M. A. RIKLI.

Passenger-Car.

No. 167,122. Patented Aug. 24, 1875.

Fig. 1.

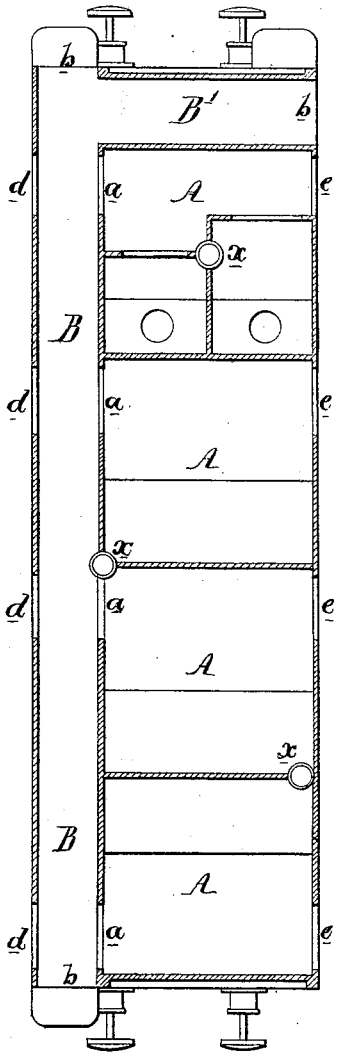


Fig. 2.

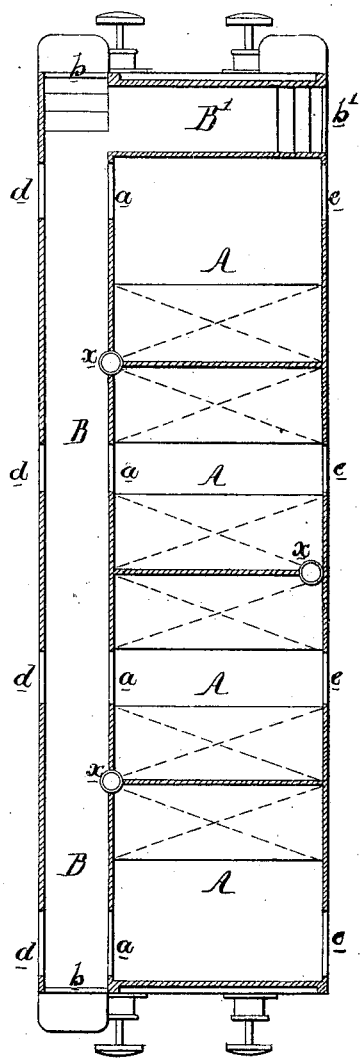
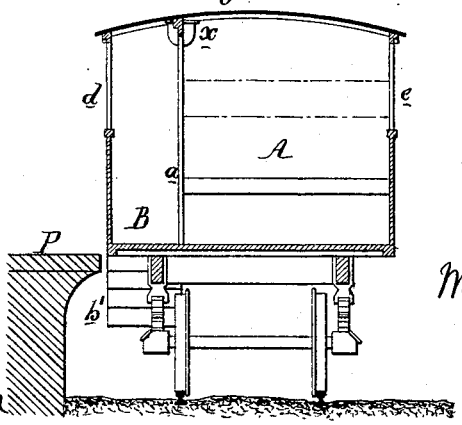


Fig. 3.



Witnesses,
Harry Smith
Hubert Howson

Mathieu A. Rikli
by his Attorneys,
Howson & Son

UNITED STATES PATENT OFFICE.

MATHIEU AUGUSTE RIKLI, OF NIEDERUZWYL, SWITZERLAND.

IMPROVEMENT IN PASSENGER-CARS.

Specification forming part of Letters Patent No. **167,122**, dated August 24, 1875; application filed June 11, 1875.

To all whom it may concern:

Be it known that I, MATHIEU AUGUSTE RIKLI, of Niederuzwyl, Switzerland, have invented an Improved Railroad-Car, of which the following is a specification:

The object of my invention is to so separate a railroad-car into a series of compartments that each of the latter will be in direct communication with a passage, and that when several of the cars are coupled together the said passage will be continuous from end to end of the train. This object I attain in the manner which I will now proceed to describe, reference being had to the accompanying drawing, in which—

Figures 1 and 2 are sectional plans of my improved car, and Fig. 3 a vertical section of the same.

A A are the compartments of the car, which may be arranged for ordinary traveling purposes, as sleeping or dining apartments, as baggage or postal rooms, or adapted to any other uses for which cars are employed. Extending throughout the length of the car, along one side of the same, is a passage or gallery, B, with which each of the compartments A communicate through a doorway, *a*. In the outside partition of the passage B windows *d* are arranged at intervals, preferably opposite the door *a* of each compartment, so as to admit light during the day to both passage and compartment. Windows *e e* in the opposite wall of the car admit light to each compartment. Lamps *x* placed near the roof of the car at the intersection of the partitions supply the requisite artificial light to both compartments and passage. At one end of the car I prefer to arrange a transverse passage, B′, to facilitate the getting on and off at the platform P, Fig. 3, through the doorways *b*. Collapsible or other stairways or steps *b′*, Fig. 2, may be employed in case the platform P and the flooring of adjoining cars should not be on the same level. In summer the doors *b* may be left open, but in winter not only the doors *a* of the compartments should be closed, but the doors *b* at each end of the passage. The upper parts of the doors *b* in this case should have glass windows.

It will be evident that access can be readily had to any part of the car by either passengers or conductor at any time, while privacy is secured by dividing the car into compartments. By extending the passage B throughout the length of the car along the side of the same, direct signals can be made from end to end of the train when the doors *b* are open, and when the doors *b* are closed colored signals can be displayed through the windows in the same.

I do not claim, broadly, a railroad-car in which a series of compartments are combined with a communicating passage; but

I claim as my invention—

1. The combination of a series of adjoining compartments, A, with a passage, B, extending throughout the length of the car along one side of the same and having its doorways in line, as and for the purpose set forth.

2. The lamps *x*, arranged at the intersection of the compartment and passage partitions, as and for the purpose described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MATHIEU AUGUSTE RIKLI.

Witnesses:

EMILE RICHARD,

ROBT. M. HOOPER.