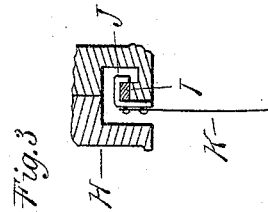
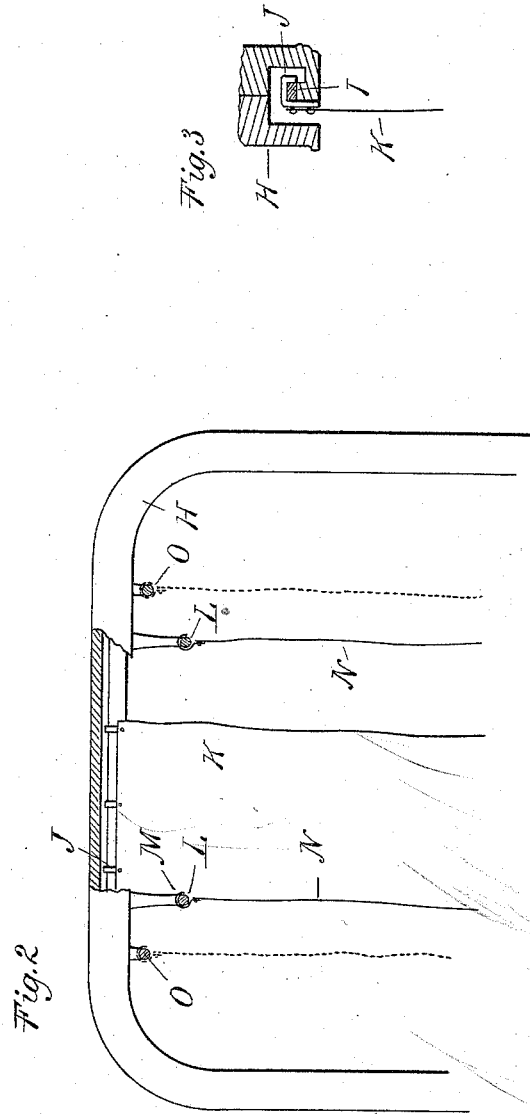
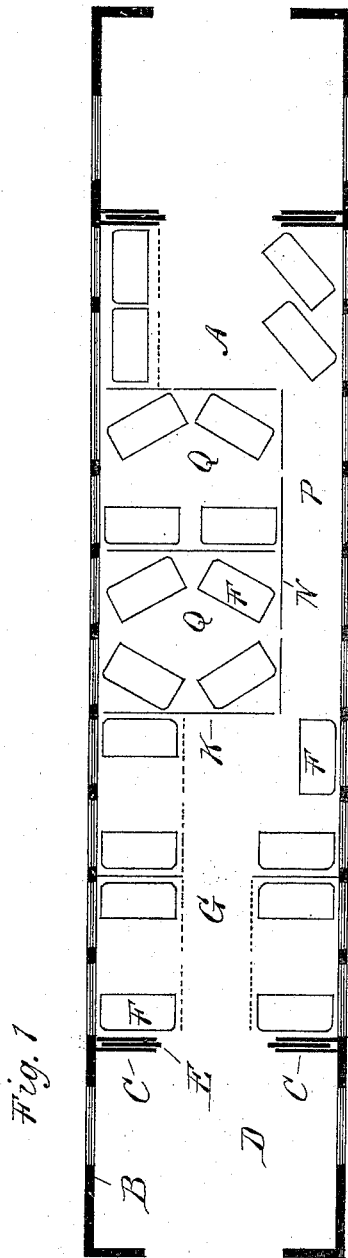


(No Model.)

J. KREHBIEL.  
RAILWAY PASSENGER CAR.

No. 526,156.

Patented Sept. 18, 1894.



Witnesses:  
A. L. Kobbie  
C. F. Bantel

Inventor:  
John Krehbiel  
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Attys.

# UNITED STATES PATENT OFFICE.

JOHN KREHBIEL, OF CLEVELAND, OHIO.

## RAILWAY PASSENGER-CAR.

**SPECIFICATION** forming part of Letters Patent No. 526,156, dated September 18, 1894.

Application filed September 19, 1893. Serial No. 485,771. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN KREHBIEL, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Railway Passenger-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention consists in the construction and arrangement of the car seats, movably connected to the floor, so that they may be arranged either with a central aisle between the groups of seats on each side of the car or  
15 may be shifted to form a side aisle, together with curtains and supports therefor for dividing the car into compartments in either position of the seats.

20 The invention further consists in the peculiar construction and arrangement of the various parts.

In the drawings, Figure 1 is a plan of a railway car platform, showing in diagram different arrangements of the seats. Fig. 2  
25 is a cross section through the car, showing the curtain hanging arch in elevation, partly in section. Fig. 3 is a cross section through the arch.

A represents the car platform.

30 B the side walls.

C are end partitions dividing off the end vestibule D. and E are doors, (preferably sliding doors) in this partition for closing off the vestibule from the rest of the car.

35 F are car seats arranged in pairs facing each other as in the ordinary sleeping car construction. These seats are arranged with an aisle between the side pairs, as shown at G, in Fig. 1, this being the usual arrangement  
40 of such seats in cars now in use. These seats I secure to the floor by any suitable adjustable means, such for instance, as shown in my Patent No. 498,013, of May 23, 1893, the means being such that the seat may be secured in  
45 its adjusted position within its limited range of movement. Between each group of seats extending across the car is the arch H, the

under face of the top of which is recessed and provided with a concealed rail I, over which the hooks J of curtains K engage, these curtains being of such a width that they may be  
50 drawn to inclose the passage way across the car, or drawn to either side.

L are longitudinal bars or rods extending just outside the ends of the seats in their  
55 normal position and adapted to receive hooks M at the upper end of curtains N.

O are rails or bars extending longitudinally of the car and upon which the curtains N are adapted to be hung to form a side aisle  
60 P when the seats upon one side of the car are moved to the other side to form a group of four, as shown at Q in Fig. 1. In this position of the seats the transverse curtains K and the longitudinal curtains N hung upon  
65 the rails O will form a series of compartments divided from each other containing a group of four seats and leaving a passage on the side. In this way the car may be divided up  
70 into state rooms as private as may be desired without in any way disturbing the arrangement of the seats in the usual way or for sleeping purposes.

What I claim as my invention is—

In a railway car, the combination with a  
75 series of removable seats, of transverse curtain supports extending entirely across the car, curtains removably supported on opposite ends of the supports and adapted to be placed edge to edge, and a longitudinal cur-  
80 tain support arranged at one side of the center of the car at a distance from one side of the car equal to the combined width of the two transverse curtains, a curtain on the longitudinal support, and a longitudinal cur-  
85 tain support between the center of the car and the said other longitudinal support substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN KREHBIEL.

Witnesses:

M. B. O'DOHERTY,  
JAMES WHITTEMORE.