Nov. 18, 1947. J. J. LYNETT 2,431,264

COMBINATION SEAT AND TOILET FOR LOCOMOTIVE ENGINEERS

Filed Oct. 4, 1945 2 Sheets-Sheet 1

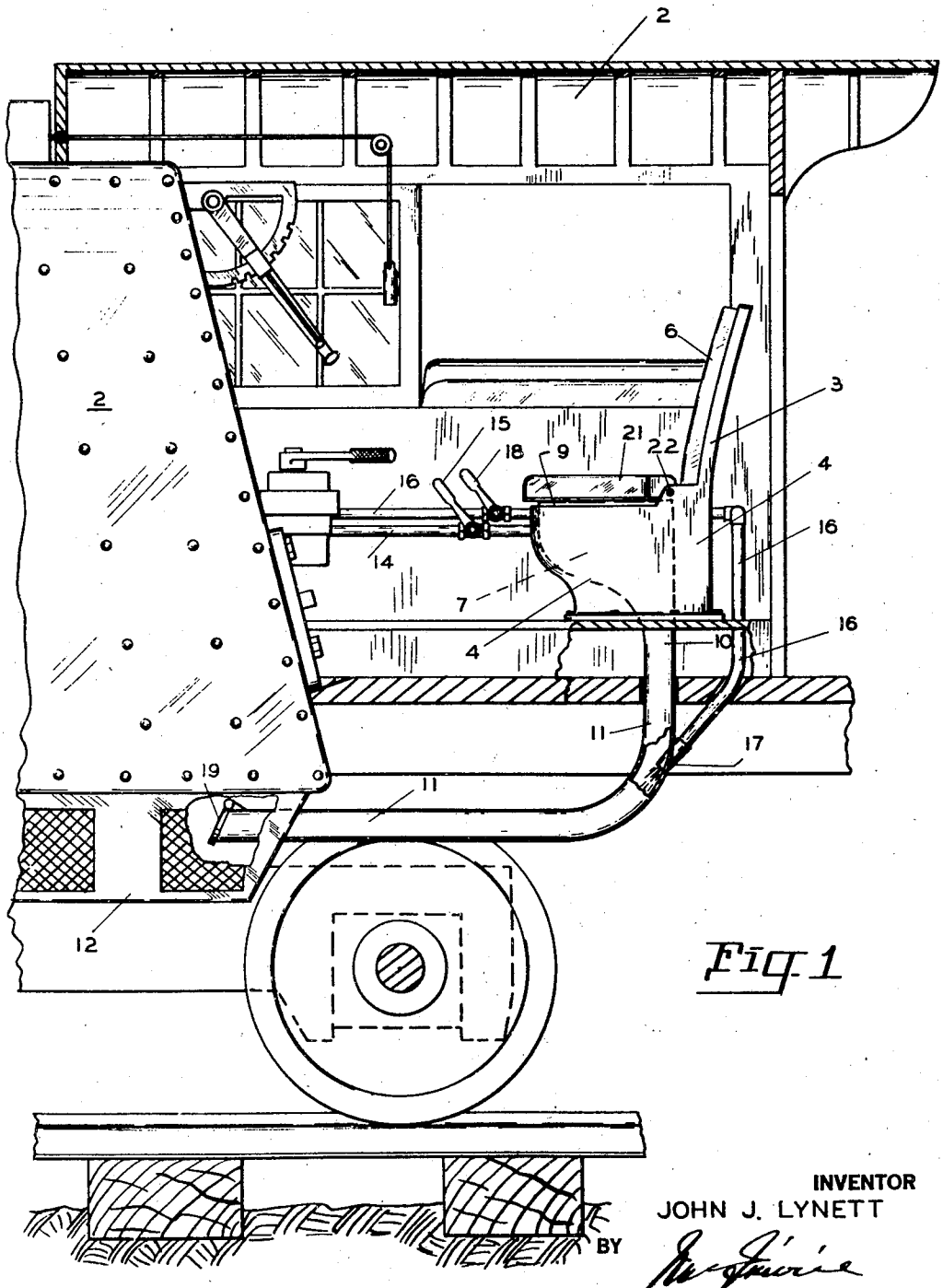


Fig. 1

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Fig. 2

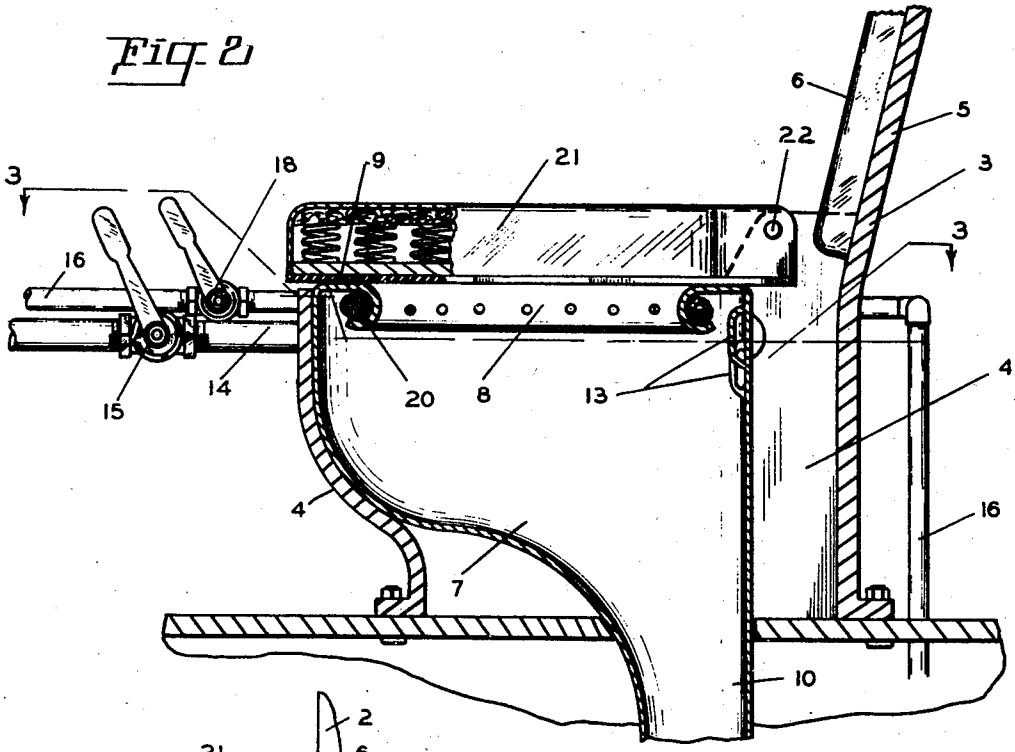
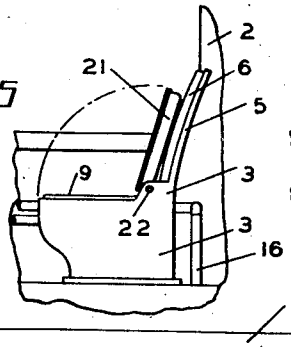


Fig. 5



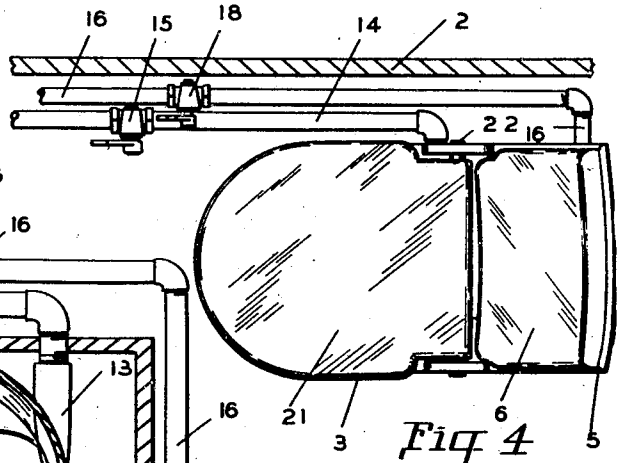


Fig. 4

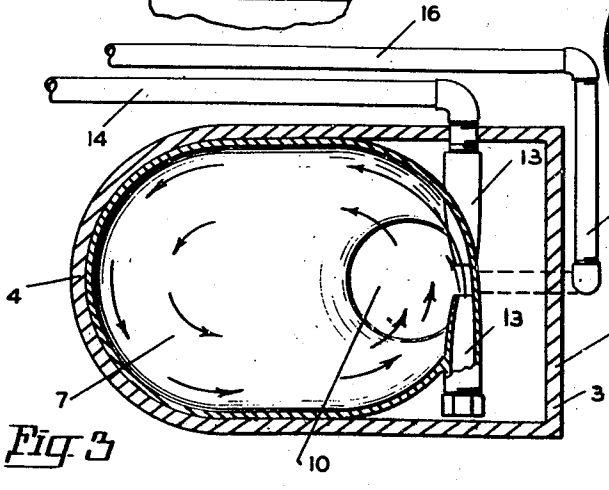


Fig. 3

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COMBINATION SEAT AND TOILET FOR LOCOMOTIVE ENGINEERS

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Application October 4, 1945, Serial No. 620,263

1 Claim. (Cl. 4—8)

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This invention relates to a combination seat and toilet for locomotive engineers.

The primary object of the invention is to install a toilet bowl within the seat used by the locomotive engineer in railroad locomotives.

With my new and improved combination seat and toilet the engineer can remain at his post giving full attention to the operation of the locomotive while evacuating. Heretofore he has been unable to leave his post, thereby opposing the call of nature, which in many cases has clouded his mental operations which has been responsible for serious accidents, and most certainly has been detrimental to the health of the engineer.

A further object of the invention is to provide means of flushing the toilet, preferably into the ash pan of the locomotive, although the toilet may be flushed into a disposal container or other means.

A still further object of the invention is to provide a deodorant element within the toilet.

Other objects will be apparent in the drawings, specification and claim.

Referring to the drawings:

Figure 1 is a fragmentary sectional view of the cab of a conventional type locomotive, having my new and improved combination seat and toilet installed therein.

Figure 2 is an enlarged sectional view of the seat and toilet bowl.

Figure 3 is a plan sectional view, taken on line 3—3 of Figure 2.

Figure 4 is a plan view of the combination seat and toilet.

Figure 5 is a fragmentary side view of the seat and toilet, showing the seat in raised position.

In the drawings:

The locomotive boiler is indicated by numeral 1 and has the usual cab 2 mounted thereon. My new and improved combination seat and toilet is generally indicated by numeral 3, and is located in the usual position of the engineer's seat within the cab 2.

My new and improved combination seat and toilet consists of a main body or frame 4, having a back 5 extending upwardly therefrom with a cushion 6 secured thereto by any suitable means. Mounted within the body 4 is a toilet bowl 7, preferably made from copper or similar material which is non-corrodible. The upper part of the bowl is rolled at 8 having a flat upper surface 9, which provides a seat for the occupant. The lower part of the bowl extends down through the bottom of the seat at 10 and has a disposal pipe

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11 secured thereto and extending into the ash pan 12 of the boiler 1.

The bowl 7 is flushed by the nozzles 13, having a flushing supply system, such as water pipes 14. Two of these nozzles are provided so that the piping 14 may be applied to either side of the toilet, best illustrated in Figure 3. The flushing fluid is controlled by a hand valve 15, and as the flushing fluid leaves the nozzles 13 it will swirl, as indicated by the arrows in Figure 3, thoroughly flushing and cleansing the bowl.

An air or steam supply pipe 16 enters the disposal pipe 11 at 17 and is controlled by a control valve 18. This air or steam supply thoroughly flushes and cleanses the pipe 11, discharging its contents through the swing check valve 19 into the ash pan 12. I have provided a deodorant wick 20 encircling the rolled edge 8 of the toilet bowl for disinfecting the bowl.

While the toilet is not in use the seat 21 is in the position as illustrated in Figures 1, 2 and 4, providing a seat for the engineer, but when the toilet is being used the seat 21, being hingedly mounted to the body or frame 4 at 22, is raised to the position illustrated in Figure 5 allowing the engineer to be seated upon the top edge of the bowl at 9.

It can be seen that the engineer while using the toilet has not moved from his operating position, therefore by not leaving his station of duty he is still able to operate the locomotive efficiently at all times, but still enjoying the opportunity of relief.

I do not wish to be limited to the exact structure as illustrated, as other modifications may be made mechanically, but still coming within the scope of my claim.

I claim:

In combination, a locomotive having a boiler and an ash pit therefor, sources of water supply and of fluid under pressure, an engineer's cab, and a chair for the engineer in his normal driving position, said chair comprising a box-like casing secured at its lower end to the floor of said cab, one wall of the casing extending upwardly beyond the normal height thereof to support a back for the chair, the casing being open at the top, a water bowl positioned within the casing and having a discharge passage opening through and extending below the floor of said cab, an extension of the discharge passage leading to and opening within said ash pit, a check valve in said extension to shut said pit from said bowl, the upper end of the bowl having an inturned portion to serve as a seat in the use of the bowl, a

normal seat pivotally attached to said casing and removably supported on said inturned portion for the normal use of the engineer in controlling the locomotive, a pipe from said fluid under pressure leading into the discharge extension of said bowl, materially below said casing, said pipe extending through said cab adjacent to said chair and having a manually operable valve for controlling the discharge of said fluid under pressure, and a valve controlled flushing pipe from said source of water supply and extending lengthwise of said casing below the top thereof and leading into the bowl for flushing purposes, the engineer's seat, for use in the normal control of the locomotive, completely overlying and concealing the water bowl when said seat is in operable position.

JOHN J. LYNETT.

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