No. 846,847. PATENTED MAR. 12, 1907.

L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 1.

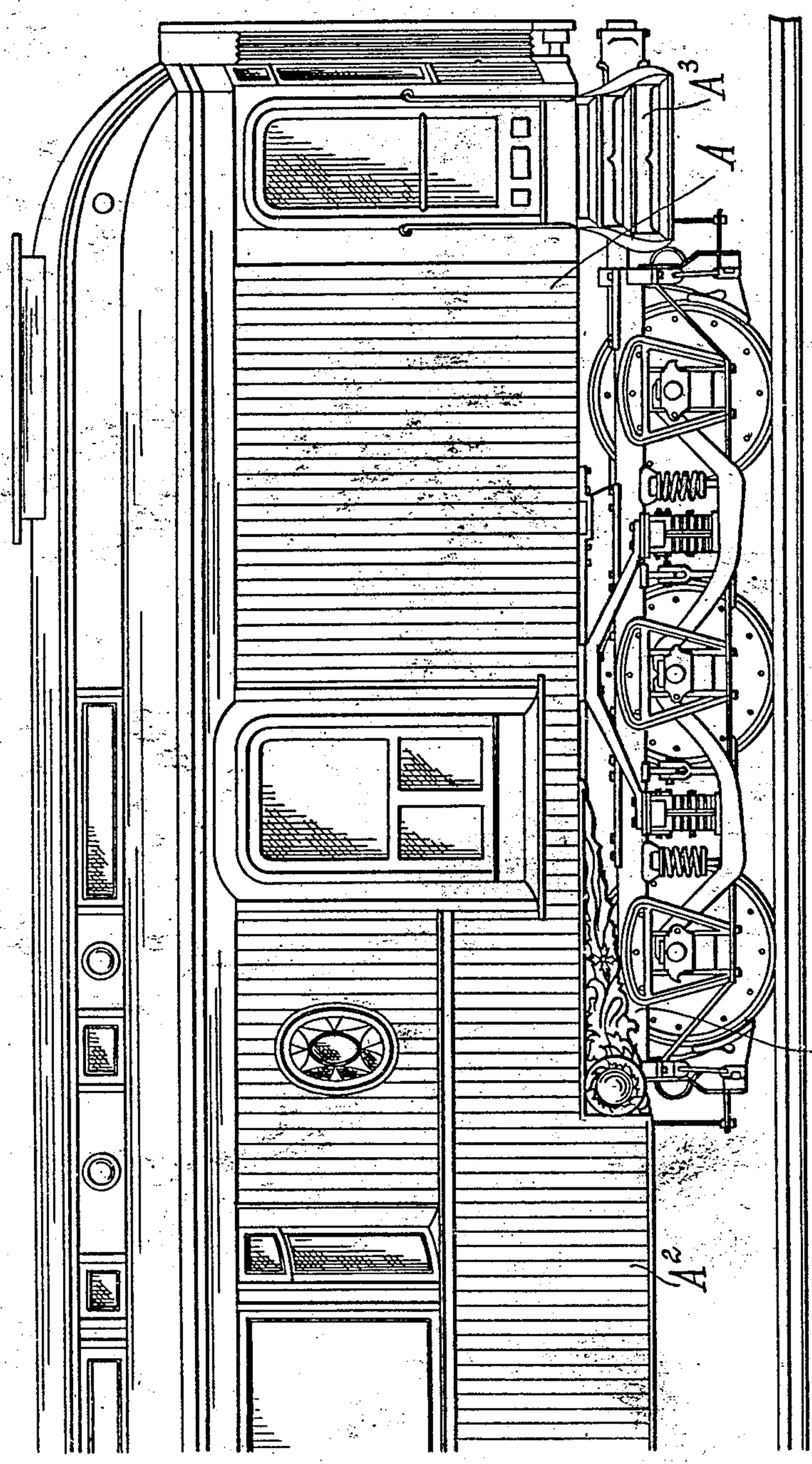

Fig. 1

Witnesses:
S. Herzog
M. Rosenberg

L. J. Harris Inventor

By his Attorney J. O. Fowler.

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9 SHEETS—SHEET 2.

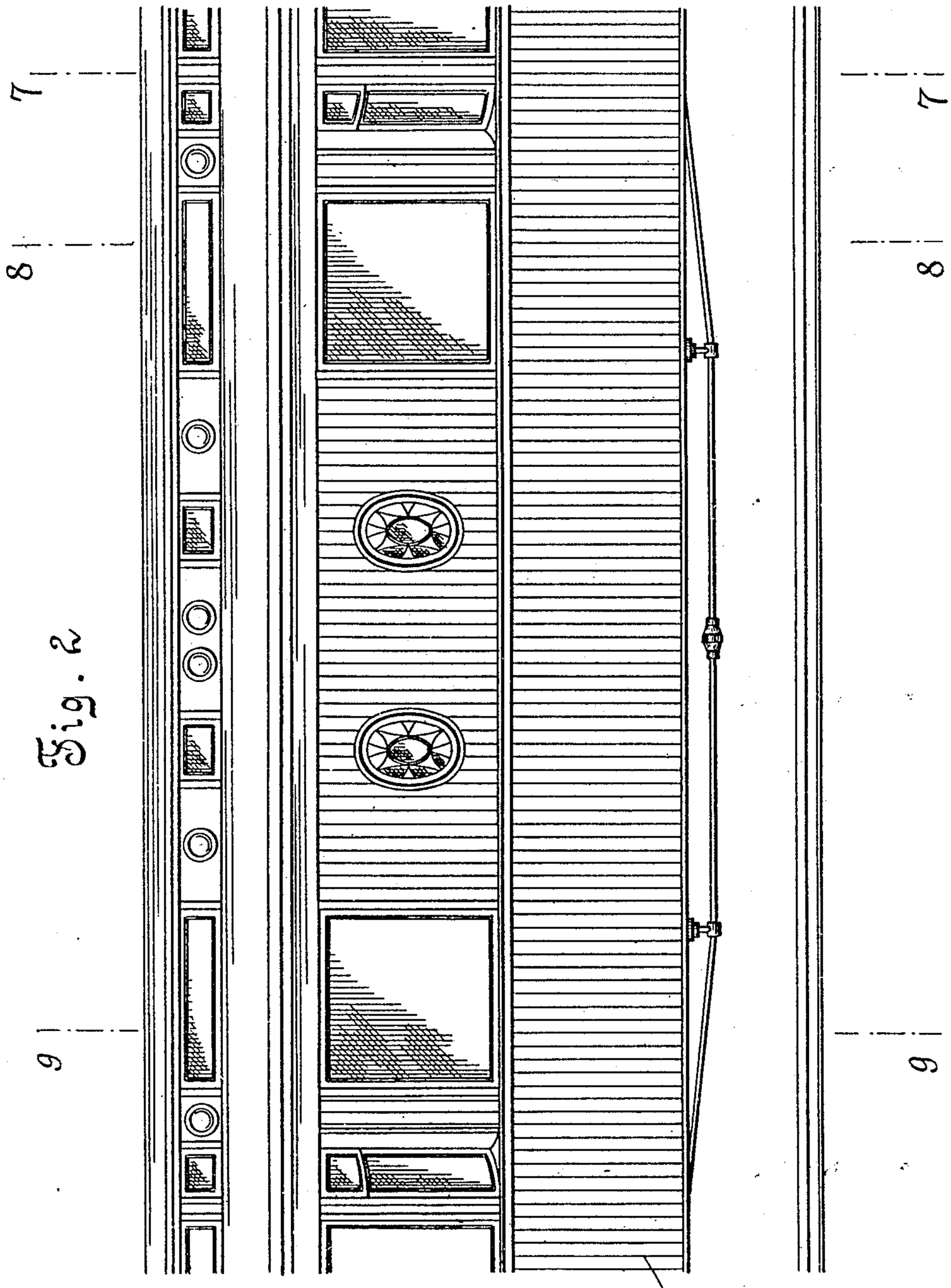


Fig. 2.

Witnesses:
S. Herzog
M. Rosenberg

L. J. Harris Inventor

By his Attorney
J. O. Farley.

S. RAILWAY ROLLING STOCK.

PATENTED MAR. 12, 1907.

No. 846,847.

L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 3.

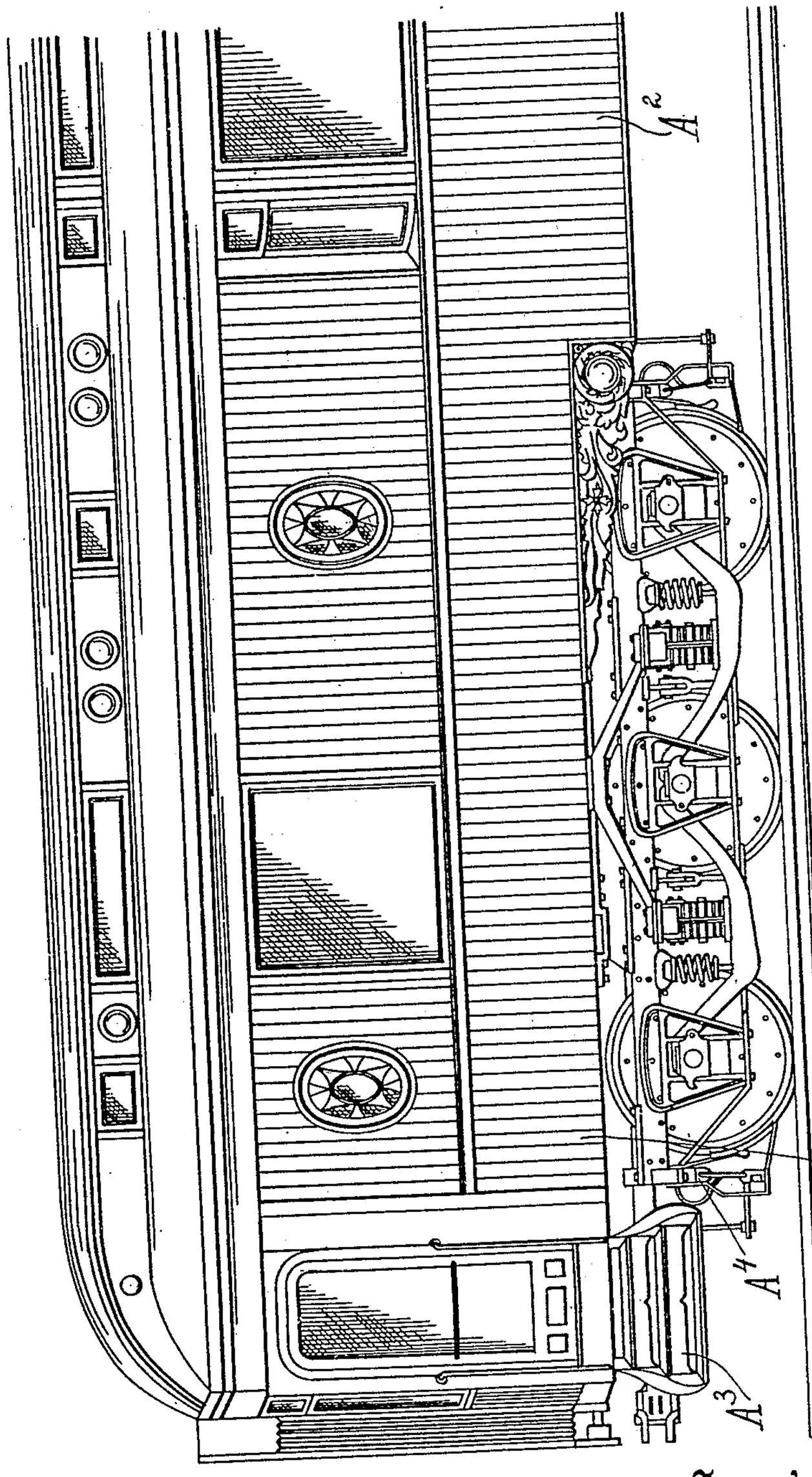


Fig. 3

Witnesses:
S. Herzog
M. Rosenberg.

L. J. Harris. Inventor

By Attorney J. O. Fowler

No. 846,847.

PATENTED MAR. 12, 1907.

L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 4.

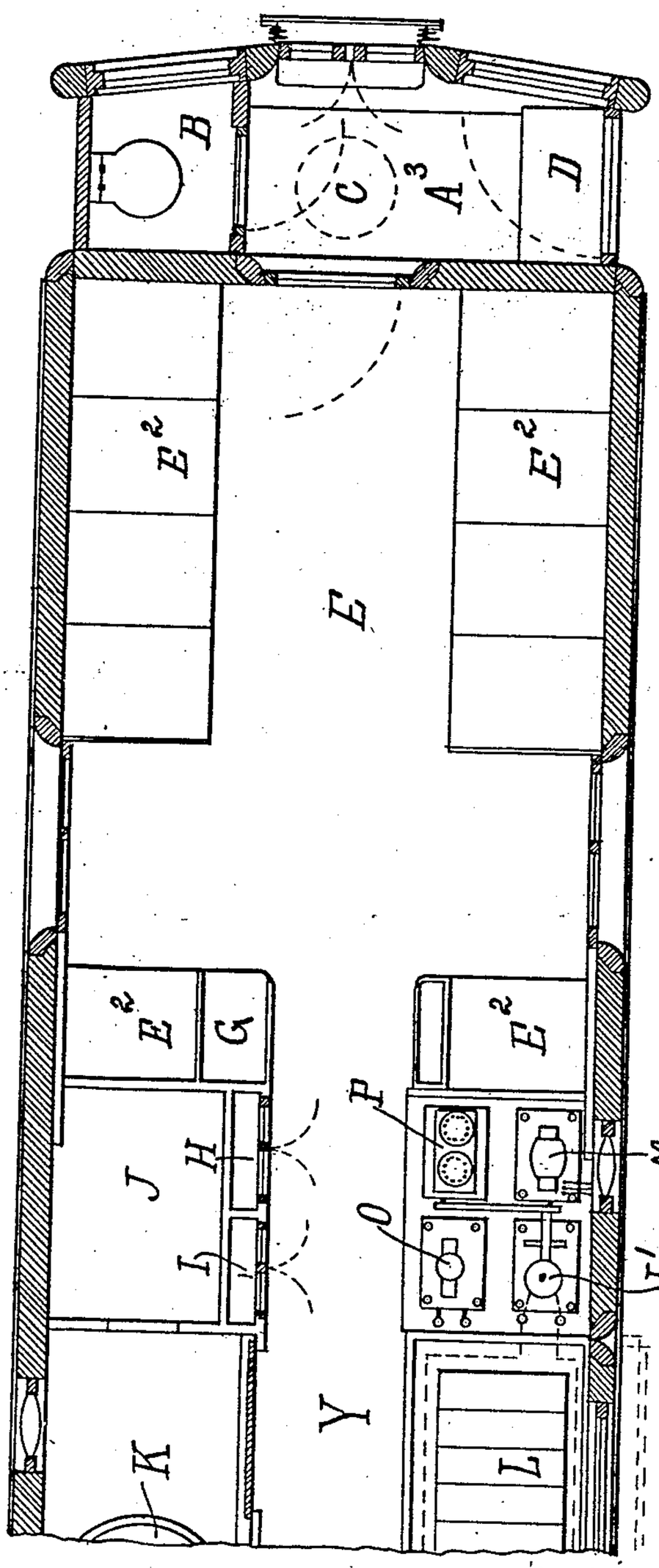


Fig. 4.

Witnesses
S. Herzog
M. Rosenberg

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

105. RAILWAY ROLLING STOCK.

No. 846,847. PATENTED MAR. 12, 1907.

L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 5.

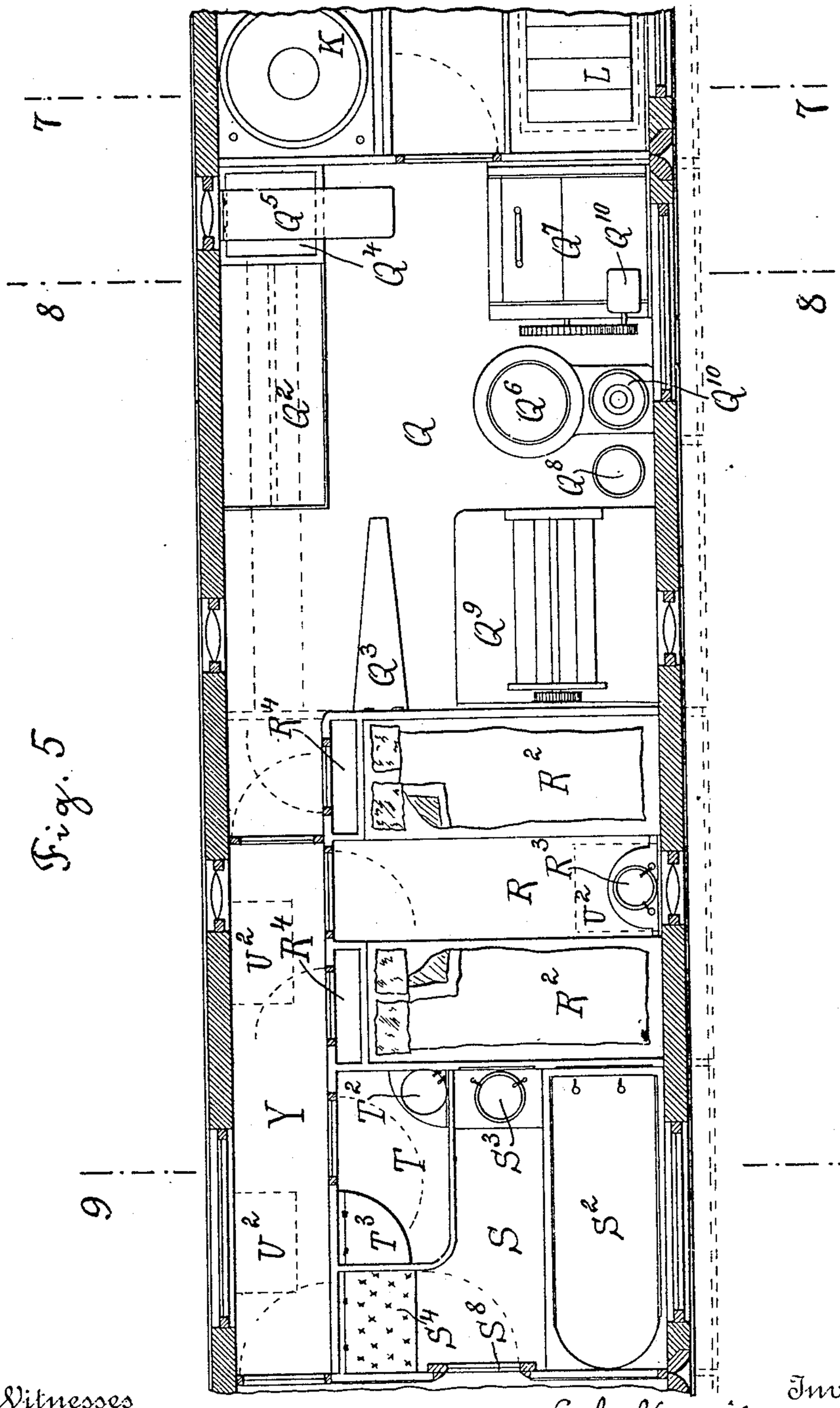


Fig. 5

Witnesses
S. Herzog
M. Rosenberg

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

...RAILWAY ROLLING STOCK.

DRAFTSMAN.

No. 846,847. PATENTED MAR. 12, 1907.

L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 6.

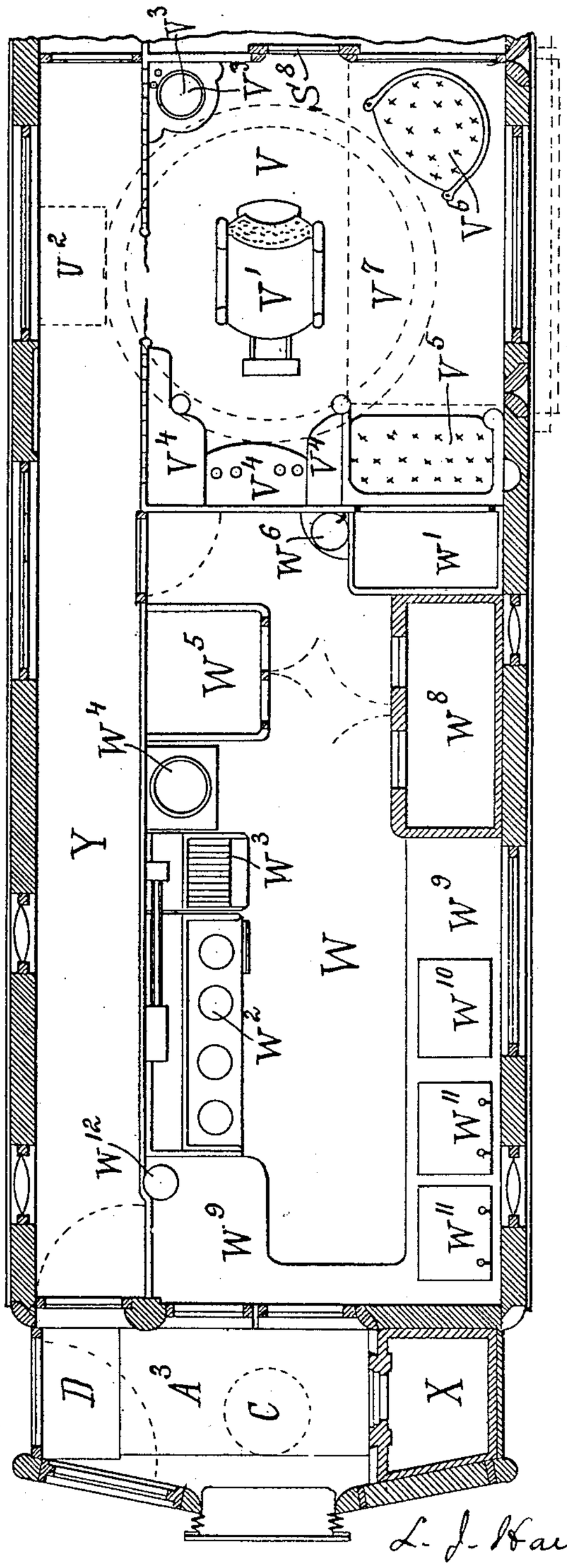


Fig. 6

Witnesses
S. Sherry
M. Rosenberg

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

RAILWAY ROLLING STOCK.

DRAWING

No. 846,847. PATENTED MAR. 12, 1907.

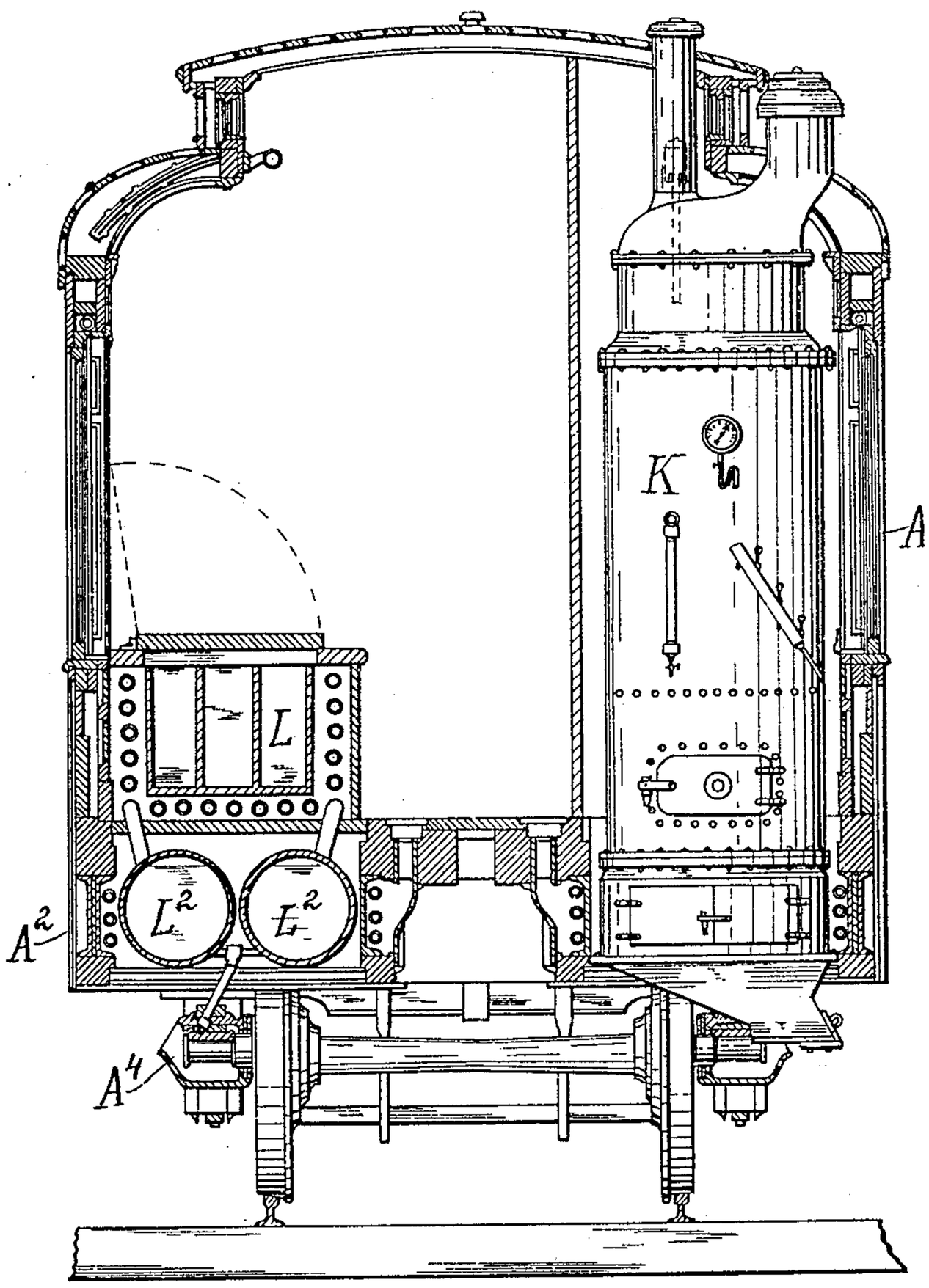
L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 7.

Fig. 7



Witnesses
S. Herzog
M. Rosenberg

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

CAR FOR ROLLING STOCK

No. 846,847. PATENTED MAR. 12, 1907.

L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 8.

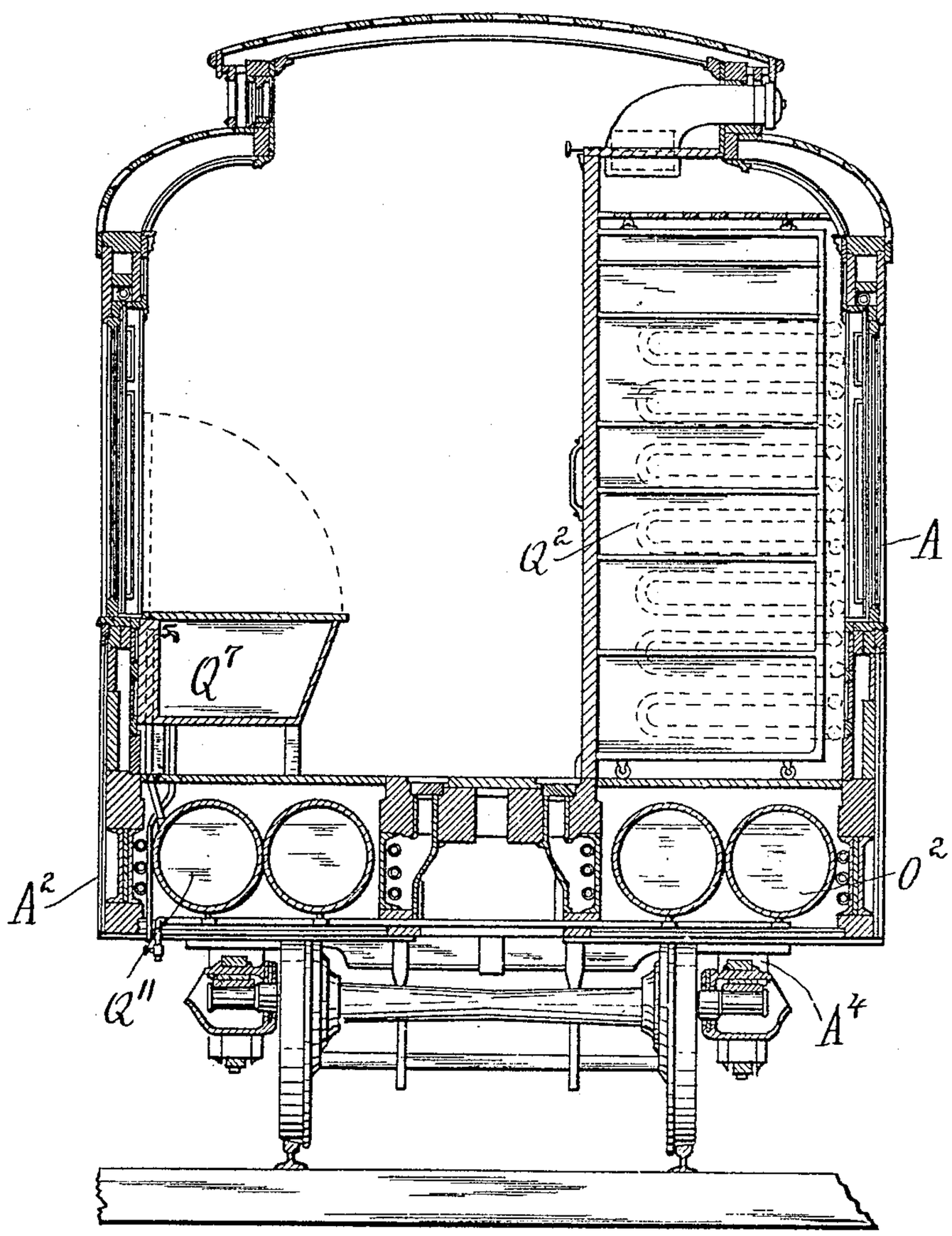


Fig. 8

Witnesses
S. Herzog
M. Rosenberg

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

105. RAILWAY ROLLING STOCK.

No. 846,847. PATENTED MAR. 12, 1907.

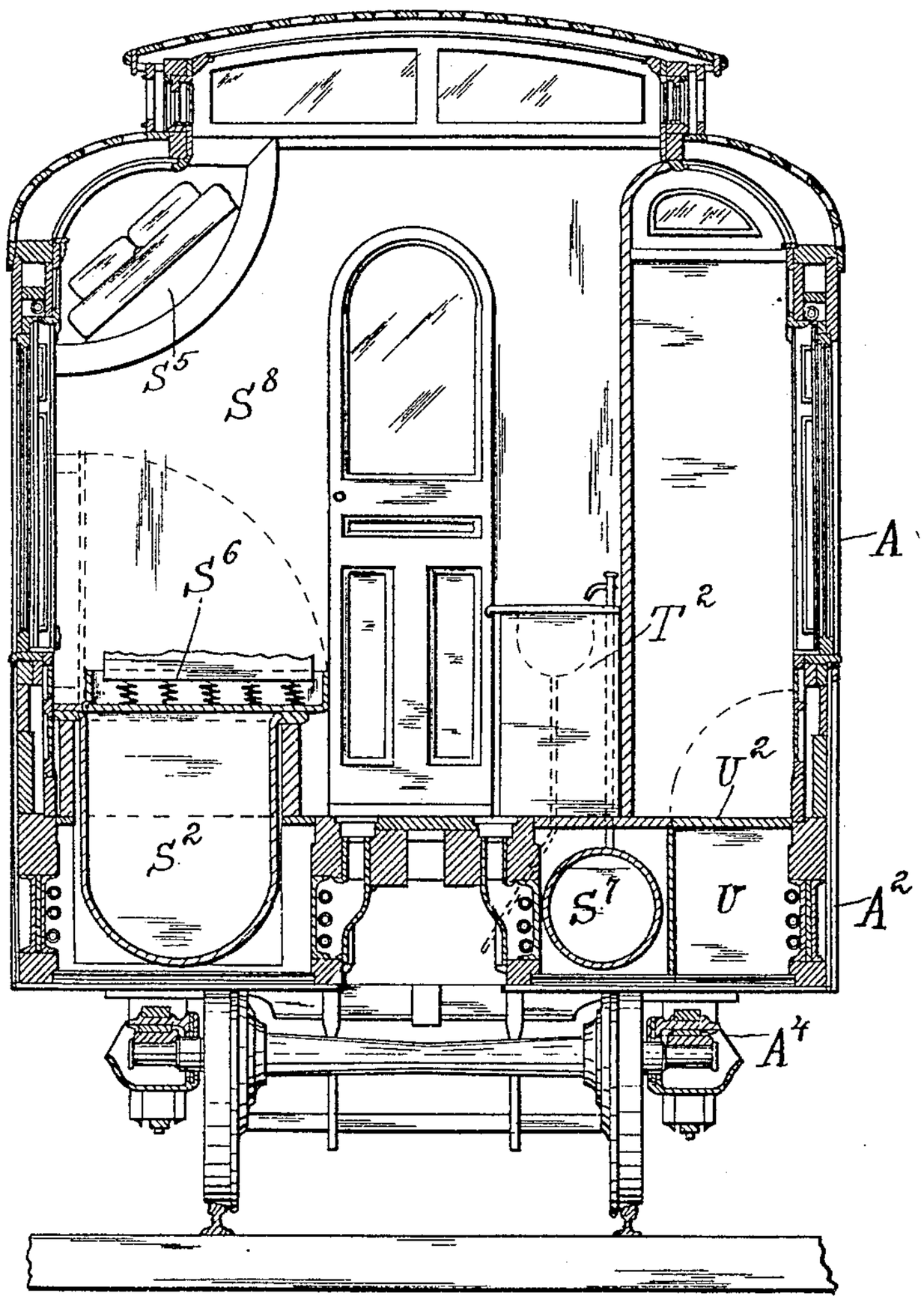
L. J. HARRIS.

RAILWAY CAR.

APPLICATION FILED DEC. 29, 1906.

9 SHEETS—SHEET 9.

Fig 9



Witnesses
S. Herzog
M. Rienberg

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

UNITED STATES PATENT OFFICE.

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

RAILWAY-CAR.

No. 846,847. Specification of Letters Patent. Patented March 12, 1907.

Application filed December 29, 1906. Serial No. 349,943.

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 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 in railway-cars relates to a class of cars known as "combination-cars," but in this instance refers to a car distinguishable therefrom and forming, as it were, a class or new type of car by itself.

The object of my invention is to embody into a single car the service-cars of a train, and thus do away with the ordinary culinary department in dining-cars and also the baggage-cars of a train by placing the same in a service-car which will be entirely independent of the passenger-cars of the train.

The invention also embodies new and distinct features of a service-car—such as an ice-making plant, a laundry, a vacuum car-cleaning plant, and special quarters assigned for the help, besides providing room for the installation of a dynamo for furnishing light for the train. In this car I also place the tonsorial apartment. By making this car the first and heaviest car in the train and one not in general use by the passengers a much safer arrangement of the cars of the train will be had in case of accident.

In order to accomplish these various changes from the now common arrangements of the various classes of cars generally used in such of the above service as has been afforded to the public, I employ cars with storage-compartments formed beneath the floor and hung down between the trucks, of which general formation of the car a more specific description can be found in the patent issued to me, No. 737,403, dated August 25, 1903.

To enable the invention to be more 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, respectively, in elevation the front central portion and rear end of a car embodying my invention, Fig. 1 representing the baggage end of the car and Fig. 2 the portion of the car between the trucks which contains the laundry and help's quarters and Fig. 3 the kitchen end of the car. Figs. 4, 5, and 6 are floor diagrams of the same. Fig. 7 is a view in section taken on the line 7 7, Figs. 2 and 5. Fig. 8 is a view in section taken on the line 8 8, Figs. 2 and 5, and Fig. 9 is a view in section taken on the line 9 9, Figs. 2 and 5.

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

Referring particularly by reference characters to the drawings, A indicates the car-body, A^2 the hangdown between the trucks A^4, and A^3 denotes the vestibuled platform containing a toilet-room B, the platform-lamp C, and a trap-door D, located over the steps.

E designates a baggage-compartment having spaces E^2 for trunks.

G represents a desk, H an air-flue extending from the top of the car to an opening beneath the same, and I a closet.

J denotes a coal-bunker; K, a boiler extending down into a compartment A′; L, an ice-making plant, and L′ a pump for the same. The liquid-tanks L^2, used in connection with the ice-making plant, are located in the storage-compartments A′, located beneath the floor of the car, as shown in Fig. 7.

M designates a dynamo, and O an air-compressor and vacuum-pump for the vacuum car-cleaning system, connected by intermediate pipes with the compartment-tanks O^2, Fig. 8, and P an engine.

The passage-way through the car is indicated at Y.

Q denotes the laundry-compartment, Q^2 being the dry-room, Q^3 the folding skirt-board, Q^4 the set-tub, Q^5 the shirt-ironing board, Q^6 the extractor, Q^7 the washer, Q^8 the starch-kettle, Q^9 the mangle, and Q^{10} the electric motor. The water for the boiler K and laundry outfit is supplied by tanks Q^{11}, located in the storage-compartments A^2, formed beneath the floor of the car, as shown in Fig. 8.

R designates a stateroom for the servants containing a berth R^2 and washbowl R^3, and R^4 denotes closets. The servants' lavatory is shown at T, containing a washbowl T^2 and hopper T^3.

S represents a bath-room, having a bath-tub S^2, extending down into the storage-compartment beneath the floor, and S^3 a wash-

bowl and S^4 a hopper. Another storage-compartment beneath the floor contains a water-supply tank S^7 for the bath-compartment, and the storage-compartment U adjacent thereto has a trap-door U^2, which trap-door together with other trap-doors of the storage-compartments opens into the passage-way Y. An upper berth S^5 is located over the bath-tub S^2, and the cover for the latter is utilized to form a lower berth S^6. The door S^8 leads to the tonsorial compartment V, which contains a barber-chair V′, washbowl V^3, sideboard V^4, sofa V^5, chair V^6, and a door V^2 of a thereunder storage-compartment containing two brass beds.

The culinary department is denoted by W, comprising a range W^2, broiler W^3, hot-water boiler W^4, wine-cooler W^5, washbowl W^6, closet W^7, refrigerator W^8, serving-table W^9, containing a sink W^{10}, ice-boxes W^{11} for fish, butter, &c., and an ice-water vessel W^{12}.

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 modifications will occur to a person skilled in the art.

What I claim as my invention is—

1. In a railway car or coach, a storage-compartment located beneath the floor between the trucks, an ice-making plant in the car, a liquid-tank placed in the said storage-compartment, and intermediate connecting-pipes.

2. In a railway car or coach, storage-compartments located beneath the floor between the trucks, an ice-making plant and a laundry apparatus in the car, water-tanks in the said storage-compartments, and intermediate connecting-pipes.

3. In a railway car or coach, a storage-compartment on each side thereof located beneath the floor between the trucks, a bath-tub positioned at one side of the car and extending down into one of the said storage-compartments, a water-tank placed in the other storage-compartment, and intermediate connecting-pipes.

4. In a railway car or coach, a storage-compartment located beneath the floor between the trucks, and a bath-room placed in the car and extending down into the said compartment.

5. In a railway car or coach, a storage-compartment located beneath the floor between the trucks, liquid-dispensing means located in the body of the car, a liquid-tank placed in the storage-compartment, and pipes intermediate the said liquid-dispensing means and the liquid-tank.

6. In a railway car or coach, a storage-compartment extending down beneath the floor, and a boiler located in said compartment and extending up into the car, and a tank connected with the same also located beneath the floor.

7. In a railway car or coach, a storage-compartment located beneath the floor between the trucks, a laundry apparatus in the car, a water-tank placed in the said compartment, and intermediate connecting-pipes.

8. In a railway car or coach, a storage-compartment located beneath the floor between the trucks, a vacuum cleaning device in the car, a tank placed in the said storage-compartment, and intermediate connecting-pipes.

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 12th day of December, 1906.

LOUIE J. HARRIS.

Witnesses:

ROB. SCHWARZ,

J. ODELL FOWLER.