

J. G. Murdock.
Railroad Car Basin.

N^o 96,259.

Patented Oct. 26, 1869.

Fig. 1.

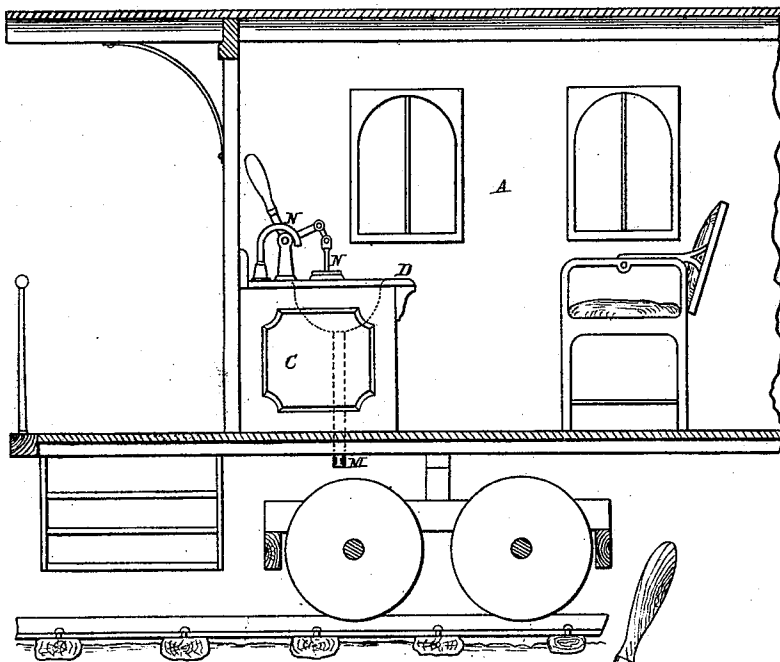
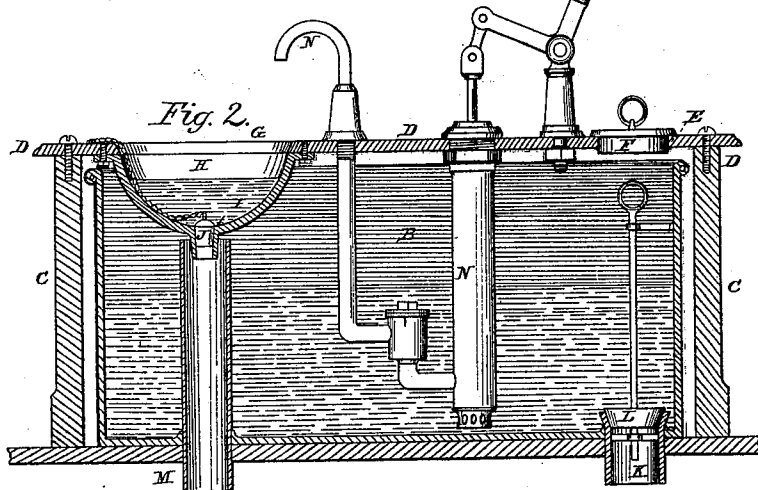


Fig. 2.



Witnesses.
Sam. Wright
J. A. Lagonum.

Inventor
J. G. Murdock
Per Wright & Co. Attys

United States Patent Office.

JOHN G. MURDOCK, OF CINCINNATI, OHIO.

Letters Patent No. 96,259, dated October 26, 1869.

IMPROVEMENT IN LAVATORY-ATTACHMENTS FOR RAILROAD-CARS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN G. MURDOCK, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Lavatory-Attachment for Railroad-Cars; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My improved lavatory is designed to supersede the customary apparatus for washing and drinking-purposes in railroad-cars, and particularly the present unsightly and inconvenient elevated tanks, which occupy valuable space, are inaccessible to fill, cleanse, &c. and whose small pipes and faucets are subject to the inconveniences of freezing up in cold, and "sweating" in hot weather, and leaking at all times.

A represents a portion of a railroad-car provided with my improvement.

B is a metallic tank, surrounded by a wooden or other suitable casing, C, and closed over by a marble or other top, D, having an opening, E, closed by a lid or cap, F, for filling or cleansing the tank, and another opening, G, for a basin, H, having the customary sink and stopper I J.

K is an aperture in the tank-bottom, through which the contents of the tank escape on lifting a plug, L.

M is a waste-pipe, extending from just below the sink I, out through the tank-bottom, and serving to conduct off any surplus water in the tank, and also the waste water from the basin.

Water is conveyed from the tank to the basin by the represented or any other form of pump or elevator, N.

This attachment has, over the common forms, the following advantages:

Less room is taken up, the tank occupying only the vacant space enclosed under the basin.

More sightly, because the tank is not exposed to view.

It is entirely free from the present liability of sweating in hot, and freezing in cold weather, and the consequent annoyances of drippage and dampness, and occasional suspension of its functions.

The tank is more accessible for filling, cleansing, or repair:

It has no stop-cocks or faucets to leak, and waste water in careless hands.

I have selected for illustration the form successfully introduced by me, but reserve the right to vary the same, as cases or circumstances may suggest. For example, instead of an open tank from which the water is drawn by a pump, the apparatus may be arranged to operate by atmospheric pressure, the tank, in that case, being made to stand a pressure of from four to ten pounds per square inch, and the condensing-pump, which produces the pressure, may be operated either from the axle of the car, or else by hand, or the water may be elevated by a chain, a dipper, or other device.

The tank may be situated somewhat to one side of the position here shown, or be extended laterally.

I claim herein as new, and of my invention—

1. The described lavatory-attachment for railway-cars, consisting of a waste-way basin H I J, a tank B, and a pump, N, constructed and arranged substantially as shown and set forth.

2. The pipe M, adapted to form the overflow of the tank, and the waste-way of the basin, as set forth.

In testimony of which invention, I hereunto set my hand.

JOHN G. MURDOCK.

Witnesses:

GEO. H. KNIGHT,
JAMES H. LAYMAN.