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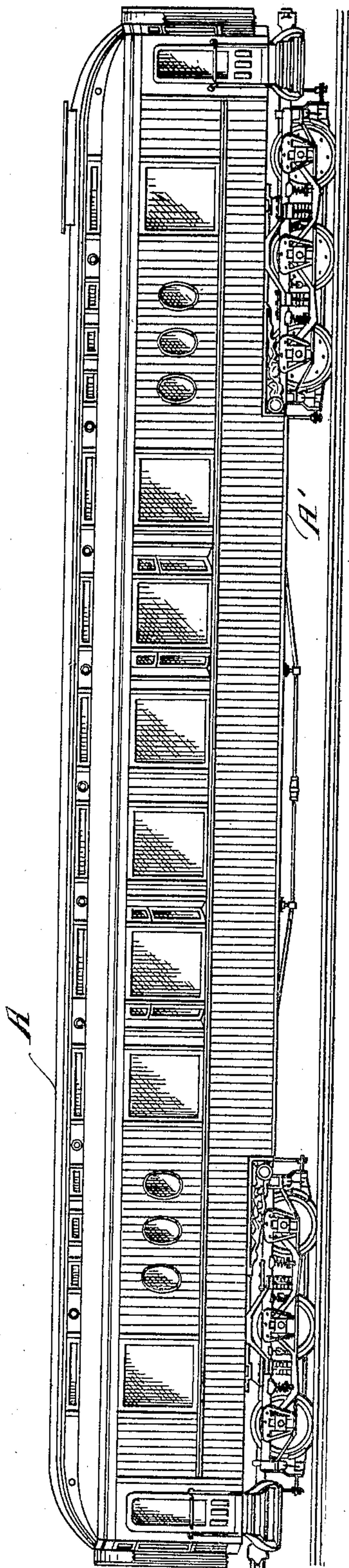
PATENTED NOV. 13, 1906.

L. J. HARRIS.
RAILWAY CAR.

APPLICATION FILED JUNE 19, 1906.

9 SHEETS—SHEET 1.

Fig. 1.



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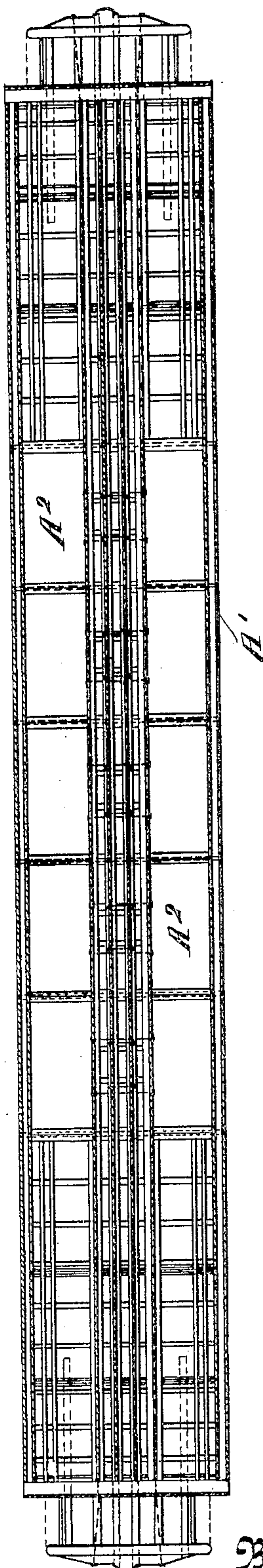
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9 SHEETS—SHEET 2.

Fig. 2.



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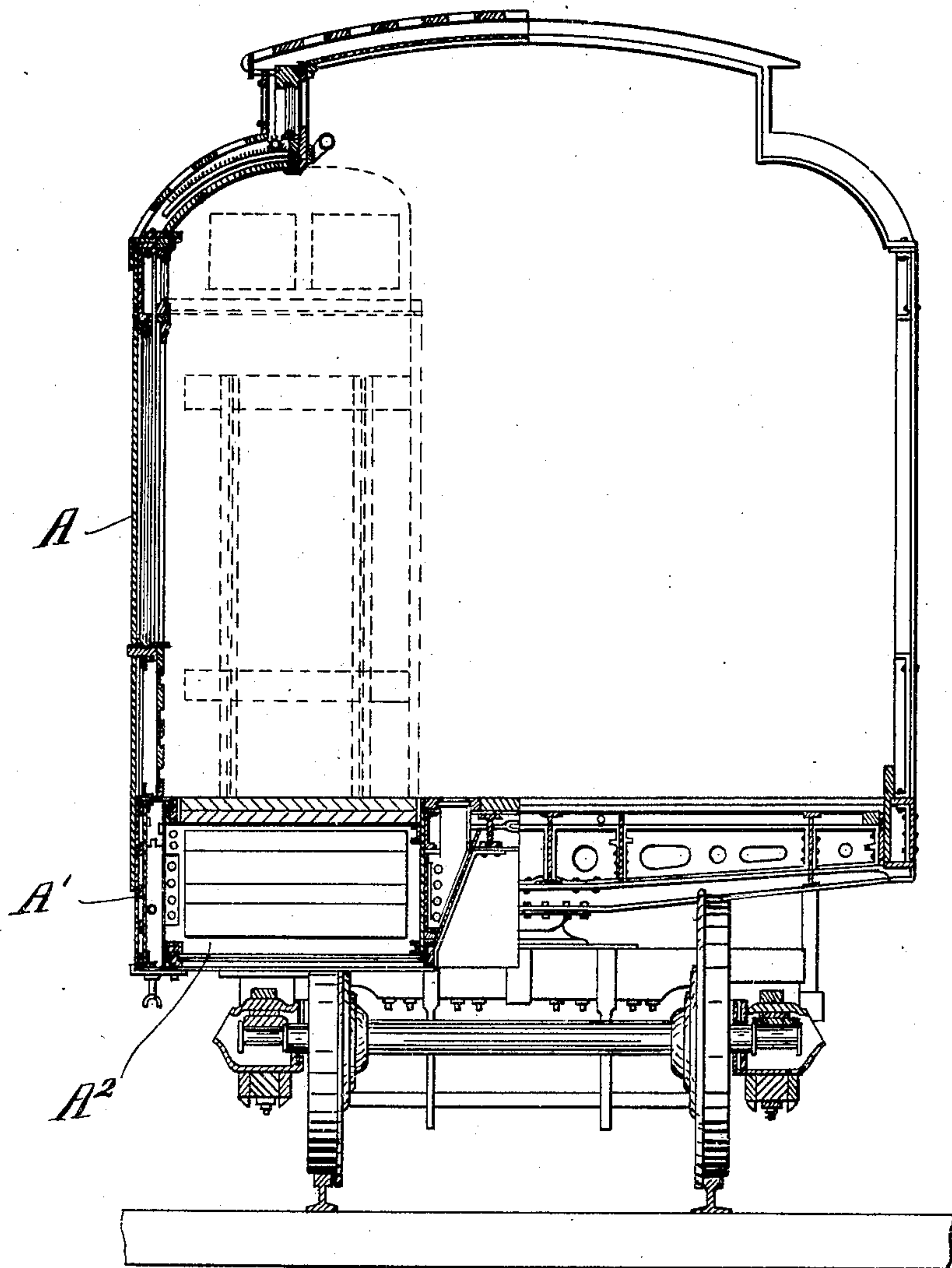
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9 SHEETS—SHEET 3.

Fig. 3.



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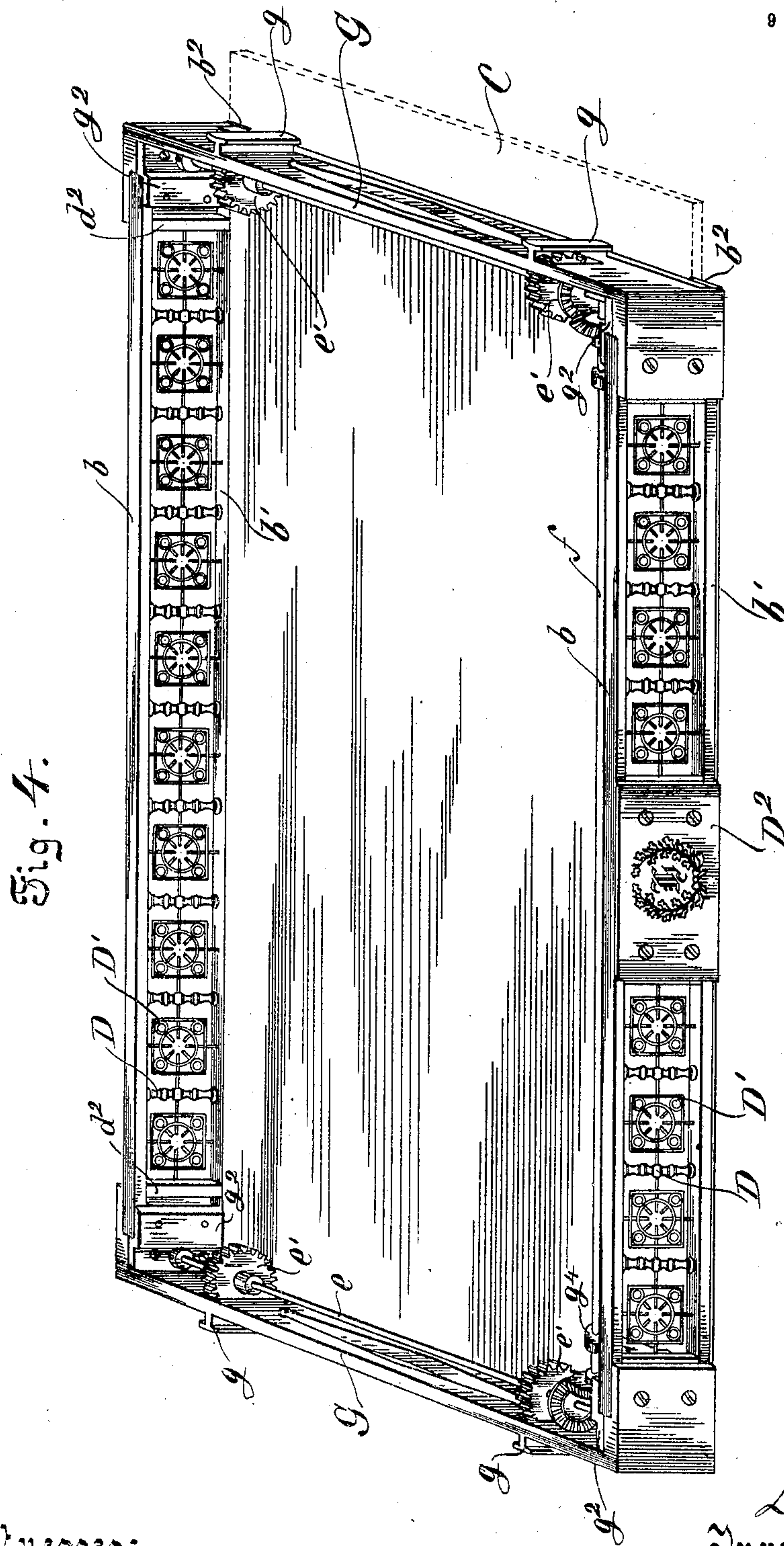
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9 SHEETS--SHEET 4.



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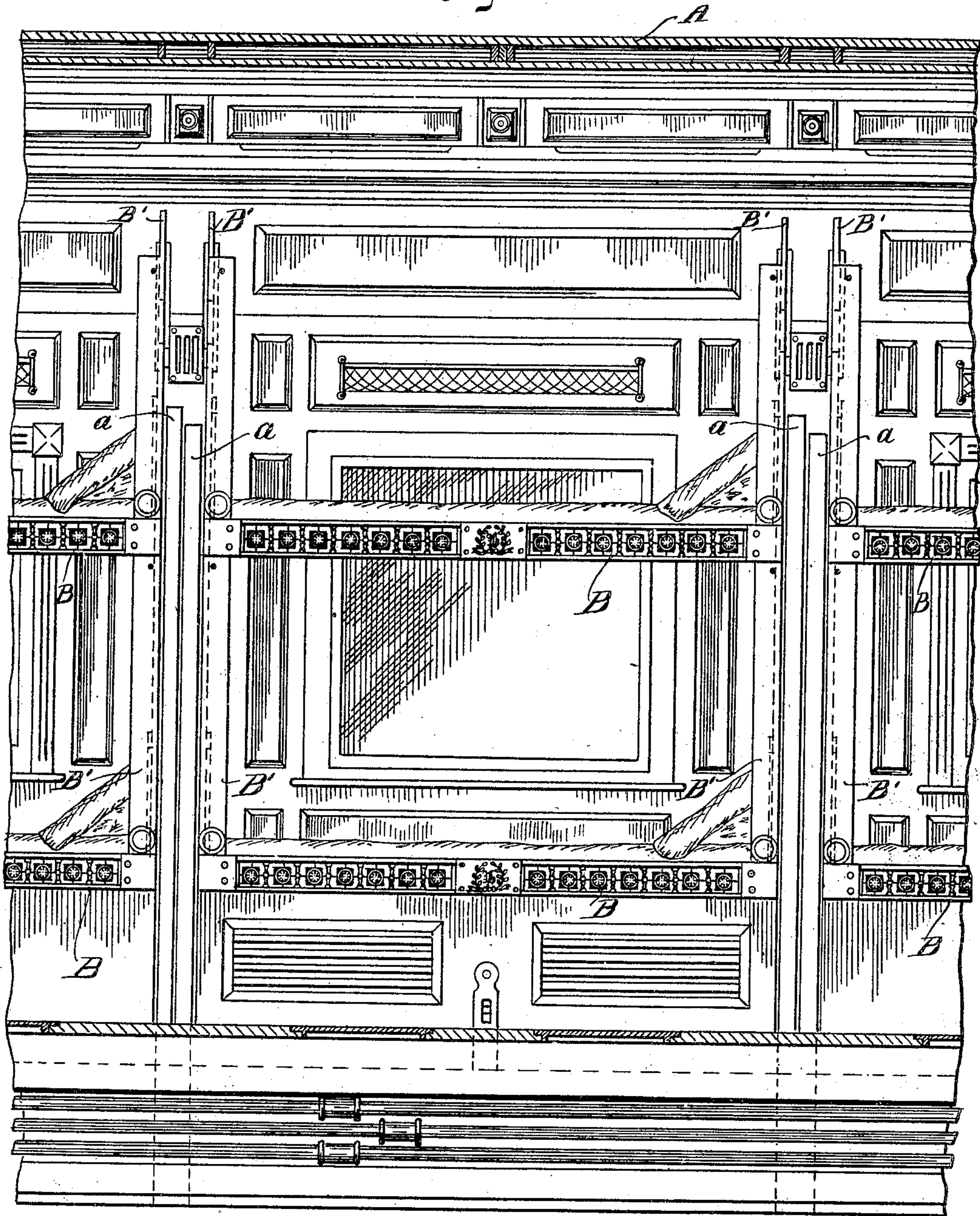
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9 SHEETS—SHEET 5.

Fig. 5.



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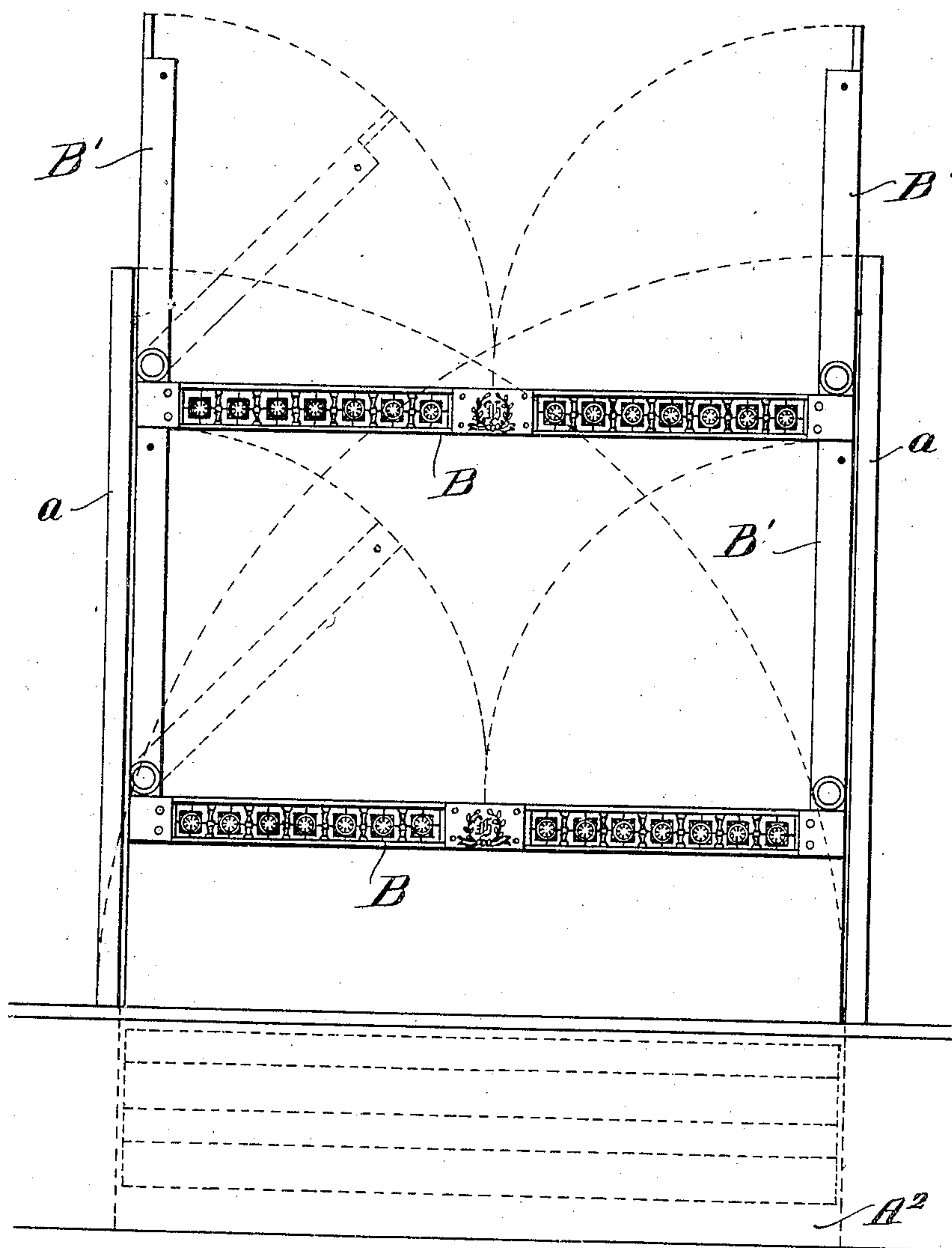
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9 SHEETS—SHEET 6.

Fig. 6.



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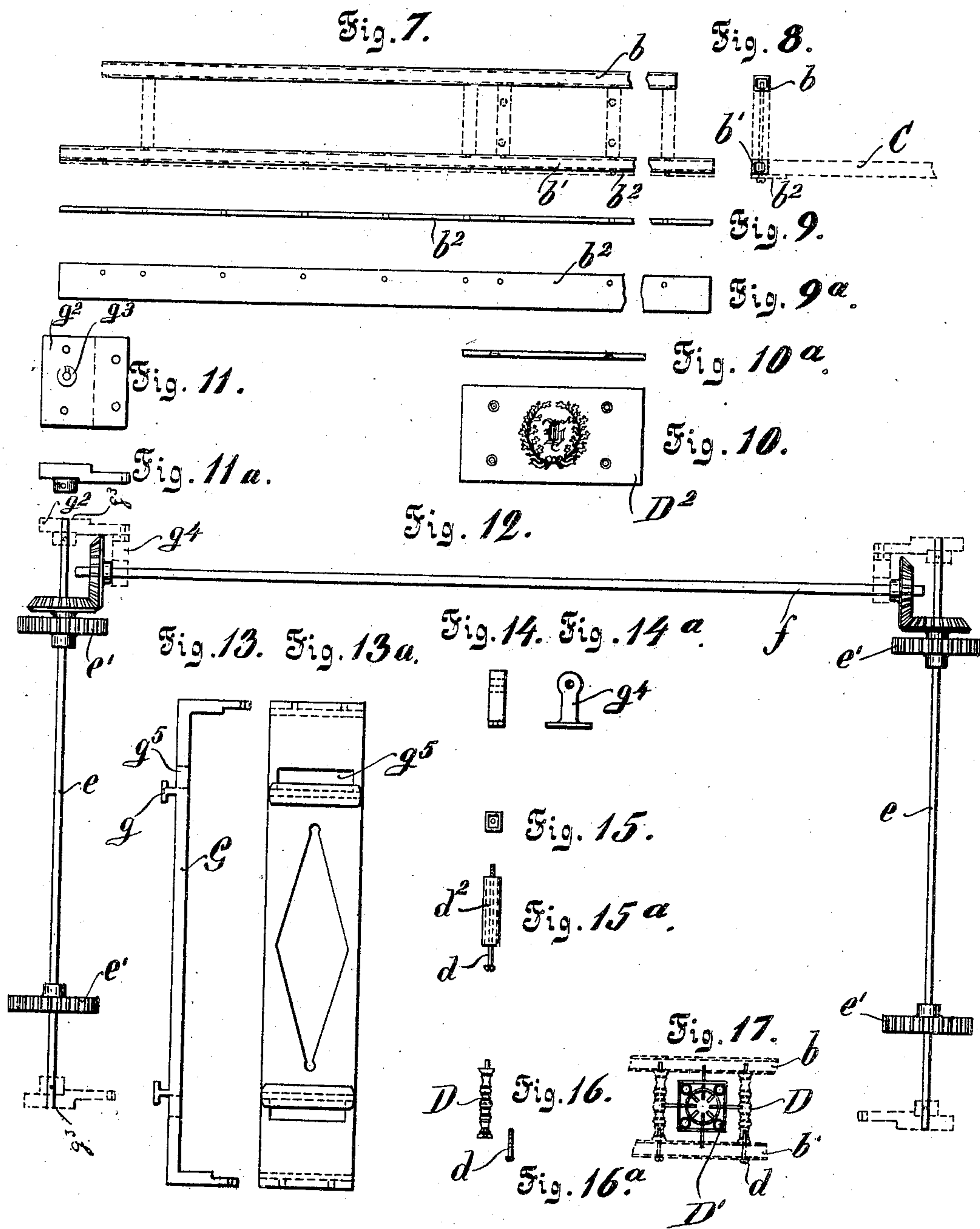
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9 SHEETS—SHEET 7.



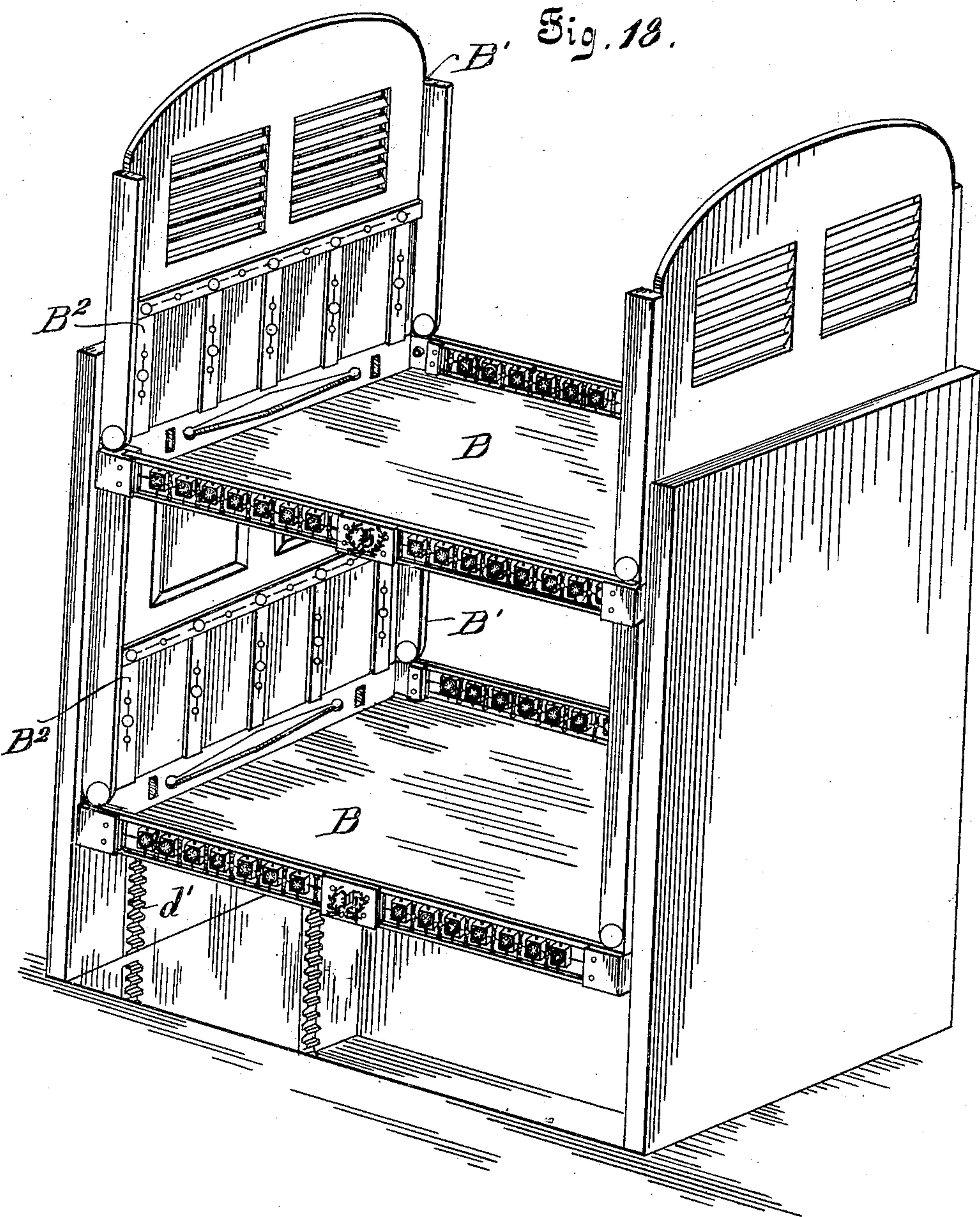
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RAILWAY CAR.

APPLICATION FILED JUNE 19, 1906.

9 SHEETS—SHEET 8.



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RAILWAY CAR.

APPLICATION FILED JUNE 19, 1906.

9 SHEETS—SHEET 9.

Fig. 20.

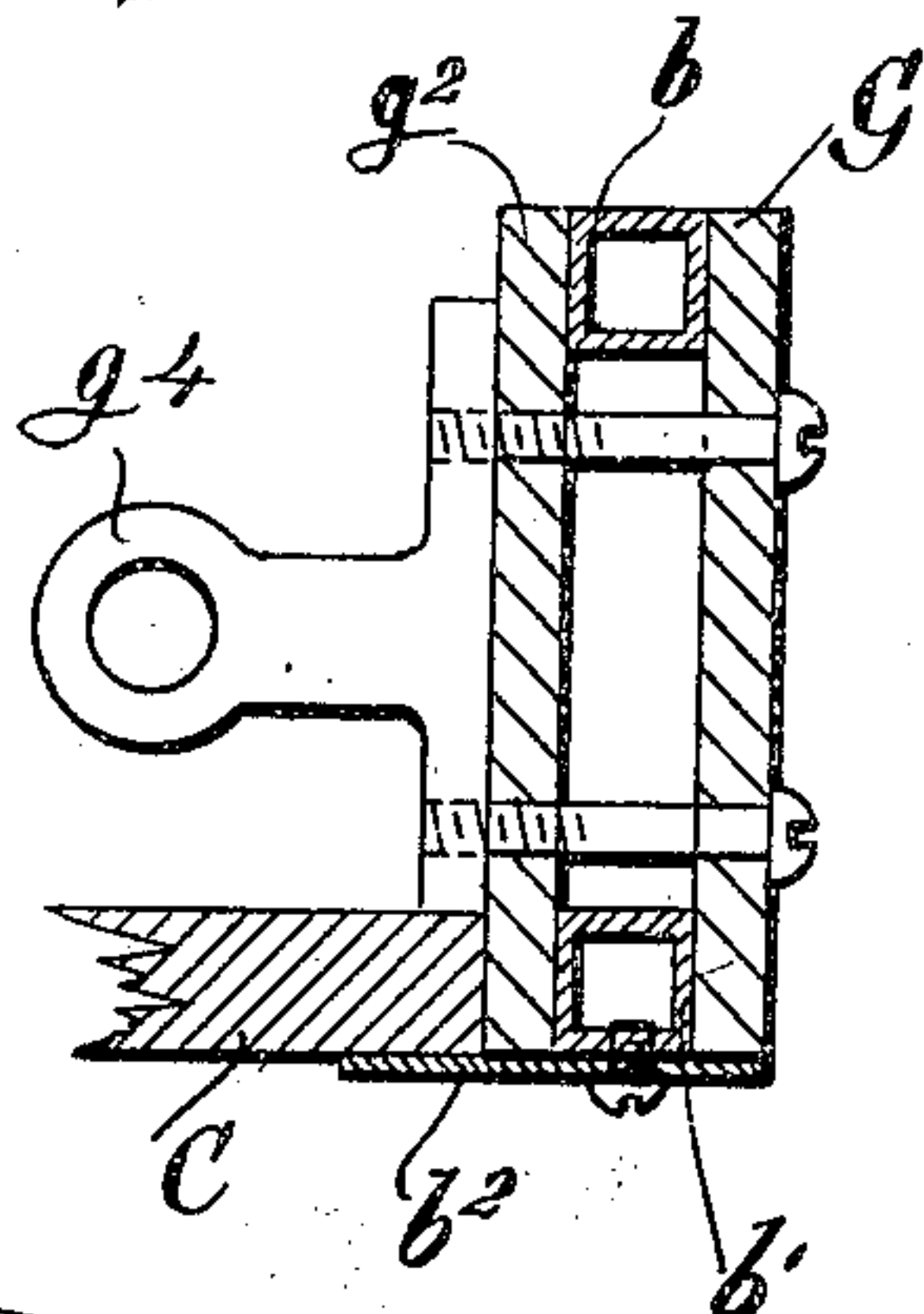
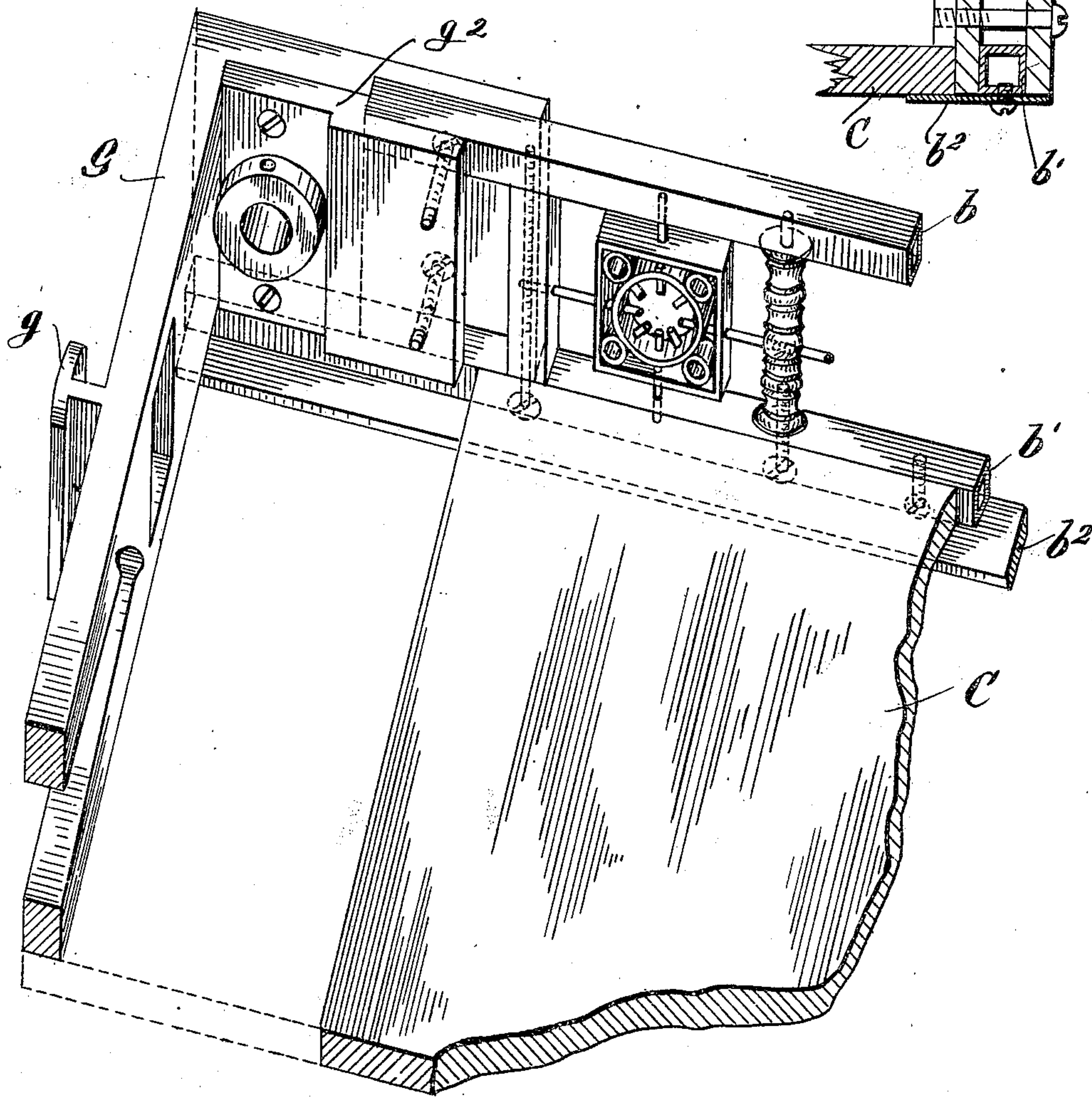


Fig. 19.



Witnesses:
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for
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By Attorney J. O. Fowler

UNITED STATES PATENT OFFICE.

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

RAILWAY-CAR.

No. 835,905.

Specification of Letters Patent.

Patented Nov. 13, 1906.

Application filed June 19, 1906. Serial No. 322,374.

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 same 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 cars described in my Patent No. 737,403, issued August 25, 1903, where the body of the car between the trucks is hung down, allowing for berth-storage compartments beneath the floor; and it consists of a car or coach having a series of such berth-storage compartments on each side of an aisle running through the center of the car, and in which said compartments are placed metallic beds or berths, said beds or berths being arranged to be raised up out of or lowered into said compartments as and in the manner described in said patent. By designing and constructing said beds or berths out of metal or having a metal face I obviate several disagreeable features now found in the ordinary sleepers, and I provide a sanitary bed free from parasites and easy to keep clean and to fumigate, whereas in the case of the common wooden bunks, which are made of veneer, they are open to the above objections, besides which water-dampness or moistened articles must be kept away from the same. Then, again, by making the beds or berth-trays of metal a much stronger construction can be secured, and in case of an accident the metallic beds will not splinter or break, and thus injury to the passengers in this respect will be avoided.

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 my 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 this specification, and in which—

Figure 1 represents an elevation of a car

equipped by my invention. Fig. 2 is a plan view, and Fig. 3 a cross-section, of the same. Fig. 4 is a perspective view of my metallic beds. Fig. 5 is a front elevation of an interior section of the car. Fig. 6 is a diagrammatical view of said section. Figs. 7, 8, 9, 9^a, 10, 10^a, 11, 11^a, 12, 13, 13^a, 14, 14^a, 15, 15^a, 16, 16^a, and 17 are views in detail of the various parts composing the structure of the metallic beds. Fig. 18 is a perspective view of two of my metallic beds set up for use. Fig. 19 is a perspective view of a corner of the metallic bed; and Fig. 20 is a view in section, showing a bearing for a longitudinal shaft.

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

Referring particularly by letter to the drawings, A denotes a car-body, and A' the hang-down between the trucks constructed and arranged to contain storage-compartments A². These storage compartments or pockets contain metallic bed-trays or berths B when not wanted for use, as during the day-time, which beds may be elevated for service after the trap-doors *a*, covering the compartments, are raised up in the manner described in my said former patent. The operation of the shaft *f* causes the shafts *e* and gear-wheel *e'*, which work in the racks *d'*, to rotate in unison. The metallic bed or berth tray is composed of top and bottom metal-faced side rails *b b'*, to the latter of which is fastened the lip *b²*, constructed and arranged to serve as a support for the removable bottom C.

Spindles D are preferably screwed into the top rail *b* and are rigidly secured to the bottom rail *b'* by means of screws *d*, which pass through the latter into the spindle.

At the central portion of the berth-tray or bed are placed, preferably, square metallic braces *d²*, screwed to the rails *b b'* in the same manner as are the metal-faced spindles D. To the braces *d²* are secured a metal side plate D², whereby the parts are bound together in the central portion of the car, and intermediate the spindles D are located ornamentally the metal-faced panels, preferably, having projecting portions to respectively engage with the top and bottom rails and adjacent spindles. The ends G of the berth or bed tray are preferably constructed entirely of metal and are provided with exterior T-shaped slides *g*, as shown in my former patent, and also slots *g⁵*, through

which the gear-wheels e' work. The ends G are fastened to the side rails $b\ b'$ by means of screws fastened through the same to the end plates g^2 , which also have bearings g^3 for the shafts e . The shaft f is supported by bearings g^4 , also fastened to the end plates g^2 . At each end of my metallic berth or bed tray are secured and preferably hinged head and foot boards B' , which serve to perform a double function—namely, that of acting as a partition between the berths, particularly the upper ones, and also in supporting the brass head and foot frames or sections B^2 , located at the front faces thereof.

By taking hold of the beds by the hand the gear-wheels e' , attached to the metallic bed, will travel along the rack-bars d' , as described in my former patent, and the metallic berth or bed tray may be raised and lowered at will by means of the said construction.

The metallic bed or berth trays are so constructed and arranged as to be raised or lowered without binding and packed away in the storage-compartments during the day and when raised for service are so firmly and rigidly constructed that they are lifted bodily up and securely fastened into position for use at night. The metallic bed or berth trays may be made of a variety of designs, and in lieu of having the frame of the bed made of solid metal, and preferably of brass, it may be constructed so that the exterior of some of the parts may be of metal, as brass, and the interior of the same be composed of another material, as wood, in either of which cases the bed or berth tray will have a metal face.

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

What I claim as my invention is—

1. A berth or bed frame having a metal face and provided with head and foot boards having metallic head and foot frames attached at the front faces thereof.

2. A berth or bed frame having a metal face and provided with head and foot boards having metallic head and foot frames attached at the front faces thereof, in combina-

tion with means to raise and lower the said berth or bed at will.

3. A bed or berth frame having a metal face and provided with head and foot boards having metallic head and foot frames attached at the front faces thereof and hinged or jointed to the said bed or berth.

4. A bed or berth frame having a metal face and provided with head and foot boards having metallic head and foot frames attached at the front faces thereof, and hinged or jointed to the said bed or berth in combination with means to raise or lower the said bed or berth at will.

5. A berth or bed frame having a metal face and provided with head and foot boards having metallic head and foot frames attached at the front faces thereof and provided with means to engage a wooden bottom of the bed or berth, in combination with said wooden bottom.

6. A berth or bed frame having a metal face and provided with head and foot boards having metallic head and foot frames attached at the front faces thereof and provided with means to engage a wooden bottom of the bed or berth, in combination with said wooden bottom and with means to raise and lower the said berth or bed at will.

7. A berth or bed frame provided with head and foot boards having metallic head and foot frames located at the front faces thereof.

8. A berth or bed frame provided with head and foot boards having metallic head and foot frames located at the front faces thereof, in combination with means to raise and lower the said berth at will.

9. A bed or berth frame provided with head and foot boards having metallic head and foot frames located at the front faces thereof, the said boards being hinged or jointed to the said bed or berth.

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 11th day of June, 1906.

LOUIE J. HARRIS.

Witnesses:

ROB. SCHWARZ,
J. ODELL FOWLER.