

1,410,607.

G. A. SCHMIDT.
RAILWAY SHOWER BATH CAR.
APPLICATION FILED JULY 14, 1920.

Patented Mar. 28, 1922.
2 SHEETS—SHEET 1.

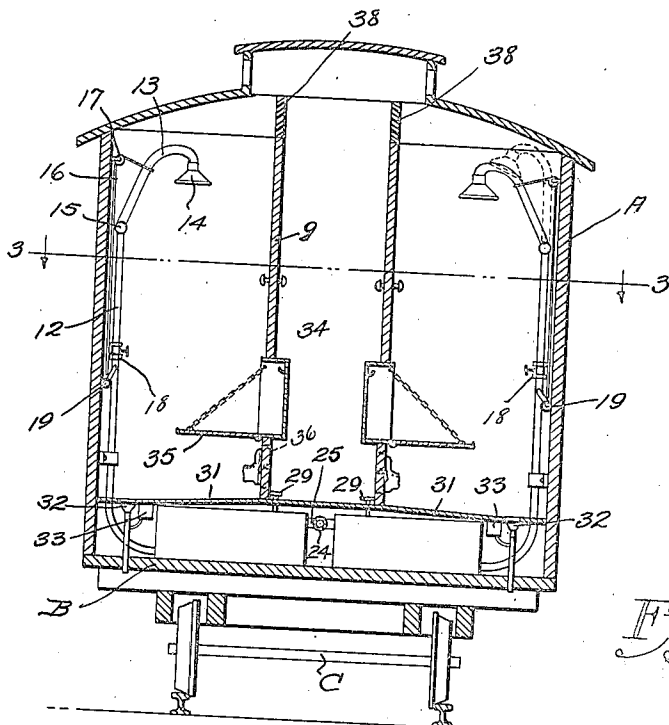


Fig. 1

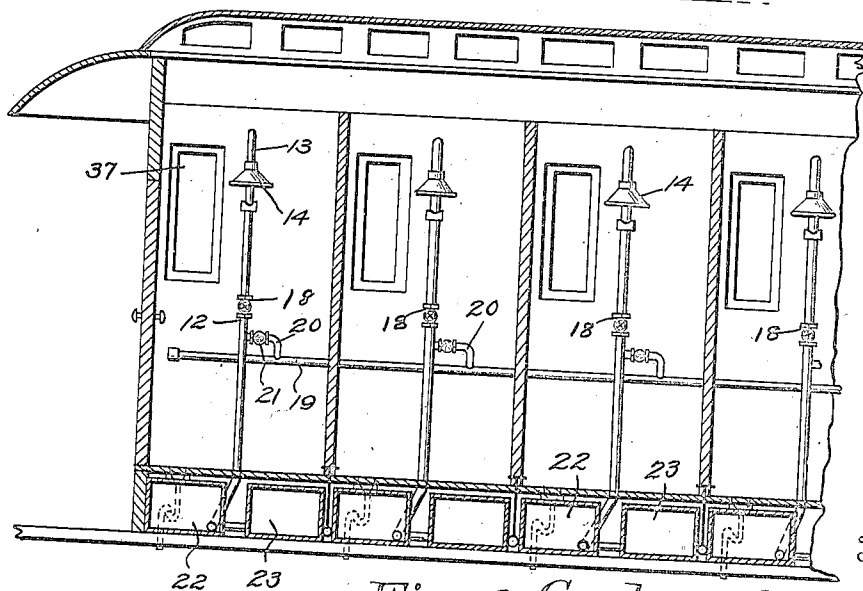


Fig. 2 Gustave A. Schmidt
Knight Bros.

334

Attorneys

1,410,607.

G. A. SCHMIDT.
RAILWAY SHOWER BATH CAR.
APPLICATION FILED JULY 14, 1920.

Patented Mar. 28, 1922.
2 SHEETS—SHEET 2.

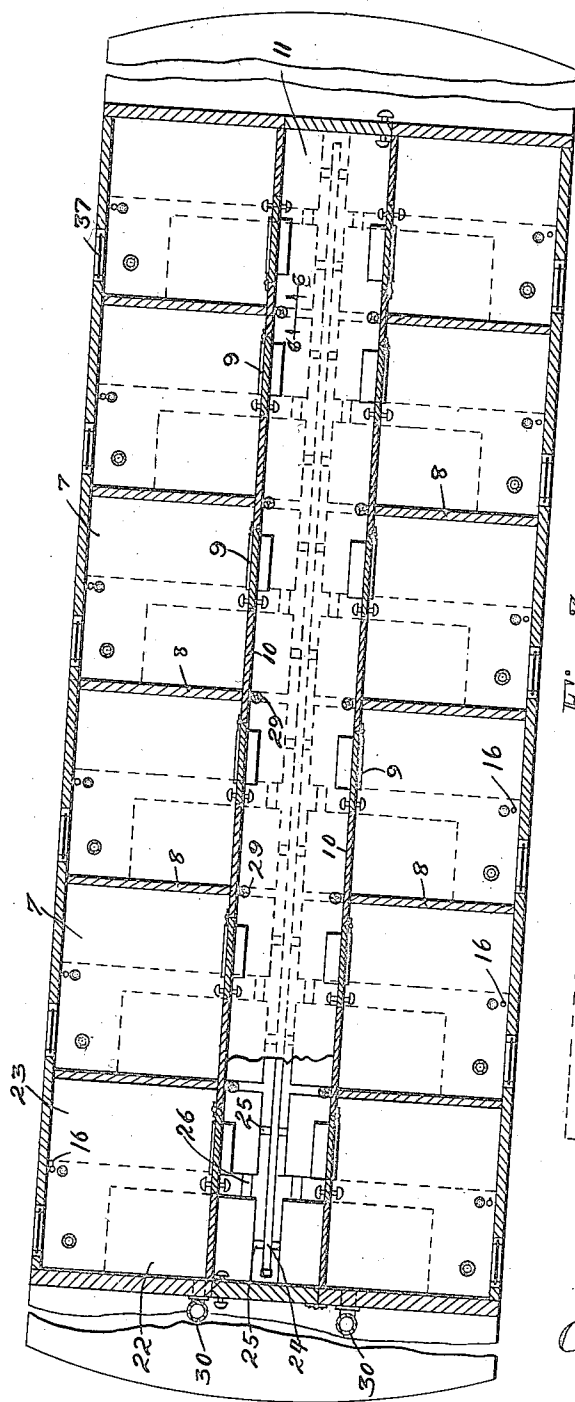


Fig. 3

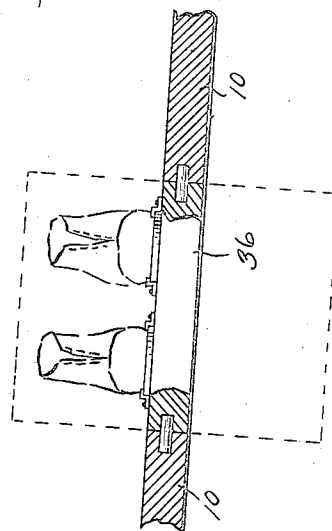


Fig. 4

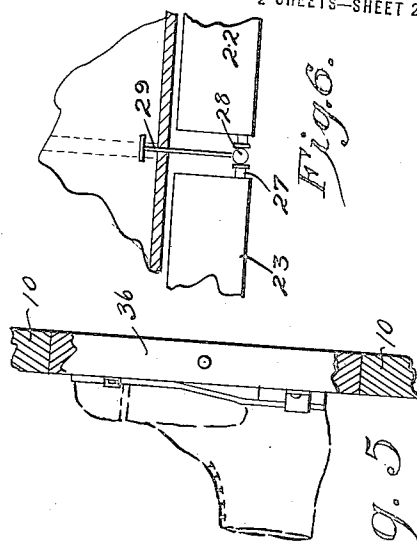


Fig. 5

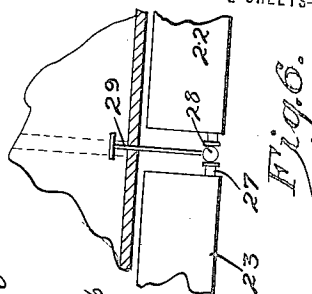


Fig. 6

By

Inventor
Custave A. Schmidt
Knight Bros.

Attorneys

UNITED STATES PATENT OFFICE.

GUSTAVE A. SCHMIDT, OF RAINES, TENNESSEE, ASSIGNOR OF ONE-HALF TO FELIX H. McCANN, OF WASHINGTON, DISTRICT OF COLUMBIA.

RAILWAY SHOWER-BATH CAR.

1,410,607.

Specification of Letters Patent. Patented Mar. 28, 1922.

Application filed July 14, 1920. Serial No. 396,252.

To all whom it may concern:

Be it known that I, GUSTAVE A. SCHMIDT, a citizen of the United States, and resident of Raines, in the county of Shelby and State of Tennessee, have invented certain new and useful Improvements in Railway Shower-Bath Cars, of which the following is a specification.

My invention relates to railway shower-bath cars, and has for its object to provide a car of standard type and proportions which is equipped with a number of shower-baths, and when this car is placed in a train of cars it will enable the passengers of the train to enjoy the benefits of a shower.

The various features of my invention are so arranged and constructed as to provide warm water when such is desired, without the necessity of an individual heating plant. I accomplish this by connecting to each shower-bath fixture a branch pipe from the stem chest carried by the engine. The desired temperature may thereby be supplied to the water, and hot and cold water are always available.

In order to maintain the proper pressure upon the water, I connect the tanks containing the same with the compressed air line present in the standard railroad equipment, and thereby furnish water to the shower-bath equipment under the proper pressure.

In carrying out my invention I provide further conveniences for the user in the nature of an apparel wardrobe, positioned within each shower-bath booth, in which the passenger may temporarily store his clothes. The door of this wardrobe is so arranged that the same may be used as a seat while the passenger changes his clothes.

As a further convenience, I provide rotating panels in the door of the booth, upon which the passenger may place his shoes and revolve the same to bring the shoes upon the outer side of the door, where the porter may secure them to polish.

Various other features will be made more apparent and numerous objects of my invention more fully illustrated in the following specification and in the drawings, in which—

Fig. 1 is a transverse vertical section of a railway car constructed in accordance with my invention;

Fig. 2 is a longitudinal vertical section of one end of a railway car so constructed;

Fig. 3 is a horizontal section taken longitudinally of the car on line 3—3 of Fig. 1;

Fig. 4 is a detail section, partly in elevation, of the shoe-carrying panel;

Fig. 5 is a view similar to Fig. 4, the same being taken on a vertical section; and

Fig. 6 is a detail sectional view taken on line 6—6 of Fig. 3.

In the drawings the letter A represents a railway car of standard type and proportions, provided with a floor B and the usual trucks C.

In carrying out my invention I divide the car into a multiplicity of booths 7, formed with dividing partitions 8, suitable doors 9, and inside walls 10. The booths are of such transverse width as to leave a corridor or central passage-way 11, into which the doors 9 open.

Inasmuch as the arrangement of each booth 7 is identical, a detailed description of one will suffice. Each booth is provided with a rigid vertically disposed water pipe 12 and a movable section 13 carrying a shower-bath spray nozzle 14. The movable section 13 has a swivel connection 15 with the rigid pipe 12. A cord 16, having one end secured to the movable section 13, passes over a pulley 17 supported upon the wall of the car, to enable the upper end of the shower-bath fixture to be pulled back to the position illustrated in dotted lines in Fig. 1, when not in use. By so arranging the shower fixture the user is enabled to dress without the possibility of water dripping upon him, as would be the case were the movable portion 13 of the shower fixture allowed to remain in its ordinary operative position.

A suitable valve 18 is provided for the purpose of cutting off the water to the shower. In order to secure hot water when desirable, I position adjacent each side of the car a longitudinal steam pipe 19, which is preferably connected in any suitable manner to the steam chest upon the engine. A branch pipe 20 connects the steam pipe 19 to the pipe 12 of the fixture, and the admission of the steam is controlled by a valve 21. It is obvious from the foregoing that when hot water is desired, the valve 21 may be operated to admit steam to the pipe 12, which will mix with and supply water to the shower fixture at the proper temperature. The proper temperature may be had by regulating the amount of steam admitted to

the pipe 12, and it is also obvious that when cold water is desired the same may be had by completely closing the valve 21.

As illustrated clearly in Figs. 2 and 3, each booth is provided with water tanks 22 and 23. The capacity of these tanks may be varied, but it is obvious that they may be of sufficient size to carry enough water for a considerable number of baths.

Extending longitudinally of the car, and preferably centrally thereof, I provide an air line 24, connected to the standard air line employed upon railway cars. Branch pipes 25 provide communication between the air line 24 and the water tanks, thereby supplying the proper pressure to the water to force the same through the shower-bath fixture. Communication between each of the tanks 22 and 23 is allowed by reason of a connecting pipe 26. Therefore, the amount of water available for each shower-bath is the capacity of the two tanks 22 and 23.

Each set of tanks is also connected, as by pipe 27, to the next series of tanks, and communication therebetween is controlled by a valve 28, having its operating stem 29 projecting up through the floor of the corridor, as clearly illustrated in Figs. 3 and 6. Filling caps 30 are positioned at one end of the car to enable the tanks to be filled, it being obvious that during the filling operation the valve stems 29 are operated to open the valve 28 and allow the water to flow through each series of tanks until all are filled. During this filling operation the air pressure to the air line 24 will be cut off.

As seen more clearly in Figs. 1 and 2, a second floor 31 is built over the tanks, and this floor within the booths is positioned at a slight angle. At the lowest point of this floor I provide a drain 32, which will carry off the water and discharge it beneath the car body. If it is desired, an antiseptic tank 33 may be provided, of any ordinary construction, which will thoroughly disinfect this drain water outlet.

Formed in each door 9 is an apparel wardrobe 34, provided with a downwardly swinging door 35. In this wardrobe the user may store his clothes, and while disrobing or dressing the door 35 may be used as a seat. When, however, the user is bathing, the door 35 can be closed, thereby maintaining his clothes in a dry condition.

A revolving panel 36 is mounted within the door 9, upon which the user may place his shoes, and when this panel is revolved, as illustrated in Fig. 1, the shoes are positioned so as to be accessible to the porter for polishing.

Suitable windows 37 are formed in the walls of the car, and additional ventilation

may be had through ventilators 38 positioned at the upper inside wall of the booths.

It is obvious from the foregoing that I have provided a railway car which may be of the standard type and therefore readily coupled in a usual train of cars. With a car constructed in accordance with my invention inserted in a train, the passengers are provided with the convenience of a shower-bath, which convenience will have considerable attraction, especially upon trains making long runs.

By forming the water storage tanks in a multiplicity of individual units, I eliminate the possibility of overturning the train by displacement of the water due to rapidly executed turns or abrupt stopping. By connecting each shower-bath equipment with a steam pipe running from the steam chest upon the engine, I can secure hot water without the provision of additional water heating means. I also employ the compressed air which is furnished for operation of the brakes, to provide the proper pressure to the water. The tanks may be quickly filled whenever desired, by reason of the communication of the several tanks.

The apparel wardrobe and the revolving shoe-carrying panel form a part of the equipment which provides the utmost convenience to the passenger using the bath.

Various modifications may be resorted to without departing from the spirit and scope of my invention, and I particularly reserve this right.

What I claim is:—

In combination, a railway car of standard size and proportion formed with a corridor, a multiplicity of booths arranged on each side of the corridor, a door for each booth, each door opening into the corridor, a plurality of water tanks beneath each booth, a shower-bath fixture positioned in each booth, each shower-bath fixture being communicatively connected with one of the tanks beneath the booth within which it is positioned, means for communicatively connecting the tanks along each side of the car to enable the same to be filled simultaneously, means connected to each of the tanks for forcing the water from the same through the shower-bath fixtures, means for admitting steam to the water for heating the same, means provided in the floors of the booths for permitting the discharge of water, and means positioned between the set of water tanks of each booth and the set of water tanks of the adjoining booth whereby the flow of water between the same may be controlled.

GUSTAVE A. SCHMIDT,