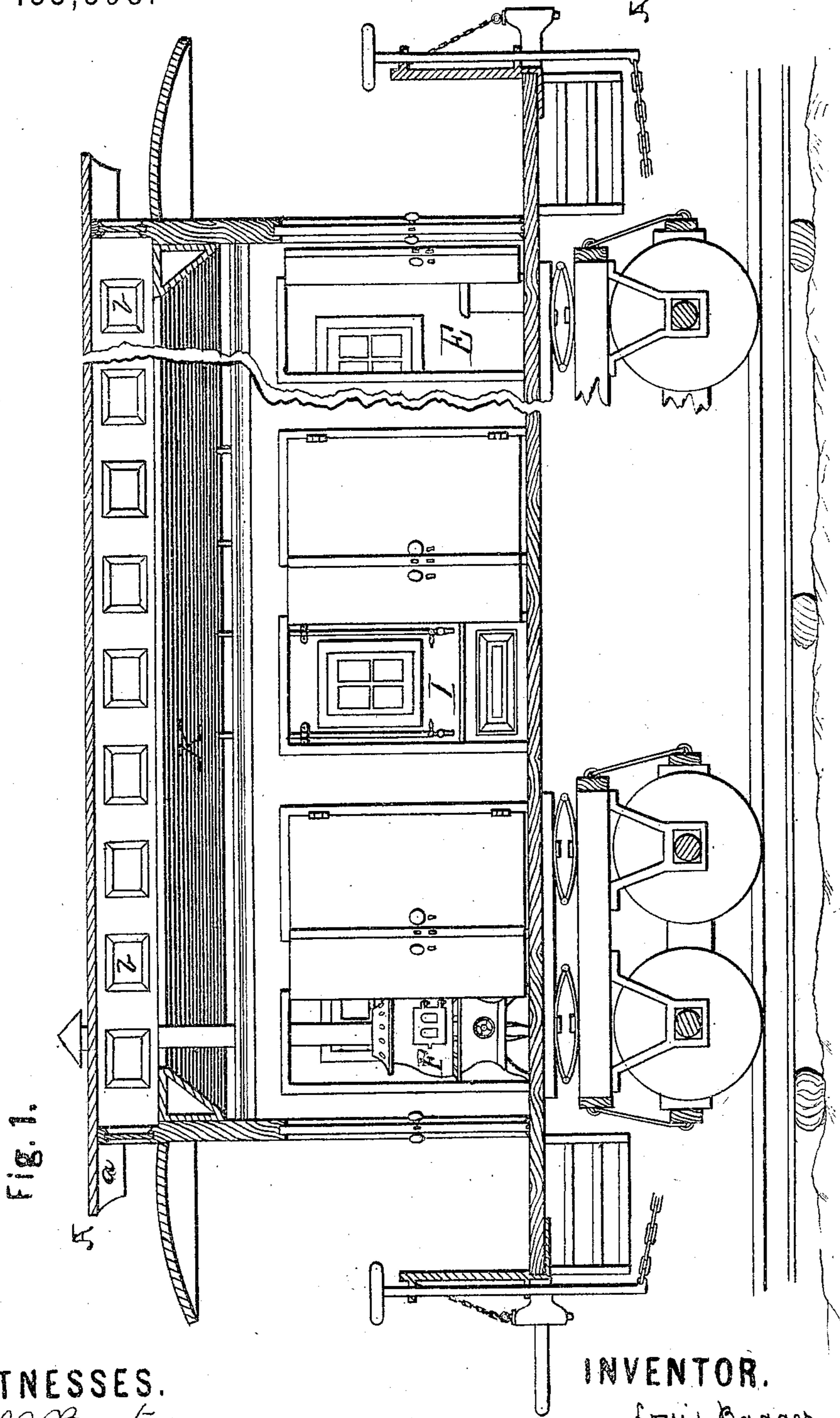


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Railroad Bathing-Cars.

No. 133,398.

Patented Nov. 26, 1872.



WITNESSES.

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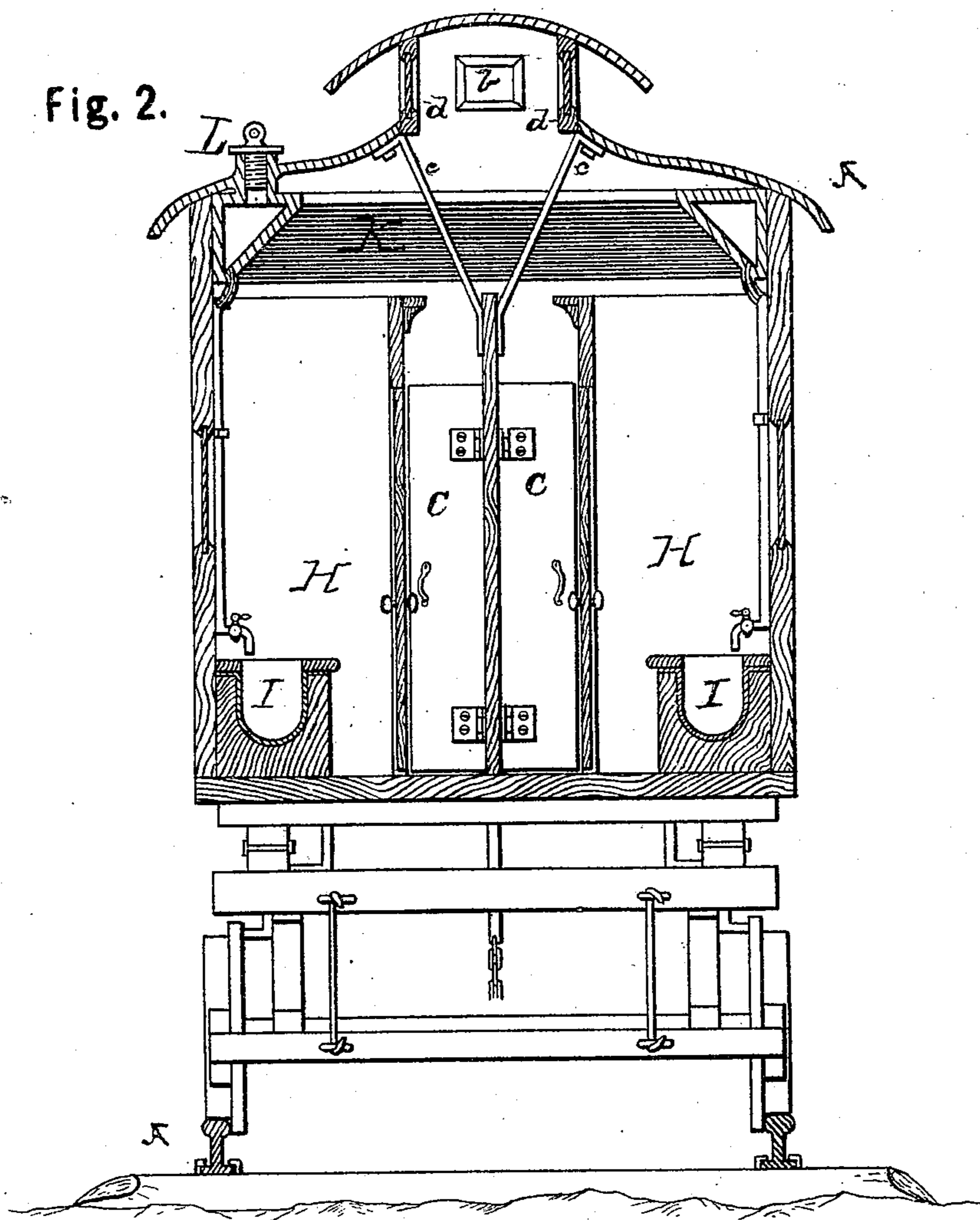
(By Edward Renaud & Co.)

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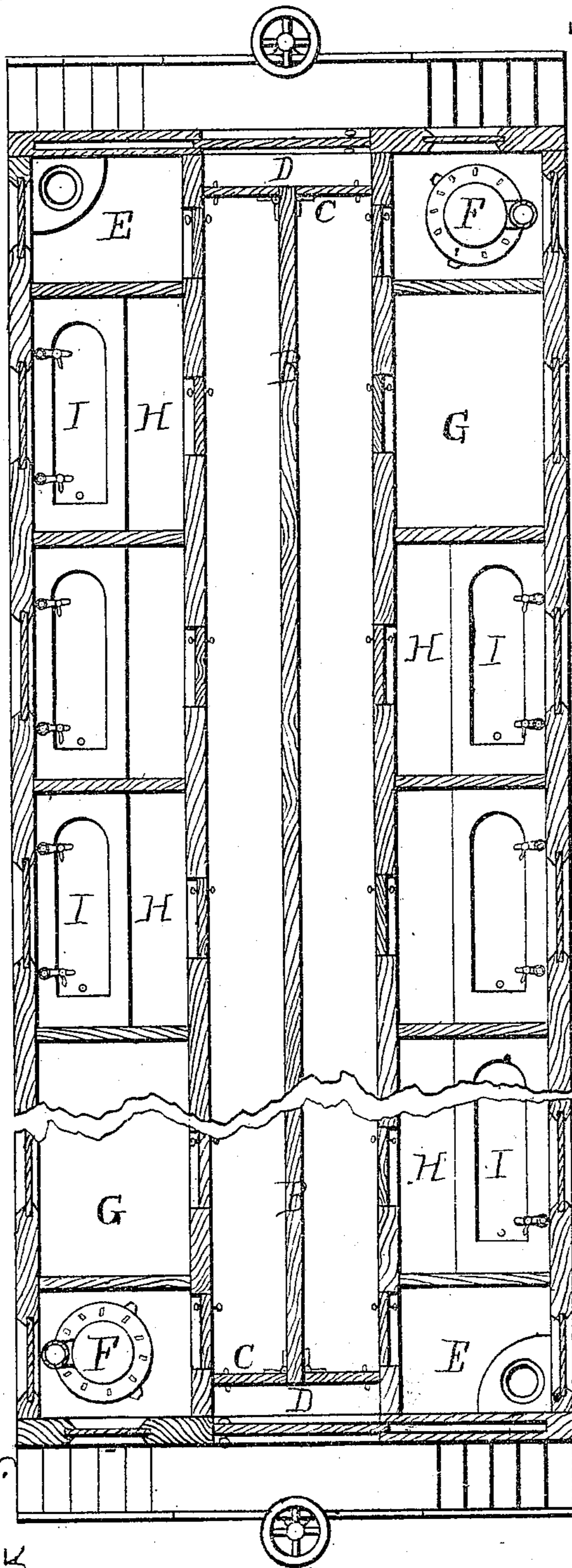
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Fig. 3.



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UNITED STATES PATENT OFFICE.

LOUIS BAGGER, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN RAILROAD BATHING-CARS.

Specification forming part of Letters Patent No. 133,398, dated November 26, 1872.

To all whom it may concern:

Be it known that I, LOUIS BAGGER, of Washington city, in the county of Washington and District of Columbia, have invented certain new and useful Improvements in the Manufacture of Railroad Cars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing making a part of this specification.

My invention consists, essentially, in the adaptation of railroad cars for bathing purposes on railroads, and in the addition to such cars of bath-tubs, tanks, pipes, &c., for such purpose, as hereinafter set forth.

By referring to the accompanying drawing, it will be seen that Figure 1 is a longitudinal vertical section of the car. Fig. 2 is a vertical transverse section through the middle of the car. Fig. 3 is a plan of the car, showing the bath-rooms, baths, &c.

A A indicate the car proper, with its wheels, steps, brakes, &c. At B B is shown a partition running down the middle of the car lengthwise, and dividing it into two equal parts or saloons. This partition is designed to separate the car into two equal compartments, but it does not necessarily run up to the apex of the roof. It is strengthened and held in place by the stanchions *c c*, which are placed at both ends, and wherever they are deemed necessary along the partition. By means of partition B B two bathing-saloons are formed, one for each sex, which are entered by separate doors, as shown at either end of the car, and designated by the letters C C. Between these doors and either end of the car there is a common vestibule, D, from whence a door opens out upon the platform. At opposite ends of each bathing-saloon are the water-closets E E, heaters F F, and attendants' rooms G G. The heaters may be so constructed as to heat the water used for bathing purposes. At H H are shown the bath-rooms containing the bath-tubs I I, and furnished, each, with two faucets—one for hot and the other for cold water. If the hot water is obtained from the locomotive the faucet through which it is drawn communicates with pipes, of iron or other suitable material, under the bottom of the car, which again connect with the engine by means of additional pipe and flexible joints,

made of rubber, or otherwise constructed so as to answer the purpose. An apparatus for a shower-bath may also be attached to the baths, and the bath-rooms may be furnished with every luxury and convenience for the bathers. A door opens from each bath-room into the aisle or passage, and a window in each room affords light and ventilation from without. The water may be carried in the tank indicated by the darkly-shaded lines K below the ventilating or upper roof of the car. It is made of iron, or wood, or any other suitable material, and forms a parallelogram, the outer walls abutting upon the walls or sides of the car proper, and the inner upon or in a line with the panels which support the upper or ventilating roof, as shown at *d d*, so that the whole of the car will be lighted and ventilated, if desired, by the ventilators or windows *b b*, through the open space in the water-tank.

In Fig. 2 that portion of the darkly-shaded lines which appears to impinge upon or cross the space *d d* and the stanchions *c c* does not do so, in fact, but represents that part of the water-tank which crosses the further end of the car. The tank is to be filled at watering-stations by the means ordinarily used for the supply of the locomotive and tender, or at such other places and by such other arrangement as may be found convenient.

In the arrangement of parts here proposed and shown, the water is drawn from the tank above the baths by means of the vertical pipes connected with the faucets, as shown in Fig. 2. I do not, however, limit myself to the species of tank shown or its situation, for a tank or tanks may be made on the sides, ends, or even at the bottom of the car, in which cases other arrangements of pipes, with suitable devices for filling the baths, would be necessary. It is also contemplated to use hot water from the locomotive, or use steam from the engine, by means of connecting-pipes running under the train for the purpose of heating water for the bathers.

I propose that in closets in the attendants' rooms shall be stored such preparations as shall be requisite for furnishing a substitute for sea-water, ferruginous, or any description of medicated baths that may be called for. Turkish and Russian baths may also be pro-

vided for. A barber's chair and appurtenances, suitably constructed to answer the special purpose, may also be located either in the attendants' or in a separate room.

In place of the sliding doors to the bath-rooms, heavy curtains, suspended from a rod, may be used; and hence, when the bath-room is not in use for its legitimate purpose, the bath-tub may be fitted with a suitable cushioned cover, thus transforming the room into a pleasant alcove with divan.

Experience, the necessity of economizing space, and the necessities of unforeseen circumstances, may render necessary some modifications of my plans and system without materially deviating from the general plan set forth; and hence I do not, by any means, limit myself or my invention to the bathing-car herein described. In many cases movable baths may be found convenient; or it may be possible, on short lines of travel, to furnish sleeping-cars, palace-cars, or ordinary rolling stock, with only one or two baths or bath-rooms, with tanks and other necessary appurtenances suited to their capacity.

The advantages secured to the traveler, especially on long journeys, by this railroad-bath system are too many and too obvious to require extended comment. The dust and products of combustion driven upon the faces, persons, and clothes of the travelers form a great nuisance, from which but partial and very unsatisfactory relief can at present be had. By means of my invention these evils can be greatly lessened, if not wholly obviated.

I claim as new and desire to secure by Letters Patent—

1. The adaptation of railroad cars to bathing purposes, substantially as set forth.

2. In a railroad car, the arrangement of water-tanks, conducting-pipes, faucets, and bath-tubs, substantially as and for the purpose set forth.

Witness my hand this 27th day of August, A. D. 1872.

LOUIS BAGGER.

Witnesses:

EDWARD RENAUD,
CHARLES DIMITRY.