car exclusively; in either of which cases the coach may serve as a parlor or drawing-room car during the day time. The interior of my improved coach may thus be adjusted in the manner pointed out in order to meet the requirements of single travelers in respect to sleeping accommodations, and also to those of passengers in parties of various sizes who may be desirous of being isolated from other travelers either by day or by night.

It will be noted that the essential features of novelty in my invention consist in a convertible state-room, parlor and sleeping car comprising knock-down state-rooms or compartments inclosing part of the side wall of a car and a portion of the permanent floor of the coach serving as a passage-way, as a^2 or a^3; and in means, as the movable sections F, F′ of the floor comprising partition knock-down walls; and in means to support the movable floor portions in a horizontal position to serve as chair or seat supports and in a vertical relation to support the beds; and also in curtains L hung within the state-rooms and in front of the inclosed berths supported by the said movable floor sections; together with additional knock-down partition walls to complete the state-room inclosure as J, I^2, I, i, spaced from the side wall of the car and extending a distance away from the vertical partition walls formed by at least two movable floor sections F, F′, by which construction compartment passage-ways, as a^2 or a^3, are formed by the said permanent floor portions, the upturned floor sections which may serve to support beds at night being located intermediate the said passage way and the side wall of the car or the partition walls.

Other features of the invention comprise, in combination, (1) additional or supplemental partition devices, as f' and K, to close the open spaces or interstices between the said walls and partitions and the roof of the car; and (2) fastening devices to hold in position at will the said up-turned floor portions, partitions and supplemental partition devices.

I wish it to be understood that I do not desire to be limited to the exact details of construction shown and described, for obvious modifications will occur to a person skilled in the art.

What I claim as my invention is:—

1. In a passenger coach, a compartment comprising a side wall of the car, a rigid portable longitudinally and transversely disposed partition wall, and means forming with the said partition and inclosure for the compartment located intermediate the car side and the portable partition and comprising movable floor portions to serve as walls and adapted to support a bed at night within the compartment and, when desired, forming a part of the car floor to support seating devices by day, the longitudinally disposed partition wall being spaced from the movable floor portions to provide a passage way therebetween.

2. In a passenger coach, a compartment comprising a side wall of the car, a rigid portable longitudinally and transversely disposed partition wall, and means forming with the said partition an inclosure for the compartment located intermediate the car side and the portable partition and comprising movable floor portions to serve as walls and adapted to support a bed at night within the compartment and, when desired, forming a part of the car floor to support seating devices by day, the longitudinally disposed partition wall being spaced from the movable floor portions to provide a passageway therebetween, and also supplemental partition devices located between the tops of the said partition and floor walls and the roof of the car.

3. In a passenger coach, a compartment comprising a side wall of the car, a rigid portable longitudinally and transversely disposed partition wall, and means forming with the said partition an inclosure for the compartment located intermediate the car side and the portable partition and comprising movable floor portions to serve as walls and adapted to support a bed at night within the compartment and, when desired, forming a part of the car floor to support seating devices by day, the longitudinally disposed partition wall being spaced from the movable floor portions to provide a passageway therebetween, and also supplemental partition devices located between the tops of the said partition and floor walls and the roof of the car, and means to detachably fasten the said parts together at will.

4. In a passenger coach, a compartment comprising a part of the permanent floor of the car, a side wall of the car, a portable

partition wall located one side of the permanent floor portion, and comprising longitudinally and transversely disposed sections, and means forming with said partition an inclosure for the compartment located at the other and inner side of the permanent floor portion and intermediate the car side and the portable partition and comprising devices to serve as walls and adapted to support a bed at night within the compartment and, when desired, forming a part of the car floor to support seating devices by day.

5. In a passenger coach, a compartment comprising a part of the permanent floor of the car, a side wall of the car, a portable transversely and longitudinally disposed partition wall, a doorway formed in the said partition wall registering with the said permanent floor portion, and means forming with the said partition an inclosure for the compartment located intermediate the car side and the portable partition and comprising devices to serve as walls and adapted to support a bed at night within the compartment and, when desired, forming a part of the car floor to support seating devices by day.

6. In a passenger coach, a compartment comprising a side wall of the car, a portable partition wall, and means forming with the said partition an inclosure for the compartment located intermediate the car side and the portable partition and comprising devices to serve as vertical walls and adapted to inclose a bed at night within the compartment and, when desired, forming a part of the car floor to sustain seating devices by day, in combination with devices constructed and arranged to serve as chairs by day and as a bed at night, and, when placed adjacent to the said vertical wall, to impart greater stability to the same.

7. In a passenger coach, a compartment comprising a side wall of the car, a rigid portable longitudinally and transversely disposed partition wall, and means adjacent to the said partition wall and forming with said partition an inclosure for the compartment located intermediate the car side and the portable partition and comprising devices to form a plurality of walls, a number of the same being adapted to serve as room inclosing devices both by day as well as at night, and the others as means adapted to alternately support a bed at night and to serve as a floor to support seating devices by day.

8. In a passenger coach, a knock-down state-room the center and end walls of which are formed by up-turned portions of the floor, a side wall of the room being formed by a side of the car, and means to form the other side wall comprising a rigid portable longitudinally and transversely disposed partition device the latter being adjacent to the up-turned portions of the floor.

9. In a passenger coach, a knock-down state-room the walls of which are formed by a side of the car, a rigid portable longitudinally and transversely disposed partition device having a doorway at one side thereof, and intermediate devices located at the termination of the partition and extending from the partition device to the side of the car and comprising floor sections adapted when in vertical position to support a bed and when in horizontal position to support seating devices.

10. In a passenger coach, a knock-down state-room comprising a side wall of the car, a part of the permanent floor of the car, upturned floor sections located on each side of the latter, and a portable partition device positioned between the floor sections adjacent to the car side, and at and around the outer edges of the floor sections located farthest away from the said side of the car.

In testimony of the foregoing specification I do hereby sign the same in the city of New York, county and State of New York, this 14th day of February, 1914.

JONATHAN O. FOWLER.

Witnesses:
ROB. SCHWARZ,
C. H. HAIG.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."