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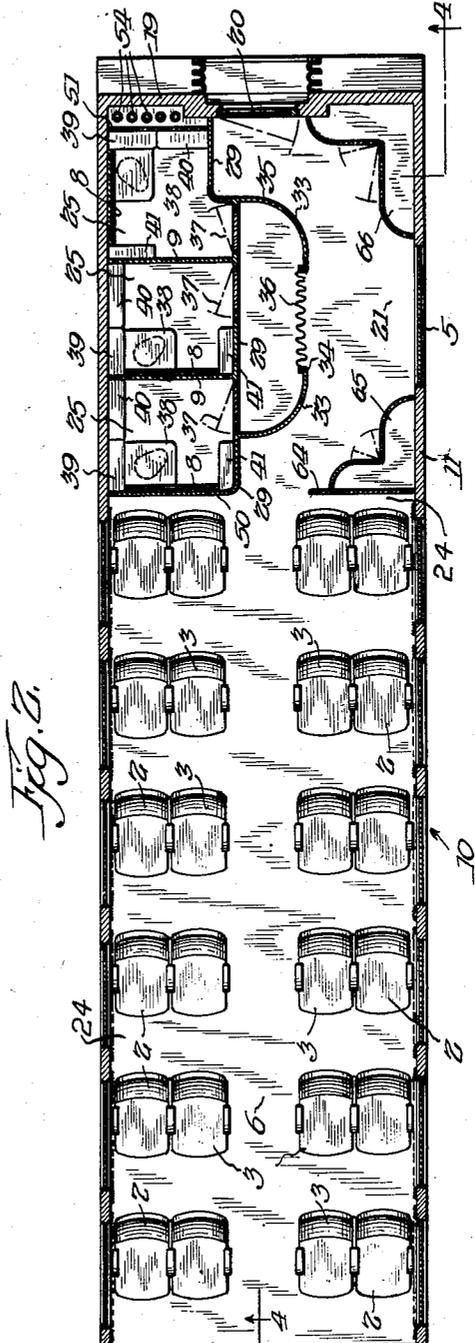
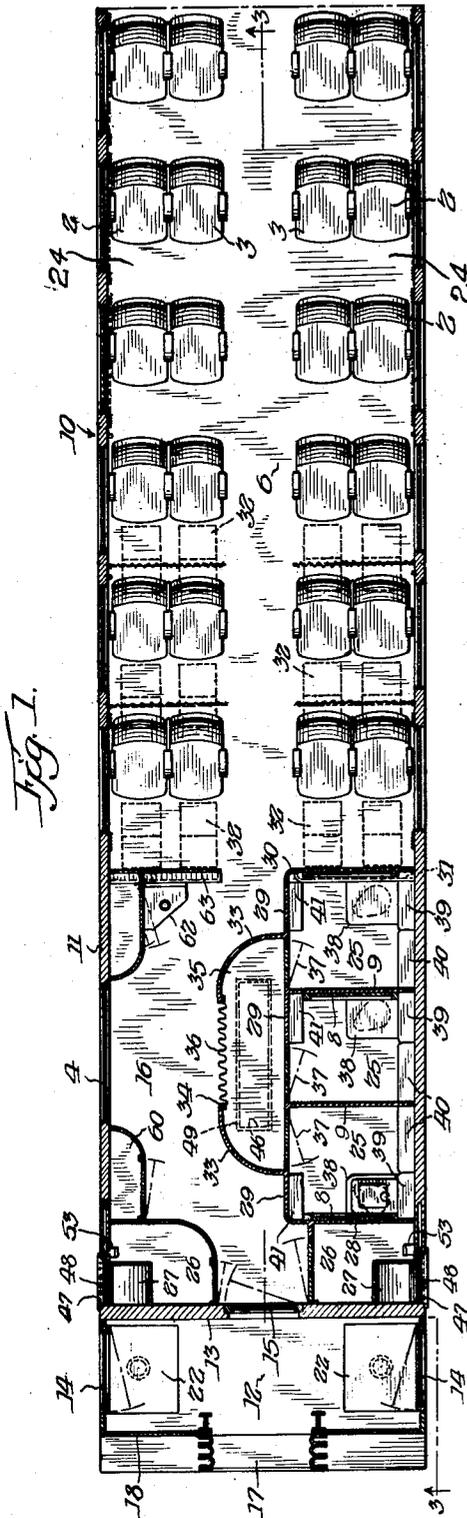
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2,621,612

RAILWAY VEHICLE

Filed Sept. 27, 1945

2 SHEETS—SHEET 1



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2 SHEETS—SHEET 2

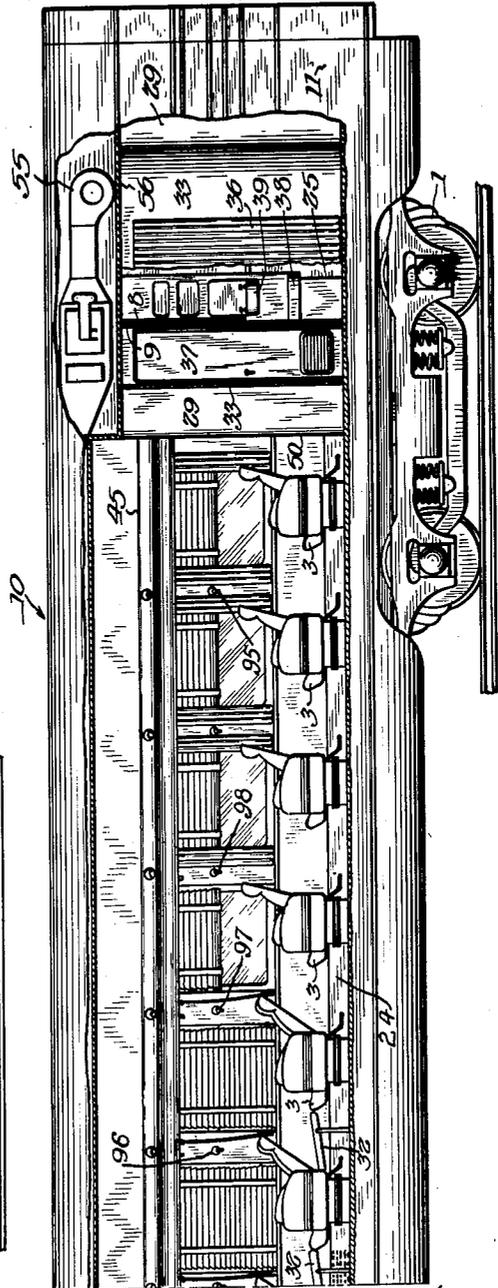
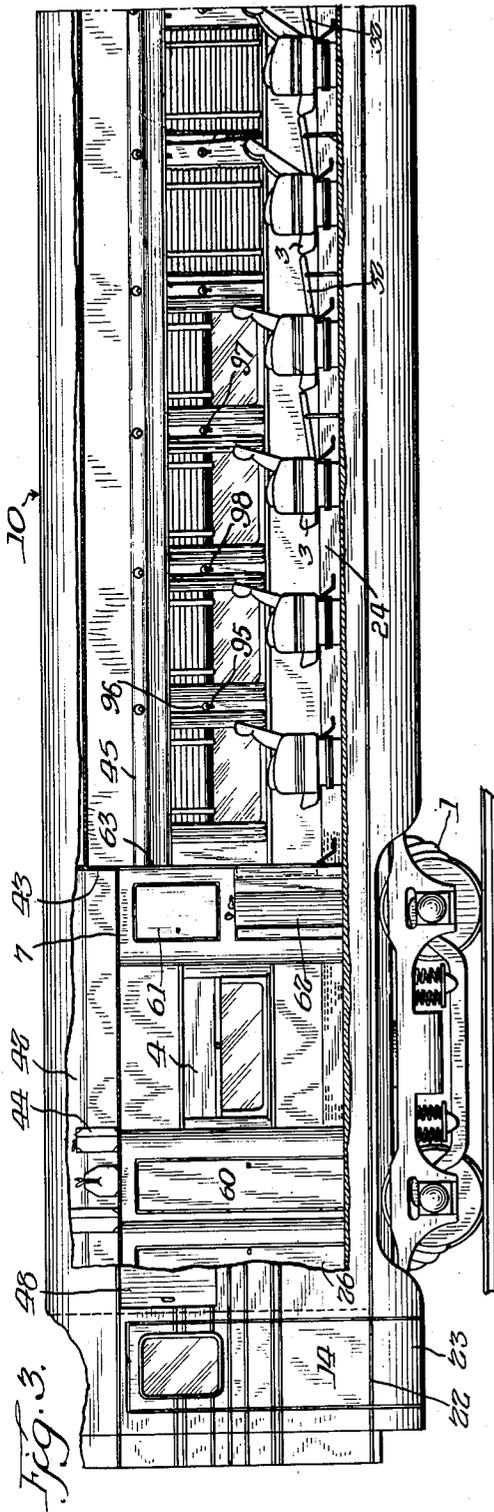


Fig. 3.

Fig. 4.

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UNITED STATES PATENT OFFICE

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RAILWAY VEHICLE

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3 Claims. (Cl. 105-329)

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This invention relates to vehicles of the type having toilet facilities therein and is concerned primarily with a novel arrangement of toilet facilities in a railway passenger car.

The principal object is to provide individual dressing rooms and toilet facilities at each end of the car accessible from respectively adjacent anterooms separating the dressing rooms from contiguous passageways, for the convenience of passengers traveling during the night and available to others traveling during the daytime or for relatively short distances.

The foregoing and other objects and advantages of the invention will appear from the following description taken in connection with the accompanying drawings, in which—

Figs. 1 and 2 are complementary views in plan of the forward and rear half portions of the railway coach vehicle of this invention, illustrating, respectively, the vestibule end of the car with individual dressing rooms, and at the opposite end of the car a similar arrangement of individual dressing rooms with common anteroom between adjacent passageway and the dressing rooms, with both views depicting the intermediate seating arrangement upon opposite sides of the longitudinal aisle;

Figs. 3 and 4 are complementary vertical sectional views taken respectively on line 3-3, of Fig. 1, and showing the vestibule end of the car and side wall window and locker arrangement at contiguous passageway with drinking fountain, and line 4-4, of Fig. 2, looking in the direction indicated by the arrows, illustrating the dressing and anteroom arrangement at the opposite end of the car showing a portion of the anteroom wall at the passageway removed to expose the entrance door to one of the dressing rooms with portion of the wall of adjacent dressing room broken away to show toilet equipment installation therein.

In the drawings, 10 indicates the car as a whole supported on trucks 1, 11 the car sides, 12 the vestibule end with the body end wall 13, and 14 the vestibule side doors. The end door 15 opens to the vestibule 12 and adjacent inner passageway 16, and the opening 17 in the vestibule end wall 18 gives access to the connected cars of the train. At the opposite or non-vestibule end, the body end wall 19 is provided with a door 20 giving access to adjacent inner passageway 21 or to the next car in the train. Vestibule 12 is fitted with suitable trap doors 22 and steps 23 to permit entrance to or exit from the car. Between the body end walls or bulkheads 18 and 19 the car

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interior is divided into a central seating compartment 24 with dressing room and toilet sections at opposite ends thereof. The toilet and dressing rooms 25 at the vestibule end of the car are separated from the adjacent end wall 13 by supply lockers 26 and luggage chute installations 27, the rooms being enclosed in group formation by transverse housing end walls 28, longitudinal wall 29, and transverse end wall portion 30 separating the seating compartment 24 from rooms 25. In the present embodiment, the housing end wall 30 is recessed as at 31, to accommodate foot and leg rest elements 32.

Access to each group of rooms 25 is had from an adjacent anteroom 35 common to the respective group and defined by curved wall portions 33 spaced apart to provide an entrance 34 fitted with a curtain 36 to separate the anteroom space from the adjacent passageway 16 to afford a convenient enclosure for passengers desiring to wait for a dressing room to be vacated. The individual dressing rooms 25 are provided each with an entrance door 37 opening inwardly and which may be locked to insure privacy to the occupant. The rooms are equipped with a toilet hopper 38, a folding washstand or wash basin 39, and ample lighting and comfort facilities such as shelving 40 for depositing a hand bag or the like, and other shelving 41 for toilet articles, etc. and provided with mirrors 8. In the ceiling 7 above the anteroom 35 is an opening 46 closed by a door 49 to provide access to luggage compartment 42 extending substantially from body end wall 13 to inner transverse partition 43. The luggage compartment is of sufficient height to accommodate luggage 44 too large or too heavy to be placed on the usual baggage racks 45 above the seats in the passenger compartment, to avoid overcrowding of the baggage racks and cluttering of the aisles. The luggage compartment 42 opens to chutes 27 extending transversely of the car and leading downwardly and outwardly towards discharge openings 47 in the car sides to permit loading and unloading of the luggage from outside the car to prevent congestion at the vestibule. The chute openings are closed by doors 48 preferably slidably mounted in the car walls 11, and arranged to be locked and released by mechanism 53 operable from the inside of the car as shown in Fig. 1. The dressing rooms 25 of each group are separated from each other by partitions 9 arranged transversely of the car and extending from adjacent side wall 11 to respective housing longitudinal wall 29, as best shown in Figs. 1 and 2. At the non-vestibule end of

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the car the dressing rooms are positioned between the housing end wall 50 at the seating compartment 24 and the end partition 51 adjacent the body end wall 19. The end partition is spaced from the end wall to provide a conduit 52 for air conditioning pipes 54, to which access may be had through appropriate covered openings in said partition, but not shown. These pipes connect the condenser and compressor equipment underneath the car with the air conditioning evaporator and circulating equipment 55 in the compartment above the ceiling 56 indicated in Fig. 4.

Between the dressing and anterooms arranged at opposite ends of the car as described, is disposed the passenger occupancy section 24 fitted with a plurality of rows of seats comprising inner rows of seats 2 and outer rows of seats 3 upon opposite sides of a central longitudinal aisle 6 connecting the side passageways 16 and 21 at opposite ends of the car, as best shown in Figs. 1 and 2. At the side wall position 11 at the passageway 16 on opposite sides of window 4 may be installed the supply lockers 60 and 61, and a drinking fountain 62 may be positioned adjacent the supply locker 61, as shown in Fig. 1, behind partition 63 separating the passageway 16 from the seating section 24 at the vestibule end of the car. Similarly, the passageway 21 at the non-vestibule end of the car is separated from the seating section 24 by the partition 64 extending inwardly from the opposite side wall of the car, and at this passageway may be installed a locker 65 for housing the power and light electric circuit panels on one side of the window 5 and a locker 66 on the opposite side of the window for pillows and like articles of equipment for use of the passengers during day and night travel.

From the foregoing it will be seen that there have been provided individual dressing rooms and toilet facilities at each end of a railway passenger car accessible from respectively adjacent anterooms, which arrangement gives the passengers additional privacy and convenience not heretofore provided in railway passenger cars.

What is claimed is:

1. In a vehicle having side walls and a central longitudinal aisle extending substantially the major length of the vehicle, a plurality of adjoining individual toilet rooms at one end of the vehicle adjacent to one of said side walls having one side of each room formed by the said side wall, a longitudinal partition wall spaced from said last-named side wall defining the opposite side of said rooms, transverse partitions extending between the last-named side wall and said partition wall enclosing adjoining rooms, entrance doors in said partition wall individual to the respective rooms, an anteroom common to all of said entrance doors, said anteroom being disposed substantially centrally of the width of said vehicle and enclosed by a partition defining one side of a longitudinal passageway adjacent the other of said vehicle side walls, the partition enclosing the anteroom having curved end portions defining generally transverse passageways at opposite ends of said longitudinal passageway communicating with a centrally disposed vehicle end door and said central longitudinal aisle respectively, and an entrance to the anteroom from said longitudinal passageway.

2. In a vehicle having side walls and a central longitudinal aisle extending substantially the major length of the vehicle, three adjoining individual toilet rooms at one end of the vehicle adjacent to one of said side walls having one side

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of each room formed by said one of said side walls, a longitudinal partition wall spaced from said one of said side walls defining the opposite side of said rooms, a first end wall extending between one end of said longitudinal partition wall and said one of said side walls, a second end wall extending between the other end of said longitudinal partition wall and said one of said side walls, two transverse partitions extending between said longitudinal partition wall and said one of said side walls enclosing adjoining rooms, entrance doors in said longitudinal partition wall individual to the respective rooms, and an anteroom common to all of said entrance doors, said anteroom being disposed substantially centrally of the width of said vehicle and enclosed by a partition defining one side of a longitudinal passageway adjacent the other of said vehicle side walls, the partition enclosing the anteroom having curved end portions defining generally transverse passageways at opposite ends of said longitudinal passageway communicating with a centrally disposed vehicle end door and said central longitudinal aisle respectively, said anteroom being provided with an entrance therein from said longitudinal passageway.

3. In a vehicle having side walls and a central longitudinal aisle extending substantially the major length of the vehicle, a plurality of adjoining individual rooms at one end of the vehicle adjacent to one of said side walls having one side of each room formed by said one of said side walls, a longitudinal partition wall spaced from said one of said side walls defining the opposite side of said rooms, transverse partitions extending between said one of said side walls and said longitudinal partition wall enclosing adjoining rooms, a toilet hopper in each of said rooms, a wash basin in each of said rooms, entrance doors in said longitudinal partition wall individual to the respective rooms, and an anteroom common to all of said entrance doors, said anteroom being disposed substantially centrally of the width of said vehicle and enclosed by a partition defining one side of a longitudinal passageway adjacent the other of said vehicle side walls, the partition enclosing the anteroom having curved end portions defining generally transverse passageways at opposite ends of said longitudinal passageway communicating with a centrally disposed vehicle end door and said central longitudinal aisle respectively, said anteroom being provided with an entrance therein from said longitudinal passageway.

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