

(No Model.)

F. A. KENNARD & H. W. CORY.

CLOSET FOR RAILWAY CARS.

No. 397,005.

Patented Jan. 29, 1889.

Fig. 1.

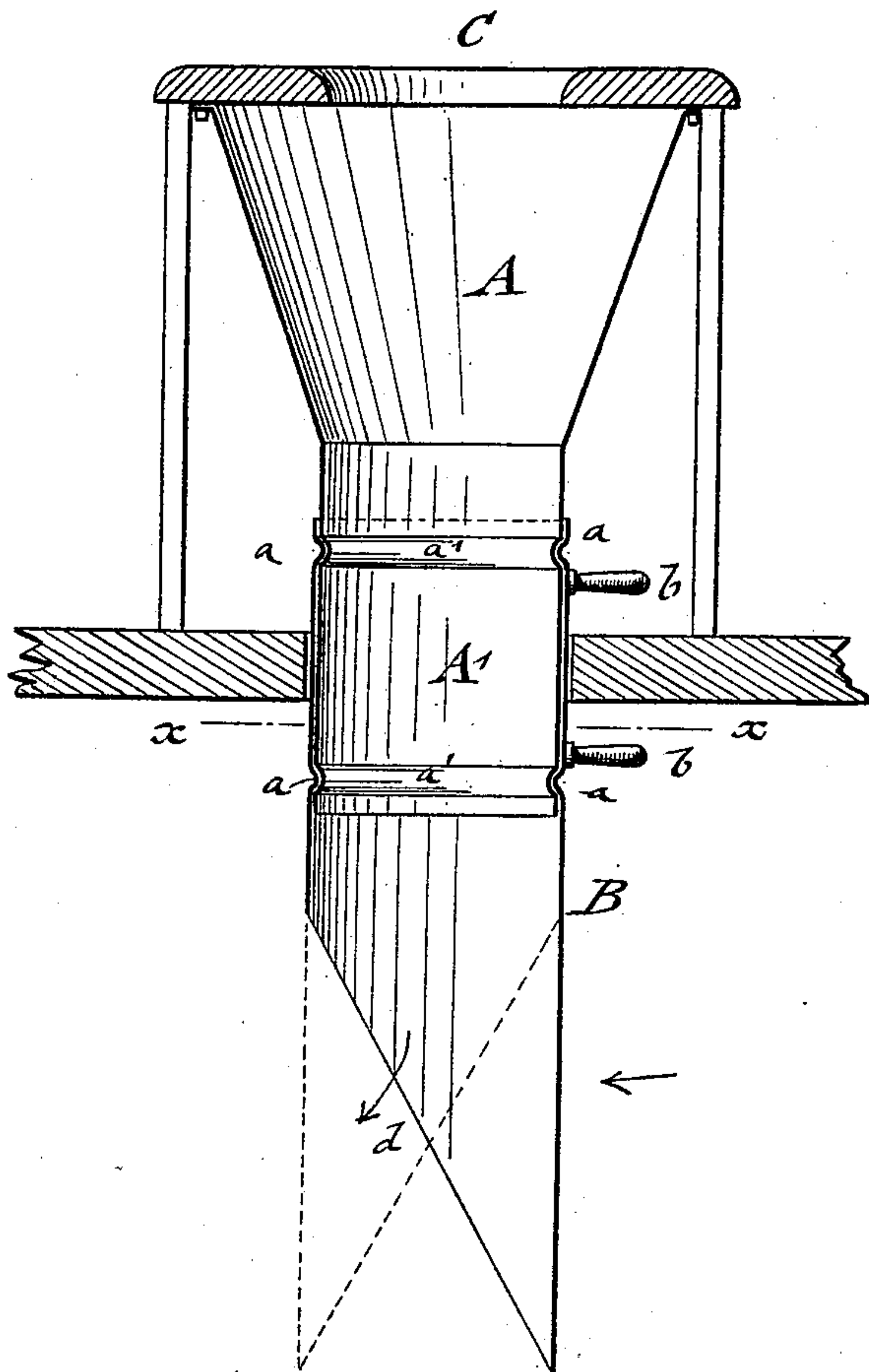
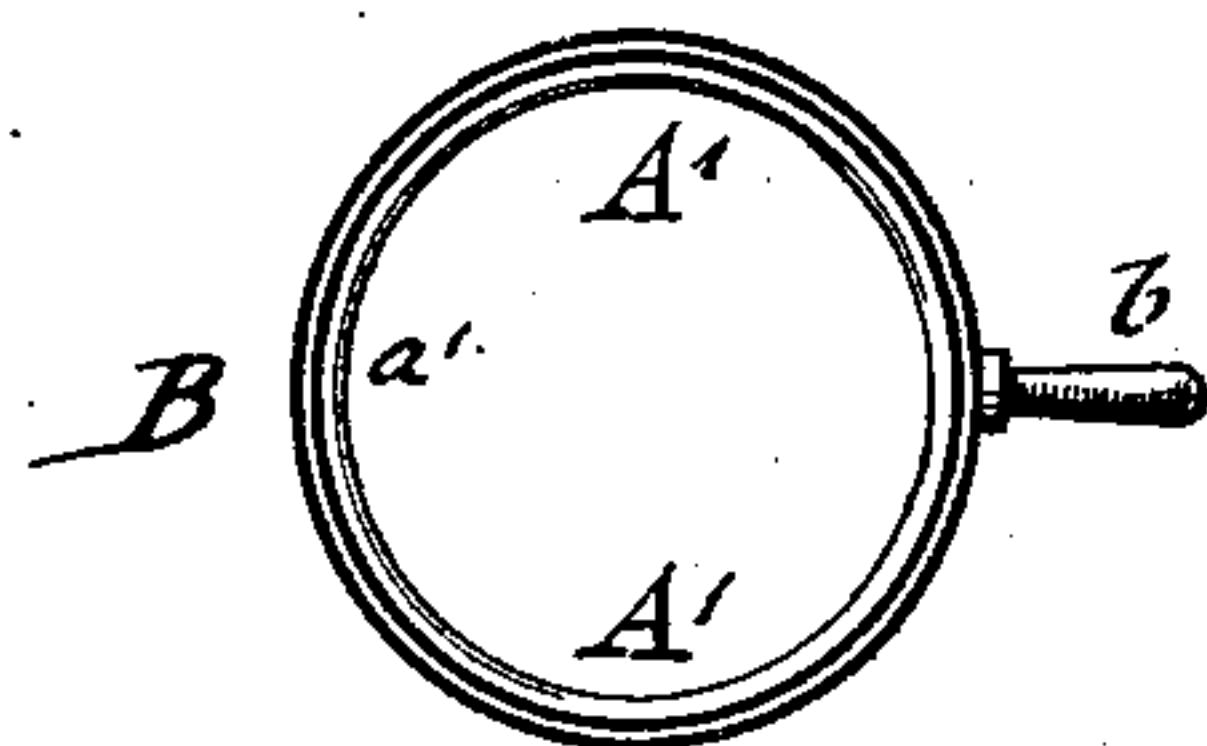


Fig. 2.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

FREDERICK A. KENNARD AND HENRY W. CORY, OF ST. PAUL, MINNESOTA.

## CLOSET FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 397,005, dated January 29, 1889.

Application filed June 9, 1888. Serial No. 276,582. (No model.)

*To all whom it may concern:*

Be it known that we, FREDERICK A. KENNARD and HENRY W. CORY, of St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Closets for Railway-Cars, of which the following is a specification.

This invention relates to an improved closet for railway-cars, by which the annoying upward draft produced in said closet when the car is in motion is obviated in a simple and effective manner; and the invention consists of a closet for railway-cars which consists of two parts, an upper or basin portion and a lower or discharge portion, which latter is axially movable on the upper portion and provided with a discharge-opening that is arranged at a slant or angle of inclination to the vertical axis of the closet.

In the accompanying drawings, Figure 1 represents a vertical central section of our improved closet for railway-cars, and Fig. 2 is a horizontal section of the same on line  $x x$ , Fig. 1.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents the upper or basin, and B the lower or discharge portion, of our improved closet for railway-cars. The upper or basin part, A, is provided with a seat, C, and inclosed in the usual manner. The lower portion, B, is extended over the tubular shank A' of the upper part, A, and guided thereon by annular ribs or collars  $a a$ , on annular grooves  $a'$  of the shank A', so that the lower portion, B, can be readily turned on its axis, for which purpose it is provided, either above or below the bottom of the car, with handles  $b b$ , by which the axial turning of the lower portion, B, can be readily accomplished either from the inside or the outside of the car. The discharge-opening of the lower portion, B, is arranged at a downwardly-slanting angle of inclination to the vertical axis of the

closet, so as to form an elliptical discharge-opening.

The discharge-opening  $d$  of the lower portion, B, has to be away from the direction of motion of the car, so that the air strikes against the longer side of the portion B, and produces by the forward motion of the car a partial vacuum at the opposite side or discharge-opening of the same, so that a downward suction is exerted on the column of air in the tubular part of the closet, and thereby a downward draft of air created from the basin A toward the discharge-opening, in place of the annoying upward draft which is created in the closets heretofore in use. When the direction of motion of the car is changed, the lower part is turned on its axis, so that the longer side of the lower portion, B, is located in the direction of motion of the car and impinged upon by the air-current, so as to cause a rarefaction of the air in the discharge-opening back of the same, and consequently by the suction a downward current of air through the basin and discharge-tube of the closet.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

A closet for railway-cars, consisting of a fixed upper or basin portion having a tubular shank, an axially-turning lower or discharge portion guided on the shank of the upper portion, the lower part having a downwardly slanting or inclined discharge-opening, substantially as set forth.

In testimony that we claim the foregoing as our invention we have signed our names in presence of two subscribing witnesses.

FREDERICK A. KENNARD.  
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Witnesses:

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