

No. 829,470.

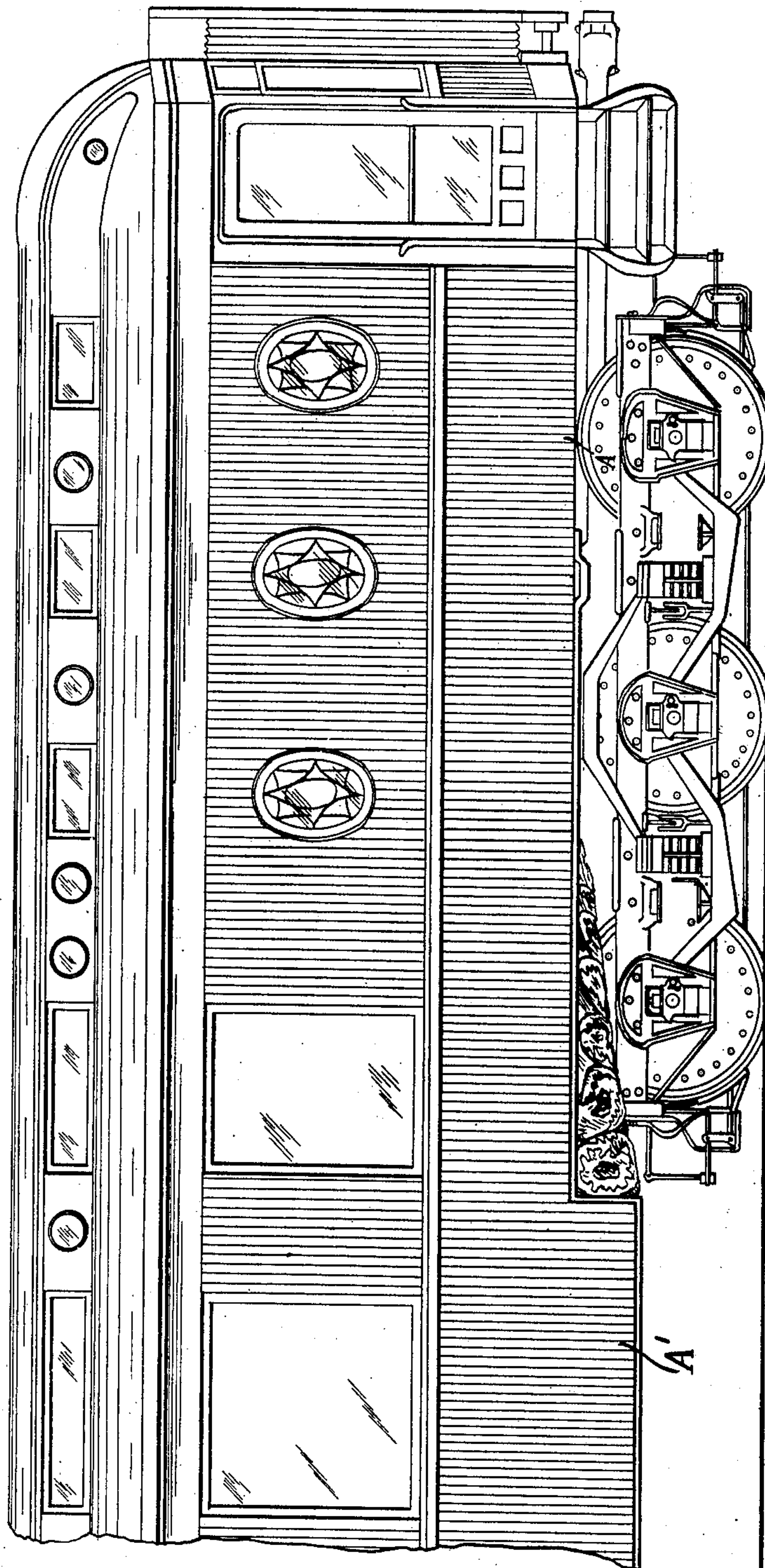
PATENTED AUG. 28, 1906.

L. J. HARRIS.
RAILWAY CAR.

APPLICATION FILED MAY 25, 1906.

9 SHEETS—SHEET 1.

Fig. 1.



Witnesses
W. F. Morrow.
Chas. M. Baruch.

L. J. Harris, Inventor
By his Attorney J. O. Forster.

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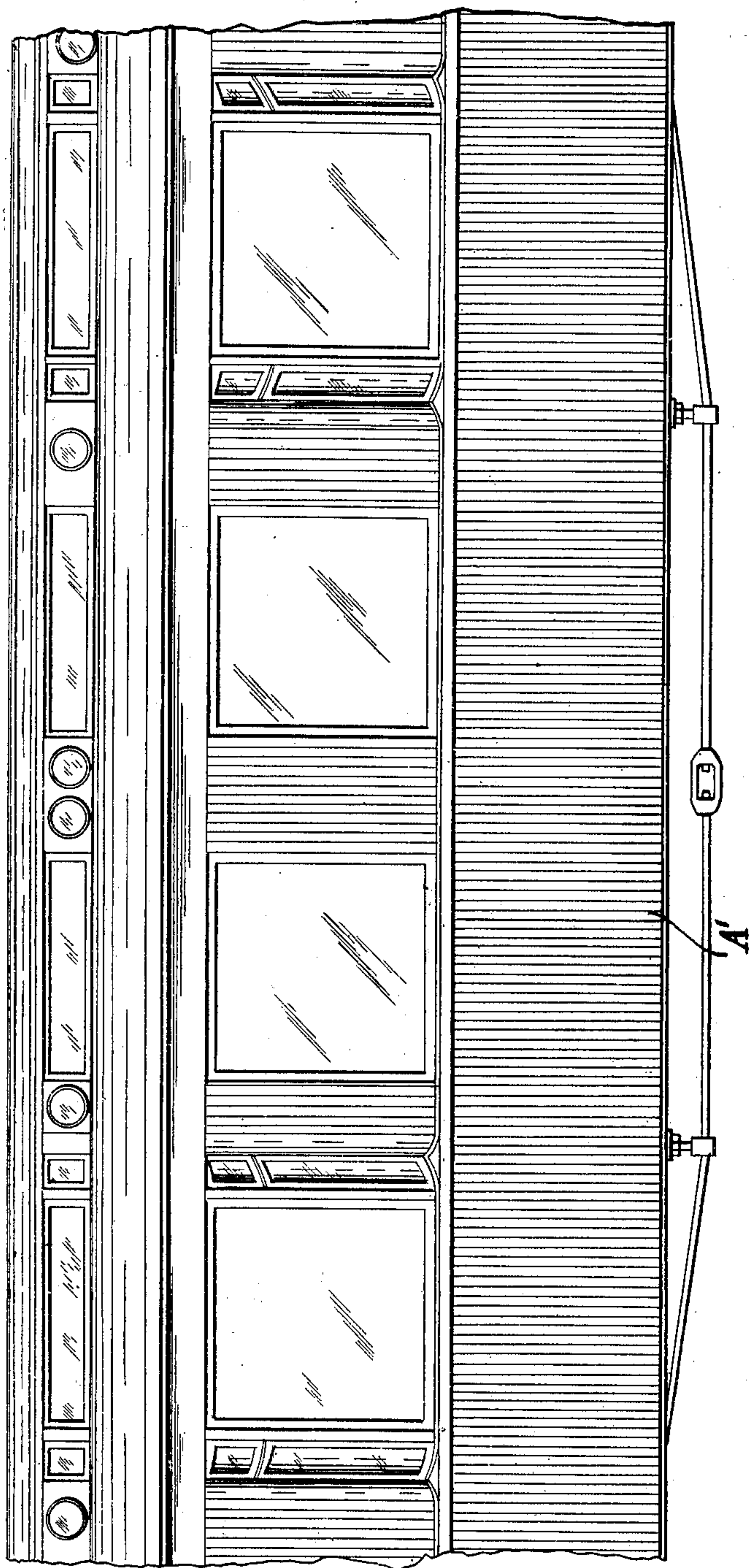
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9 SHEETS—SHEET 2.

Fig. 2



Witnesses
J. Garcia.
Rob. Schwarz

L. J. Harris Inventor
By his Attorney J. O. Fowler.

No. 829,470.

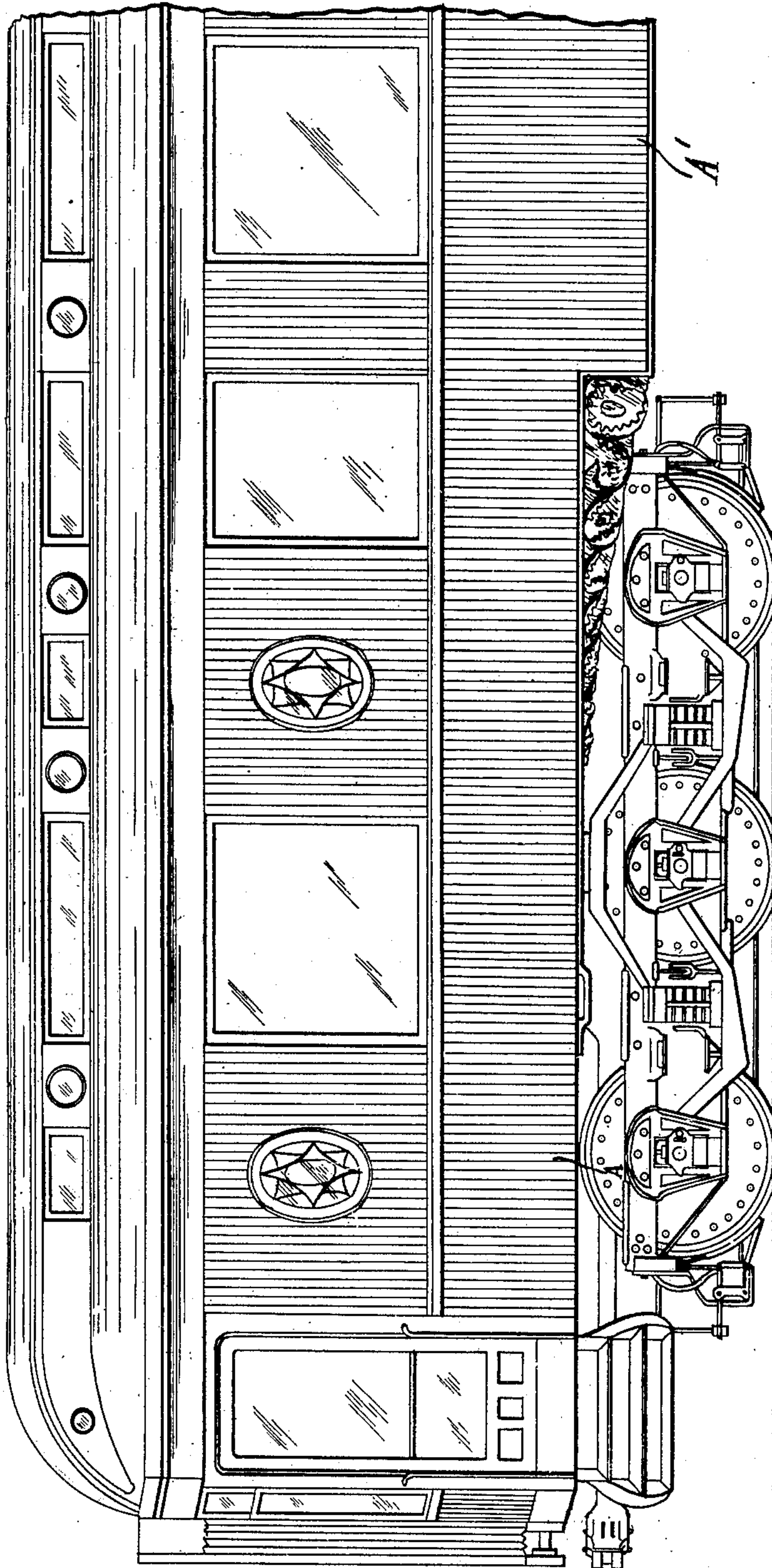
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9 SHEETS—SHEET 3.

Fig. 3



Witnesses
W. F. Morrow.
Chas M Baruch

L. J. Harris Inventor
By his Attorney J. O. Fowler.

No. 829,470.

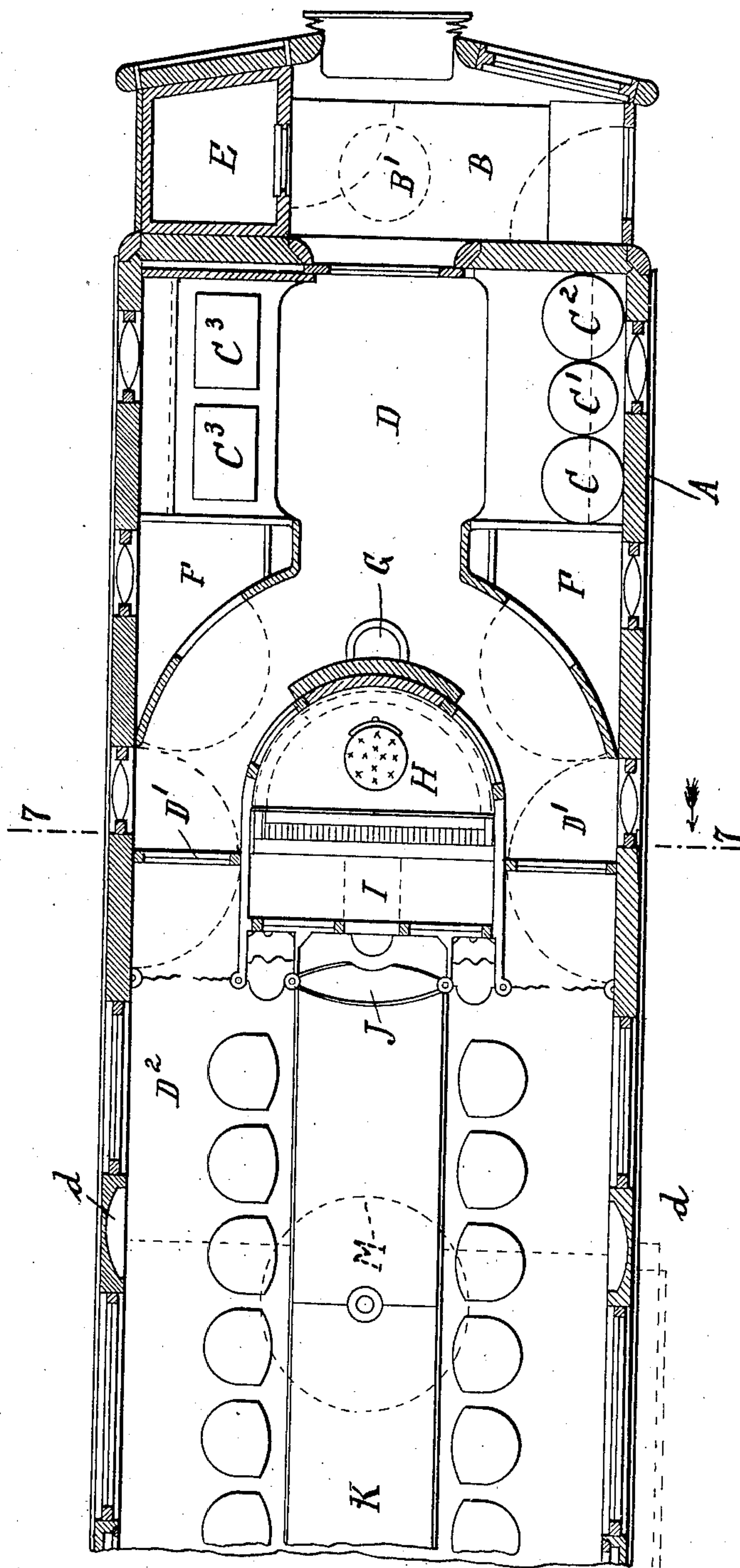
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9 SHEETS—SHEET 4.



Witnesses
J. Garcia.
Rob. Salvoary

L. J. Harris Inventor
By his Attorney J. C. Fowler.

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9 SHEETS—SHEET 5.

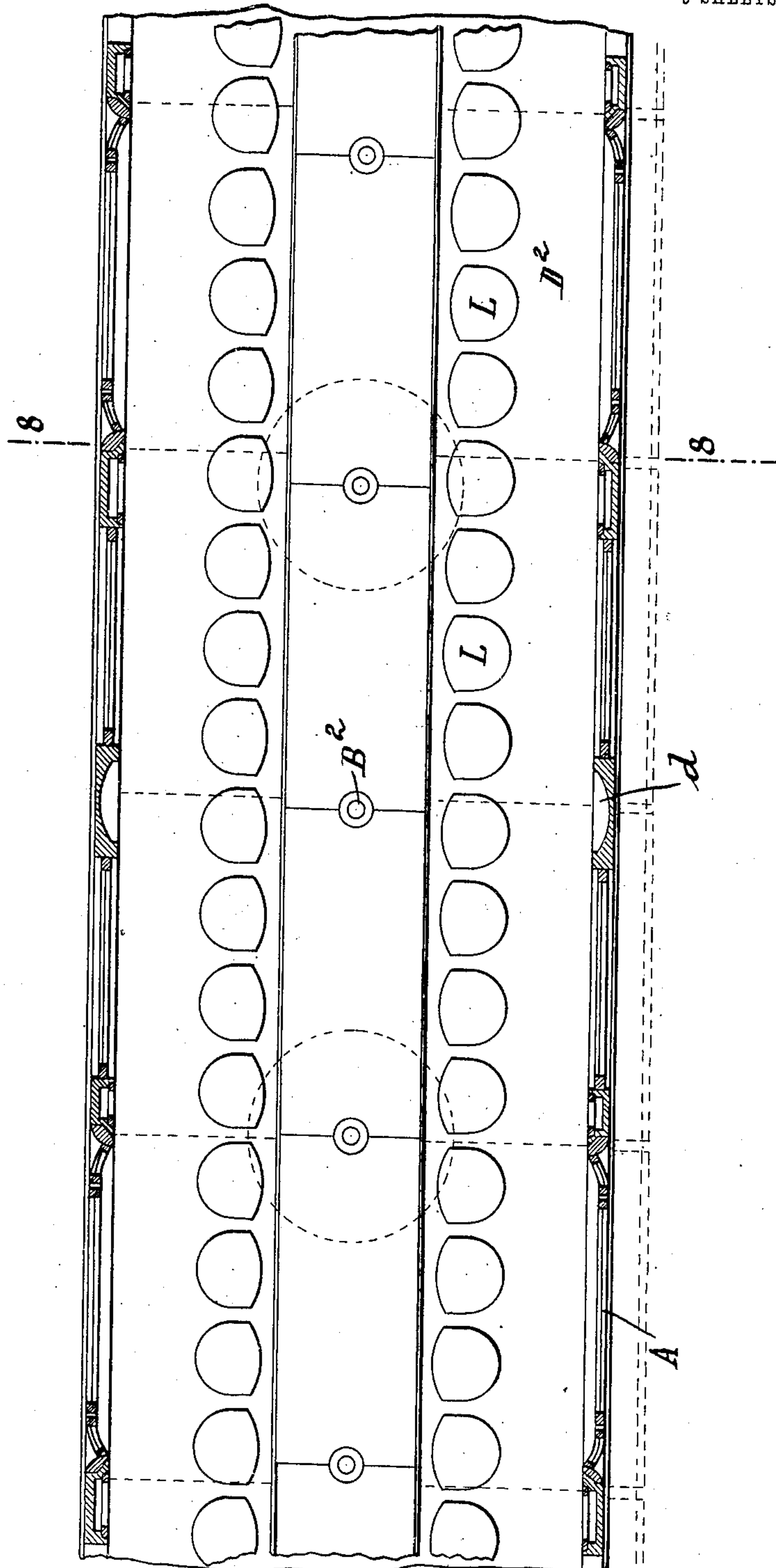


Fig. 5

Witnesses
J. Garcia.
Rob. Schwarz

L. J. Harris. Inventor
By his Attorney J. O. Fowler.

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9 SHEETS—SHEET 8.

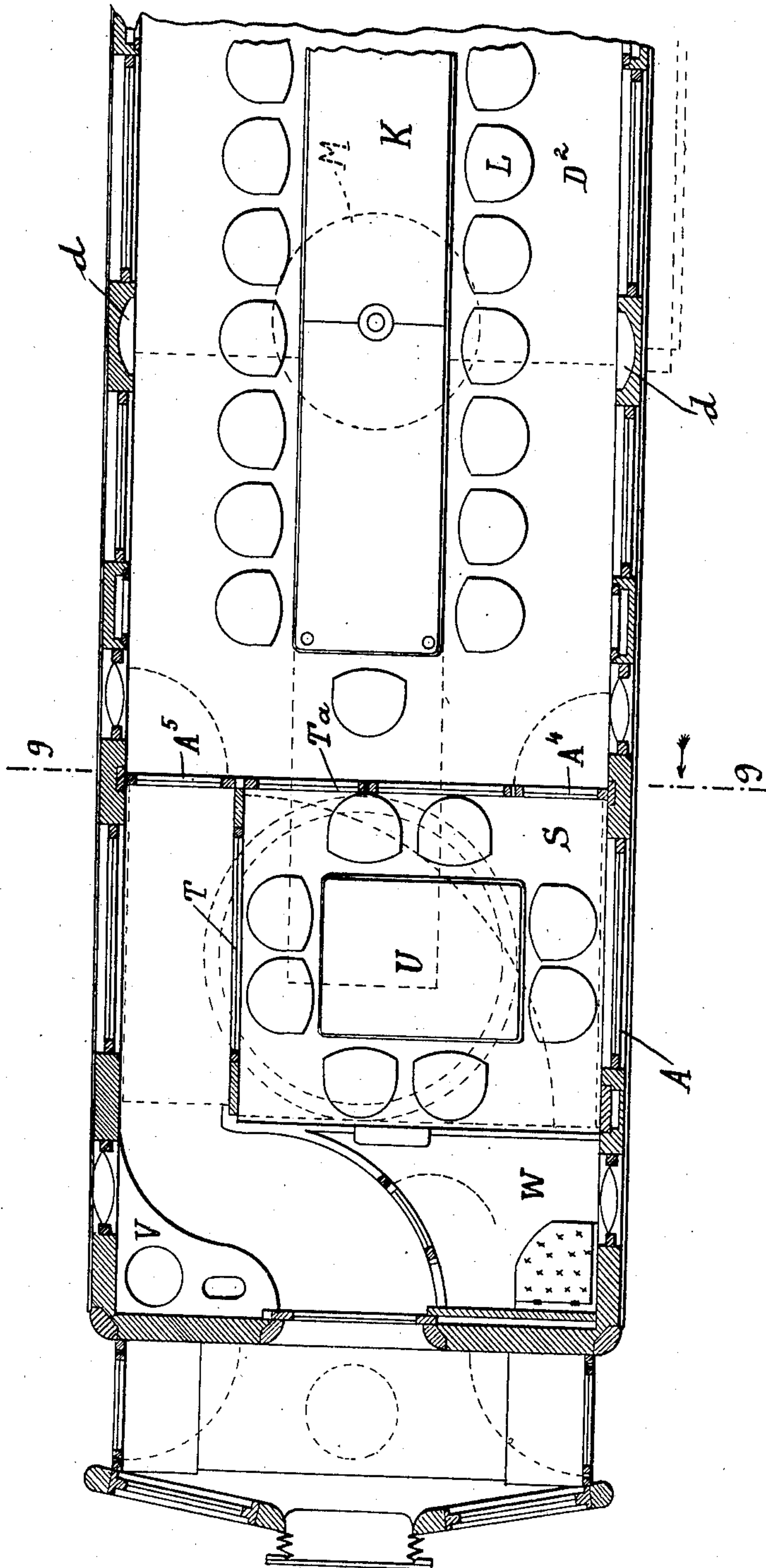


Fig. 6

Witnesses
J. Garcia.
Rob. Blum.

L. J. Harris, Inventor
By his Attorney J. O. Foster.

No. 829,470.

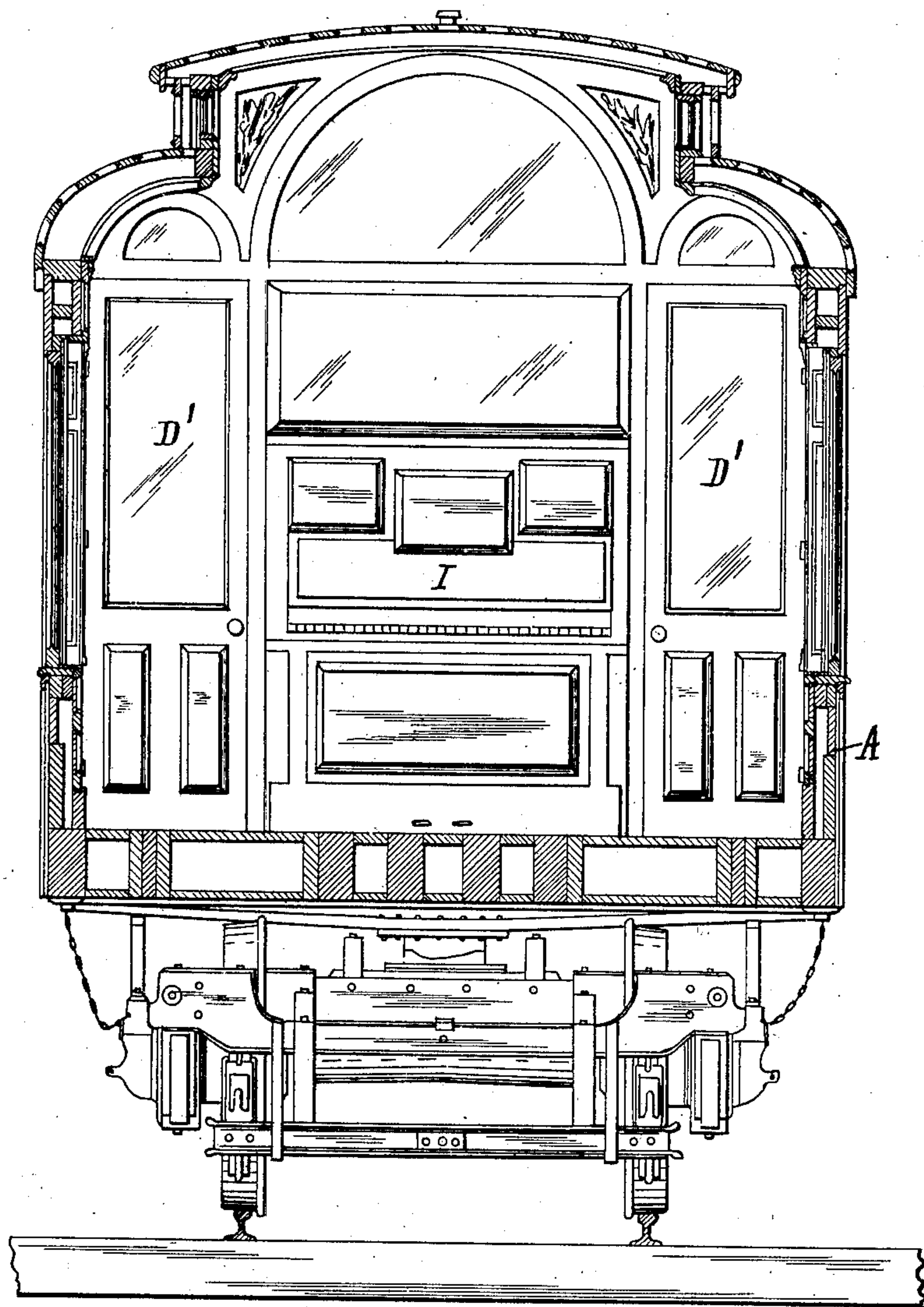
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L. J. HARRIS.
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APPLICATION FILED MAY 26, 1906.

9 SHEETS—SHEET 7.

Fig. 7



Witnesses
J. Garcia
Rob. Schwarz

L. J. Harris, Inventor
By his Attorney J. O. Fowler.

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9 SHEETS—SHEET 8.

Fig. 8

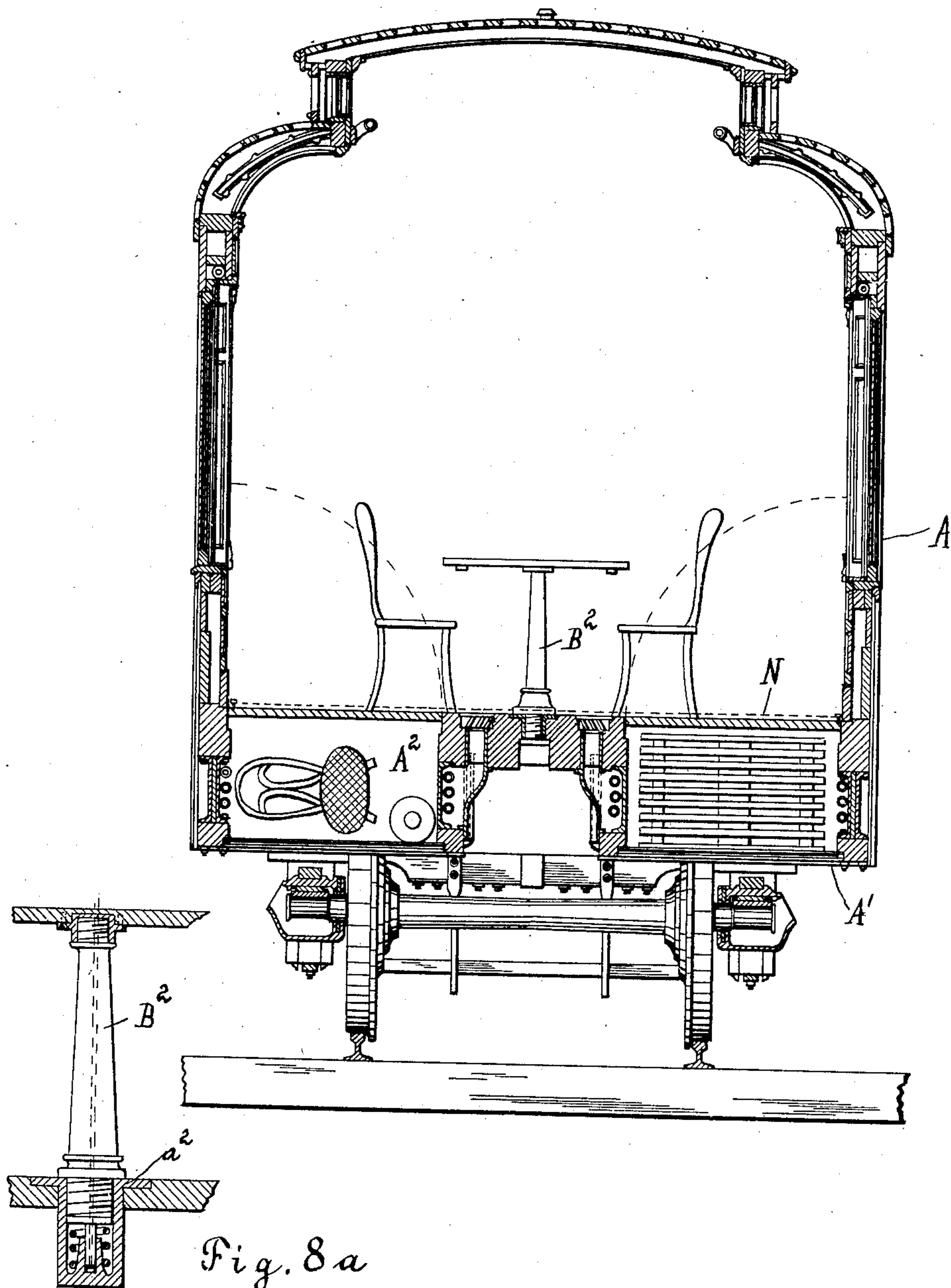


Fig. 8a

WITNESSES:

J. Garcia.
Rob. Schwarz

L. J. Harris. INVENTOR
BY his ATTORNEY J. O. Fowler.

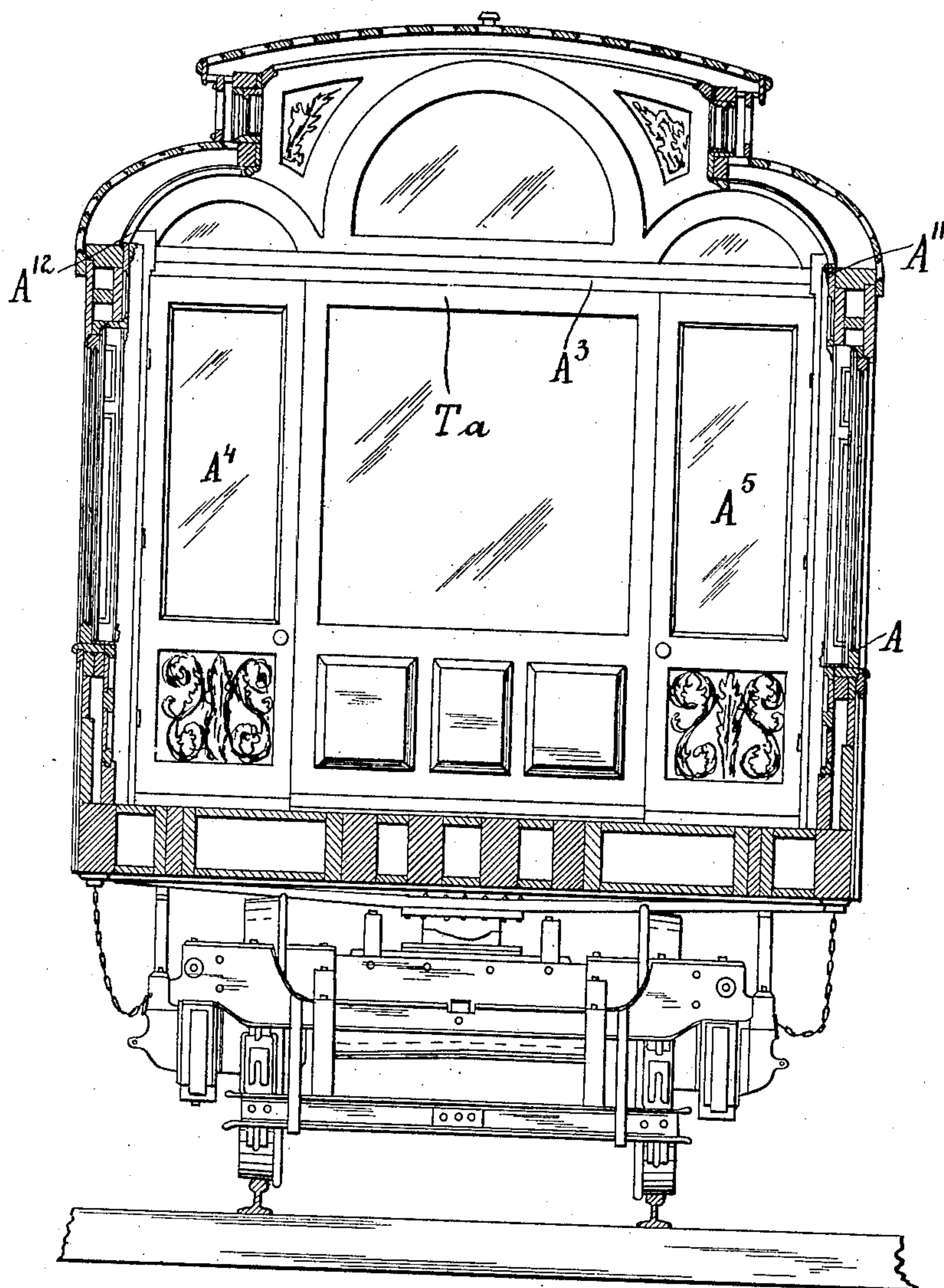
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L. J. HARRIS.
RAILWAY CAR.
APPLICATION FILED MAY 26, 1906.

9 SHEETS—SHEET 9.

Fig. 9



Witnesses
J. Garcia
Rob. Edwards

L. J. Harris, Inventor
By his Attorney J. O. Fowler

UNITED STATES PATENT OFFICE.

LOUIE J. HARRIS, OF NEW YORK, N. Y.

RAILWAY-CAR.

No. 829,470.

Specification of Letters Patent.

Patented Aug. 28, 1906.

Application filed May 25, 1906. Serial No. 318,759.

To all whom it may concern:

Be it known that I, LOUIE J. HARRIS, a citizen of the United States of America, and a resident of New York, in the county of New York and State of New York, have invented a certain new and useful Railway-Car, of which the following is a specification, the following being a full, clear, and exact description of the invention, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to that class of railway cars or coaches more commonly known as "dining-cars," or, as I prefer to call it, a "club-car," or, from its unique character, a "banquet-car," for, as will be seen by the drawings, the table when the car is arranged for a dining-car preferably runs lengthwise of the car, which is a novel feature never before introduced into this class of cars and which has many advantages—as, for instance, more seating capacity, better and quicker service, and more stability—while at any time, if desired, round tables can be used instead of the long center table, thus making an ideal club-car. Then, again, all tables may when desired be disposed of by being packed away in the storage-compartments located beneath the floor of the car, thus affording room for various functions, as light theatricals or opera, and providing a form of car which may be also styled an "entertaining-car." Then, again, the chairs can be disposed of by being packed into the storage-compartments and a clear floor-space is thus obtained, allowing room for dancing, &c.

In order to accomplish these various changes, I build the car with a hang-down located between the trucks, said hang-down being constructed and arranged to contain several storage compartments or pockets, into which tables, chairs, and other movable furniture or articles may be stored when not in use for their several requirements. This invention has for its object the provision of an organization of the kind set forth simple in construction, inexpensive to manufacture, and which is also efficient in practical use.

To attain the desired end, this my invention consists in the construction, arrangement, and operation of parts herein set forth.

In order to enable the invention to be fully understood, I will proceed to explain the same by reference to the drawings, illustrative of one embodiment of the invention, and

which accompany and form a part of the specification, and in which—

Figures 1, 2, and 3 represent views in elevation of a car constructed according to my invention. Figs. 4, 5, and 6 are plan views of the same. Fig. 7 is a cross-section taken on the line 7 7, Fig. 4. Fig. 8 is a transverse section on the line 8 8, Fig. 5. Fig. 8^a is a view in detail of the device for fastening a standard to the floor of the car, and Fig. 9 is a cross-section taken on the line 9 9, Fig. 6.

Like letters of reference indicate like parts in all the views.

Referring particularly by letter to the drawings, A denotes the car in which this invention is embodied, and A' the hang-down between the trucks, by which means room is afforded for the storage-compartments. B is the vestibule-platform, having a dome-lamp B'. At one end of the platform is preferably located the wine-locker E.

Communicating with the platform of the car is a pantry or serving-room D, located over the trucks, on the sides of which are respectively placed coffee, tea, and hot-milk cans C C' C² and also ice-cream and ice-chests C³ and also linen and china closets F and a water-cooler G.

Swinging doors D' form means of access to the main hall or room D², which may be utilized, as stated, as a dining-room, ball-room, &c. At one end of the main hall and communicating with the same is placed the music-room H, located in the center of the car and having an aisle on each side of it and being furnished with a piano I, in front of which is a transverse partition in which is placed the sideboard J.

In the dining-hall may be arranged a long table K, composed of a series of sections fastened together, the end of the table nearest the said transverse partition being adjustably secured thereto. The said dining-room is also furnished with suitable chairs L, and at any time, if preferred, a series of round tables M may be substituted for the long or longitudinally-disposed table K.

Along the sides of the main hall are arranged a series of recesses d for silverware, flowers, electric fans, or other articles for display or use. A series of standards B², which may be utilized as stands for tables and also to be used to support electric-lamp stands, may be arranged at intervals along the central portion of the floor of the main hall or

room fitting into sockets A^2 , which lamp-stands may be encircled with flower-holders, casters, &c. I provide in the said main hall or room a movable partition T^a , which may
 5 be moved forward or back and by means of which the length of the main hall may be regulated, and the said partition, in connection with the movable and preferably knock-down partition T , may serve to form a pri-
 10 vate dining-room or card-room S , located over the trucks and having a table U , which room may also be used, if desired, as a shaving-room. At the end of the car are located the washstands V and lavatory W .

15 By pulling the sides or doors A^4 A^5 of the partition T^a toward the sides of the car, as shown by the dotted line, and pushing the said transverse partition in a backward di-
 20 rection additional space can be added to the main hall. The said partition T^a is suspended from the tracks A^{11} A^{12} , placed along the sides of the car, and has a break through the same at A^3 , by which means the top portion of the partition is made stationary, while the
 25 lower part of the same is movable. The tables and chairs when not desired for use may be stored in the compartments located in the hang-down A' beneath the floor, as shown in Fig. 8.

30 When the floor of the main hall is to be used for dancing, a particular form of heavy canvas floor-covering N is drawn over and fastened to the floor of the car, the said canvas being specially prepared with white shel-
 35 lac and chalk, which provides a smooth and glossy surface. Whenever the tables are removed from the main hall or room, so as to enable it to be used for purposes of enter-
 40 tainment, the chairs may obviously be arranged across or around the same or in any other position suitable for social entertain-ments.

I wish it to be understood that I do not desire to be limited to the exact details of construction shown and described, for obviously
 45 modifications will occur to a person skilled in the art.

What I claim as my invention is—

50 1. A railway car or coach having on each side thereof storage-compartments located beneath the floor and suitable for storing dining-room tables, chairs, &c., when not in use, and also means arranged along the center
 55 of the car for supporting the said tables when in use.

2. A railway car or coach having means arranged along the center of the car to support tables, in combination with interchangeable round and square tables constructed and arranged to engage therewith. 60

3. A railway car or coach having a main hall or room located in the center of the car and storage-compartments positioned thereunder, and also having other rooms located over the trucks. 65

4. A railway car or coach having a main hall or room located in the center of the car and a music-room opening therein and storage-compartments positioned thereunder, and also having other rooms located over the trucks. 70

5. A railway car or coach having a main hall or room with a longitudinally-disposed table running through the center of the said room, the said table having an adjustable
 75 connection at one end to a cross-partition located at one end of the room.

6. A railway car or coach having a main hall or room with a longitudinally-disposed table composed of a number of sections run-
 80 ning through the center of the said room, the said table having an adjustable connection at one end to a cross-partition located at one end of the room.

7. A railway car or coach having a main
 85 hall or room with storage-compartments positioned beneath the floor thereof, and also a longitudinally-disposed table running through the center of the said room, the said table having an adjustable connection at one
 90 end to a cross-partition located at one end of the room.

8. A railway car or coach having a main
 95 hall or room with storage-compartments positioned beneath the floor thereof and also having a longitudinally-disposed table composed of a number of sections running through the center of the said room, the said table having an adjustable connection at one
 100 end to a cross-partition located at one end of the room.

In testimony of the foregoing specification I do hereby sign the same, in the city of New York, county and State of New York, this 21st day of May, 1906.

LOUIE J. HARRIS.

Witnesses:

ROB. SCHWARZ,
 J. ODELL FOWLER.