

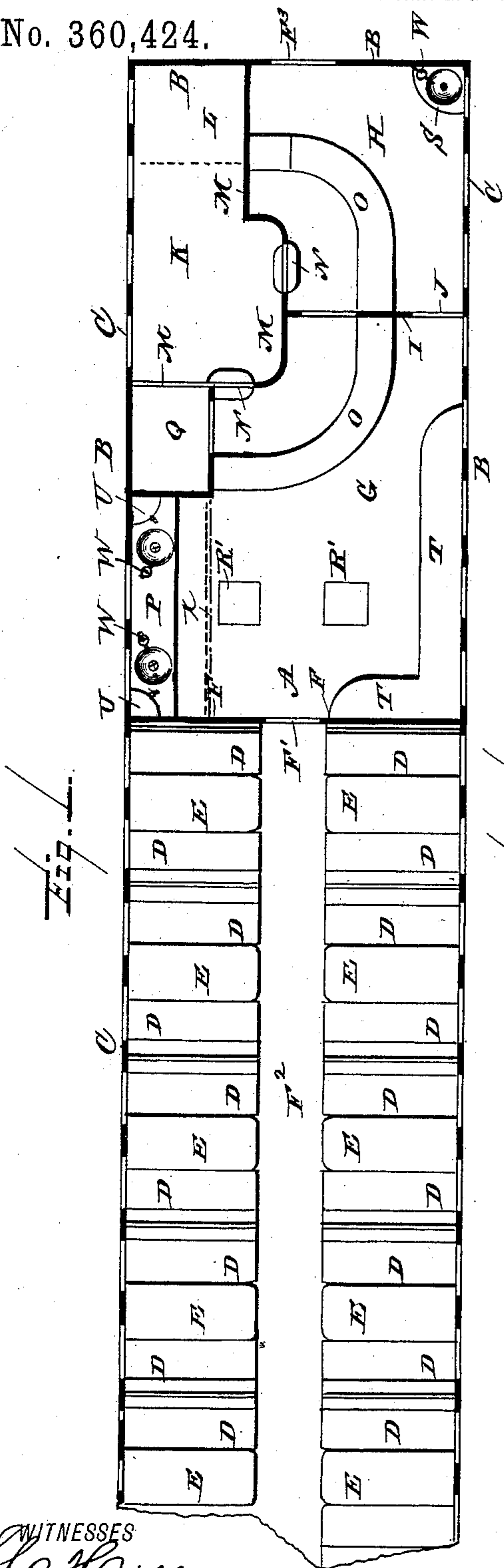
(No Model.)

J. H. ELLIOTT.

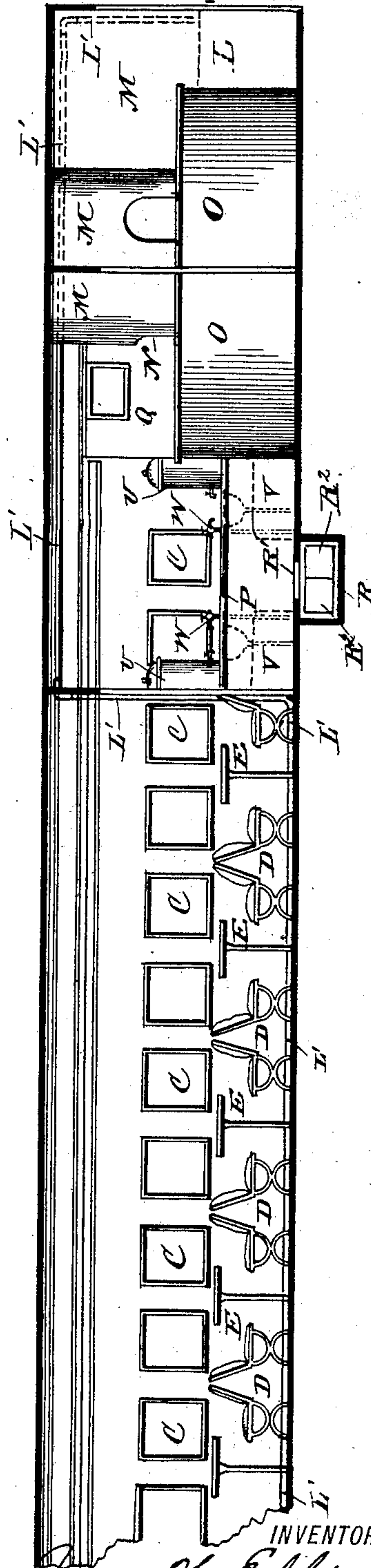
DINING COACH.

No. 360,424.

Patented Apr. 5, 1887.



WITNESSES
L. C. Hills,
W. S. Durrall



INVENTOR
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UNITED STATES PATENT OFFICE.

JAMES HENRY ELLIOTT, OF MONTREAL, QUEBEC, CANADA.

DINING-COACH.

SPECIFICATION forming part of Letters Patent No. 360,424, dated April 5, 1887.

Application filed November 24, 1886. Serial No. 219,793. (No model.)

To all whom it may concern:

Be it known that I, JAMES HENRY ELLIOTT, a citizen of Great Britain, residing at Montreal, in the Province of Quebec, Canada, have invented certain new and useful Improvements in Dining-Coaches; and I do hereby declare the following to be 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 has relation to railway-coaches, and has for its object, principally, the provision of a coach with such a construction that it shall embody facilities for serving lunches and meals not only to the occupants of the coach itself, but to occupants of other coaches comprising the train. In other words, the object of the invention is to adapt a first-class dining-coach to use as a second-class dining-coach, and this without the necessity of interfering with the service of either class of passengers or requiring any commingling of the one class with the other.

With this general object in view my invention consists in a railway-coach constructed as hereinafter described, the novel features being particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a horizontal transverse section or floor plan of a coach constructed in accordance with my invention. Fig. 2 is a longitudinal and substantially central vertical section of Fig. 1.

Like letters of reference indicate like parts in all the figures of the drawings.

A represents the floor; B, the walls; C, the windows; D, the seats, and E removable tables arranged between the seats.

A portion of one end of the coach is separated from the remainder by a partition, F, provided with a door, F', at the end of the aisle F² between the seats. A door, F³, affords access from the platform of the coach. The portion separated from the main part of the coach by the partition F is itself divided into two parts or sections, G H, by a partition, I, a door, J, being arranged therein for the purpose of affording access to the platform for first-class passengers, when desired. The former compartment may be termed the "first-class" dining-room, while the compartment H is the "second-class" dining-room, and is separated from the compartment G by the par-

tion I and doors J, and is accessible to second-class passengers in the following coaches of the train.

By the arrangement thus far described it is apparent that when provided with suitable accessories first-class passengers of the coach can obtain lunches or meals without commingling with second-class passengers.

In order to facilitate the service of both classes of passengers, I utilize a portion, K, of the coach as a kitchen, the range L being arranged in one corner, a partition, M, serving to separate the kitchen from both dining-rooms. Wickets N communicate with each of the rooms G and H, and each of said rooms is provided with lunch-counters O. Between the lavatory P and the kitchen I arrange the refrigerator Q, and beneath the floor of the coach I construct a cellar, R, having trap-doors R', providing access thereto. A stationary wash-stand, S, is also provided for the second-class dining-room H. A seat, T, may be provided in the room G opposite the lavatory.

When the accessories above described are provided and arranged as detailed, it will be seen that the greatest economy of space is practiced and egress and ingress unobstructed. This latter advantage is very much facilitated by curving the lunch-counters, and an enlargement of the kitchen is secured by curving the partition to agree with the outlines of the counters.

At each end of the lavatory P are to be placed ice-water tanks U above the basins or wash-stands, and beneath the basins are tanks V, containing wash-water, to be drawn by pumps W, emptying into the basins at each side.

The lavatory P may be divided off and separated from that part or section G of the car or coach by means of a heavy sliding curtain, X, (see dotted lines, Fig. 1,) extending across from the refrigerator Q to the opposite partition, F, of the coach, and far enough from the wall of the coach to admit of several passengers using the lavatory at the same time. At the end and on the outside of the cellar R doors R² are provided, so that vegetables and other stores can be placed therein and removed therefrom.

Upon the side of the wash-stand or basin S in the section H of the coach is placed a pump, W, communicating with a water-tank beneath, this pump being for the use of second-class pas-

sengers, and above the basin S may be placed an ice-water tank for drinking purposes, if desired.

5 It is evident that the positions of the cooking-range L and the refrigerator Q may be reversed.

10 In order to obviate the necessity of employing extra stoves for the purpose of heating the coach, I arrange hot-water pipes L' around the range L, said pipes extending along the sides or walls of the car, thus utilizing the heat from the range for this purpose.

15 Of course it is understood that the tables E, when not in use, may be removed, so that the coach may be used for ordinary purposes.

Having described my invention; what I claim is—

20 1. In a coach of the class described, a double dining-room arranged at the end thereof and divided into two separate distinct compartments by a transverse partition, one division of the dining-room communicating directly with the passenger-compartment and the other directly with the platform, and a kitchen communicating by wickets with each of said separate compartments, substantially as specified.

2. In a coach of the class described, separate

dining-rooms arranged at the end thereof, and a kitchen arranged at one corner of the coach and provided with communicating wickets for each 30 of the dining-rooms, substantially as specified.

3. In a coach of the class described, a kitchen arranged at one corner and along the side, a transverse partition extending from the wall of the kitchen to the opposite wall of the coach 35 and provided with a door, and curved counters arranged between said door and the wall of the kitchen, whereby an unobstructed passage is provided from the platform to the main portion of the coach, substantially as specified. 40

4. In a coach of the class described, a kitchen located at the corner of the coach and along a portion of its side, and separated by a curved partition provided with wickets, a transverse partition extending from the opposite wall of 45 the coach to the kitchen-wall and to a point between the wickets, substantially as specified.

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

JAMES HENRY ELLIOTT.

Witnesses:

WILLIAM HAMILTON JONES,
GEORGE LOTHROP STARR.