

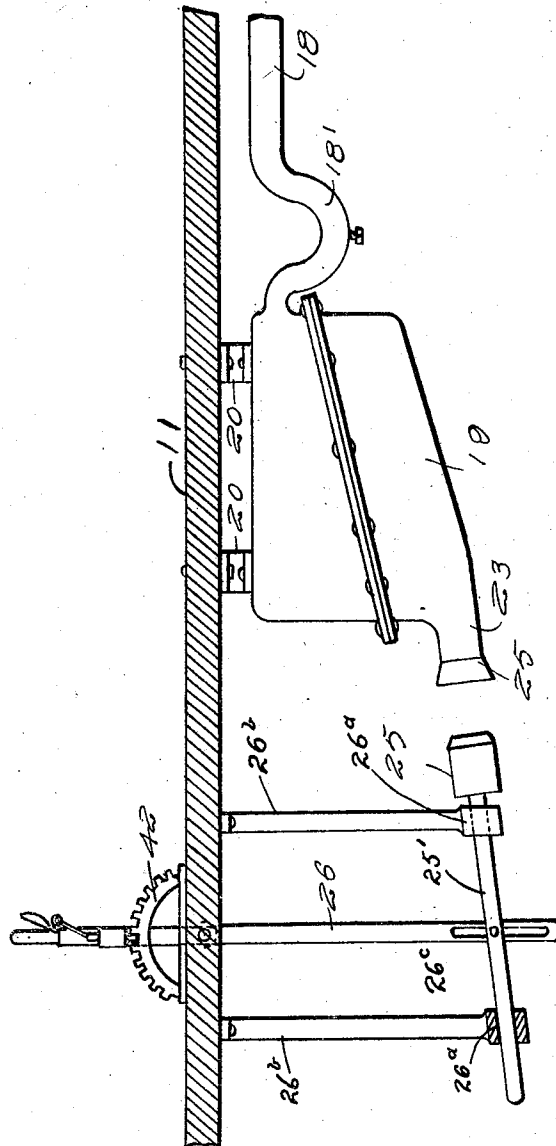
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J. SMITH, JR., ET AL

FLUSHING CONTAINER FOR CAR LAVATORIES

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UNITED STATES PATENT OFFICE.

JOE SMITH, JR., AND ALFRED W. DAVIS, OF JACKSONVILLE, FLORIDA.

FLUSHING CONTAINER FOR CAR LAVATORIES.

Application filed February 18, 1920. Serial No. 359,845.

To all whom it may concern:

Be it known that we, JOE SMITH, Jr., and ALFRED W. DAVIS, citizens of the United States, residing at Jacksonville, in the county of Duval and State of Florida, have invented certain new and useful Improvements in Flushing Containers for Car Lavatories; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to an improved lavatory for use in connection with a car of the railway day coach or Pullman type and one object of the invention is to provide a lavatory so constructed that a receptacle forming part of the same may be left open for immediate drainage when the train is under way and which may be closed when the train is approaching a station or still within the yard limits.

At the present time it is customary for the train porter to lock the doors of the wash rooms when the train is approaching the station and to leave them locked until the train has left the station and passed out of the yard limits. This causes a great deal of inconvenience.

With this improved device the receptacle may be closed at the outlet and then partially flooded and it will not be necessary to lock the doors of the wash room due to the fact that any drainage from the wash room will be held in the receptacle and the receptacle will not be drained until the train has passed out of the yard limits.

This device is further so constructed that the closure of the receptacle may be operated either from the wash room or from a point outside the wash room.

This invention is illustrated in the accompanying drawing, wherein:

The figure shows my improvement in side elevation and in connection with a car floor in longitudinal section.

This improved lavatory construction is provided for connection with a railway coach or Pullman car of which the flooring is indicated at 11. The wash basins and bowls (not shown) may be arranged as usual in wash rooms and connected for discharge of the soil into a drain pipe 18 located beneath the floor 11 and leading to a receptacle 19. Pipe 18 may include a goose-neck 18'. Receptacle 19 is suspended be-

neath the floor of the car by hanger brackets 20.

Receptacle 19 increases in depth from its forward end toward its rear end so that the contents of the receptacle will have a tendency to drain toward the rear end of the receptacle and pass out through a rearwardly offset outlet or discharge pipe 23 which is exteriorly free so that a pipe or the like may be connected thereto for supply of a cleansing medium to the receptacle. This receptacle is comparatively large and it will thus be seen that a train may remain in a station for a relatively long length of time without it being necessary to empty the receptacle.

In order that the outlet or discharge pipe 23, when the train is approaching a station, may be closed, a stopper 25 has been provided which is operable by an arm or lever 26 adapted to be locked in its different positions to a quadrant 42.

Said stopper 25 may be carried by a short rod 25' operable on an inclined plane through suitable guide bearings 26^a formed on suspending arms 26^b depending from the flooring 11 to either side of the lever 26. A sliding pin and slot connection 26^c is formed between the lower end of the depending lever 26 and the rod 25' for the stopper 25, whereby the stopper 25 may be readily moved toward or away from the outlet or discharge pipe 23.

When in use the device is assembled as shown with the receptacle 19 positioned beneath the car and between the trucks. When a train is travelling from one station to another along the track the plug or stopper will be in the position shown thus permitting free passage through and out of the receptacle 19. When the train is approaching a station the stopper or plug will be moved to close the outlet pipe 23 through the use of lever 26. As this receptacle will hold from ten to fifty gallons according to the size of the receptacle it will readily be seen that the receptacle may be kept closed for a comparatively long length of time and therefore it will not be necessary to close the wash rooms while the train is in the station. Waste water from the wash room will flow through the pipe 18 into the receptacle and will be retained therein until the train has left the station and the porter then releases the stopper or plug to permit the same to be moved to an open position.

It will thus be seen that there has been provided a lavatory construction for use upon trains which will be very efficient in operation and simple in construction.

5 What is claimed is:

10 A car lavatory apparatus including a collecting receptacle having an offset exteriorly free outlet pipe adapted for connection of a means thereto to supply a cleansing medium, the bottom of said receptacle and said pipe being substantially similarly inclined, means adapted to secure said receptacle to and below the floor of the car, a stopper to close said outlet pipe, a rod carrying said

stopper, said rod and stopper being inclined 15 similarly to said outlet pipe, means independent of said receptacle and first named means for slidably mounting said rod to permit the stopper to be axially moved into and out of closing relation with respect to 20 said outlet pipe.

In testimony whereof we affix our signatures in presence of two witnesses.

JOE SMITH, JR.

ALFRED W. DAVIS.

Witnesses:

FRED B. NOBLE,

HERBERT S. SAWYER.