

UNITED STATES PATENT OFFICE

2,548,851

WASHROOM ARRANGEMENT FOR
RAILROAD CARS

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Application July 30, 1946, Serial No. 687,169

4 Claims. (Cl. 105—315)

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The invention relates to railway sleeping cars and more particularly to large capacity passenger cars, such as those of the reclining chair type suitable for day and night travel, and sometimes known as sleeper coaches.

Such cars have seating and sleeping capacity for many more passengers than the ordinary sleeping car, and to properly and comfortably provide suitable accommodations for such a large number of passengers, especially during the periods of congestion in the evening before and in the morning following a night trip, large wash room accommodations are ordinarily provided at each end of the car, these wash rooms having accommodations to simultaneously take care of the washing and dressing, etc., needs of a number of passengers but insuring little or no privacy in the process. Usually one or two separate toilet rooms are associated with each wash room, these toilet rooms opening out of the main wash room. In such wash rooms there is often an annoying congestion, with passengers getting in each other's way, and this, with the almost complete absence of privacy, has made this type of sleeping car or sleeper coach undesirable and therefore avoided, when other accommodations, although usually more expensive, are available, by the modest and shy or the more or less fastidious of the traveling public.

It is an object of the invention to make this type of sleeping car more desirable and available to all classes of the traveling public, and this object is achieved in the main by dividing the space occupied by the main wash room into a plurality of separate individual private washing and dressing compartments, each opening through a doorway having closing means therefor into an anteroom of somewhat larger size than the respective compartments and itself communicating with the aisle by a doorway having suitable closing means. Into this anteroom may open additionally, through doorways and doors, the separate toilet compartments, each containing a toilet or hopper and accessories.

Each of the washing and dressing compartments is large enough to accommodate standing space, a movable stool or chair, a shelf, a dressing table, and ample space is provided on its walls for mirrors, clothes hooks, a small elevated article rack, etc. The doorway to each room may be closed, after a person has entered it, to shut it off from anteroom and the aisle, by a suitable closure means.

Other and further objects and advantages and the means in which they are attained will be-

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come apparent from the following detailed description when read in connection with the drawings forming a part of this specification.

In the drawings, which are more or less diagrammatic:

Figure 1 is a sectional plan view showing the invention applied to one type of reclining chair car;

Figure 2 is an enlarged fragmentary view of the right-hand end of the car of Figure 1 showing some of the appurtenances with which the various compartments are equipped; and

Figure 3 is a view similar to Figure 2 showing the invention as applied to a modified car structure.

In the drawings, Figure 1, the car body is generally designated by numeral 10, its side walls by numerals 11 and 12, and its end walls, having a central doorway affording passage from car to car, by numerals 13 and 14. According to this embodiment of the invention, most of the space in the car is occupied by a central aisle A flanked by double rows of adjustable reclining seats S and the central aisle communicates with side aisles A' at its ends which in turn communicate with the vestibules 15 and 16 at the opposite ends of the car, which in this embodiment do not extend across the car and are open for the entrance and discharge of passengers from one side only. A transverse wall 17 inwardly of the end wall and parallel to it closes off the vestibule space from the rest of the car. This wall is provided with a doorway 18 and door 19, the latter being shown of the sliding type, and when opened sliding into a recess 20 formed by the transverse wall 17 and a rounded outer aisle wall 21 merging with the car side wall 11.

To provide more space for the wash room accommodations, the doorway 18 in the vestibule transverse wall 17 is offset slightly toward the car side wall 11 and an inclined wall 19 joins the vestibule wall 17 at the inner side of the end wall. This inclined wall 19 forms an extension of the inner aisle wall 20, which has an inwardly extended portion 21' terminating in a door jamb of a doorway 22 leading from the aisle into the wash room anteroom, designated 23. Any suitable closure, such as a curtain 24, normally closes off the anteroom from the aisle. The wash room space as a whole is defined by the outside car wall 12, the aisle wall 20, 21 and extension 19, and the spaced transverse end walls 13 and 25.

The space so defined is, according to the invention, divided into two toilet compartments 26 and 27 and three washing and dressing compart-

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ments 28, 29 and 30, all opening into the anteroom 23 through doorways and closure means therefor. The doors to the toilet rooms may be swinging doors 31 and 32, respectively, while it may suffice for the desired privacy, to provide the doors leading to the washing rooms with curtain closures 33, as shown. Each of the toilet rooms is provided with a hopper 34 and toilet paper holder 35 and obtains daylight from a window extending on both sides of the partition separating them, although obviously separate window openings could be provided. It will be seen that the compartment 26 is generally L-shape with one arm extending transversely and the other generally longitudinally to the doorway opening 31. The other compartment 27 is generally of rectangular shape with its greatest length longitudinally of the car. The hopper in compartment 26 is arranged against the outside wall 12 and the hopper in compartment 27 against the wall 36 separating the two toilet compartments.

The remainder of the wash room space, excluding the two toilet compartments and the anteroom, is divided by the inwardly extending walls 37, 38, 39 and 40 into the three washing and dressing compartments. The walls 37 and 38 extend inwardly from the car side wall 12 and approach each other at their inner margins to form the door jambs of the doorway leading to compartment 28. Wall 38 extending inwardly from the car side wall and wall 39 extending inwardly from the transverse wall 25, the inner portions of which walls 38 and 39 parallel each other and form the passageway 41 leading from the doorway 42, together with adjacent portions of the car side wall 12 and the transverse wall 25, enclose the compartment 29.

Compartment 30 is formed by portions of the aisle and transverse walls 20 and 25, the wall 39 and a wall 40 extending inwardly from the aisle wall. A doorway 43 opens this compartment to the anteroom.

Each of the compartments 28, 29 and 30 is of ample size to accommodate one person while washing and dressing and is provided with a wash basin 44, a loose dressing stool 45, a shelf 46, and a dressing table 47. Mirrors (not shown) may be provided on the walls over the wash basin and the dressing table. The upper portions of the compartment walls may be provided with clothes hooks and an article rack (not shown), and suitable lighting facilities would, of course, be provided.

The anteroom also may be used as a washing and dressing room, although not affording the privacy of the other compartments. It is provided with wash basin 44, shelf 46, dressing table 47, etc., similar to the other compartments, and in addition may have a fixed seat 46' in the corner adjacent the doorway 24.

It will be understood that the appointments in the compartments will vary somewhat depending upon the type of service desired, it being understood that the ladies' wash room ordinarily arranged at one end of the car is somewhat differently equipped than the men's wash room, at the opposite end.

The outer aisle wall, inwardly of the wash room space, is extended inwardly toward the center of the car by a curved portion 48 spaced from a transversely extending wall 49 at right angles to the car side wall, and these two walls are joined at their inner ends by a longitudinally extending wall provided with a doorway and door 50, to constitute this space a porter's locker for linen, etc.

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In the modification shown in Figure 3 the wash room is shown as applied to a car having a vestibule 51 of the full width of the car, making it possible for the passengers to enter or leave from either side. According to this arrangement, the inner vestibule wall 52 extends the full width of the car between the side walls 11 and 12 and is provided with the usual central door opening 52', in this case shown provided with a sliding door, movable when open toward the opposite side of the car from that shown in the previously described form.

The wash room space is defined by a transverse wall 53 spaced inwardly of the vestibule wall 52, an aisle wall 54, a second transverse wall 55, and the car side wall 12. The anteroom 56 is disposed centrally of the aisle wall and entered by a central doorway and door 57 from the aisle.

The two toilet compartments 58 and 59 are disposed in adjoining relation adjacent the transverse wall 53 between the aisle and side walls. Entrance is had to them through inclined doorways and doors 60 and 61, respectively. The doors may be a single hinged panel, as 60, or a folding hinged panel, as 61. The hoppers 34 in the respective rooms are arranged, respectively, on the aisle wall 54 and the car or side wall 12.

The washing and dressing rooms 62, 63 and 64 are arranged and equipped similarly to the corresponding rooms 28, 29 and 30 of the form first described, and the anteroom 56 is similarly equipped, except that the dressing table has been omitted. Here again, as in the first form, the space between the curved portions 66 of the outer aisle walls and the associated side and transverse walls, the latter designated, respectively, 67 and 68, could be used as useful storage space, although in this form a separate storage space, such as the porter's linen locker, is shown at 69 accessible by a doorway and door 70 from the aisle.

While the invention has been herein described in detail as applied to a specific embodiment or embodiments, it will be understood by those skilled in the art that changes and modifications may be made without departing from the main features of the invention, and such changes and modifications are intended to be covered in the appended claims.

What is claimed is:

1. A combined toilet and washroom arrangement for sleeping cars, comprising a space adjacent one end of a car enclosed by longitudinally extending car side and aisle walls interconnected by spaced transverse walls, said space being divided by permanent dividing partitions into an anteroom disposed along the aisle wall, occupying but a portion of the length and width of the space between the car side and aisle walls and accessible from the aisle through a doorway in the aisle wall, and further into a plurality of separate enclosed compartments for individual passenger use arranged in the remaining space between said anteroom and the car side wall and said transverse walls, each of said compartments opening into said anteroom through a doorway having closure means therefor, certain of said compartments being equipped with facilities for washing and dressing to the exclusion of toilet facilities and others with toilet facilities to the exclusion of washing and dressing facilities.

2. A combined toilet and washroom arrangement for sleeping cars, comprising a space adjacent one end of a car enclosed by longitudinally extending car side and aisle walls interconnected by spaced transverse walls, said space be-

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ing divided by fixed dividing walls into an ante-room disposed adjacent the aisle wall, occupying but a portion of the length and width of the space between the car side and aisle walls and accessible from the aisle through a doorway having closure means therefor, a plurality of separate compartments equipped with washing and dressing facilities to the exclusion of toilet facilities, designed for individual use and arranged in the space between said anteroom and at least one of said transverse walls and the car side wall, and a plurality of separate enclosed compartments occupying the rest of said space and equipped with toilet facilities to the exclusion of washing and dressing facilities, each of said compartments being directly accessible from the anteroom through a doorway having closure means therefor.

3. In a sleeping car arrangement, a car side wall, a car end wall, a vestibule wall inwardly of said end wall, extending the full width of the car and having a doorway in its central portion, an inner side aisle wall, a transverse wall connecting said side aisle wall to the car side wall, a storage locker disposed in the space between said vestibule wall and said transverse wall and adjacent the car side wall, and a washroom space defined by said car side wall, said aisle wall, said transverse wall and another transverse wall interconnecting the opposite end of said aisle wall and the car side wall and longitudinally spaced from said first-named transverse wall, said space being accessible from the aisle through a doorway in the aisle wall and being divided by permanent partitions into separate enclosed compartments for individual passenger use, one of said compartments being disposed adjacent the aisle and directly accessible therefrom through said doorway, said compartment being of less width and length than said space and serving as an anteroom, the other of said compartments occupying the remainder of said space and some being equipped with washing and dressing facilities to the exclusion of toilet facilities and the remain-

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der with toilet facilities to the exclusion of washing and dressing facilities, each of said other compartments being directly accessible from said one through a doorway in the partition separating them, said doorway having closure means therefor.

4. A washroom arrangement for railway cars of the sleeper-coach type, comprising a space adjacent one end of a car enclosed by longitudinally extending car side and aisle walls interconnected by spaced transverse walls, said space being divided by permanent partitions into an anteroom disposed adjacent the aisle wall, occupying but a portion of the length and width of said space between the car side and aisle walls and accessible from the aisle through a doorway having closure means therefor, and into a plurality of separate enclosed compartments for individual use and occupying the remainder of said space, each of said compartments being accessible from the anteroom through a doorway provided with closure means therefor, there being at least three such compartments equipped with washing and dressing facilities to the exclusion of toilet facilities and at least two, with toilet facilities to the exclusion of washing and dressing facilities.

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