

J. BARKER.
BATHING CAR.
APPLICATION FILED MAY 29, 1911.

1,032,581.

Patented July 16, 1912.

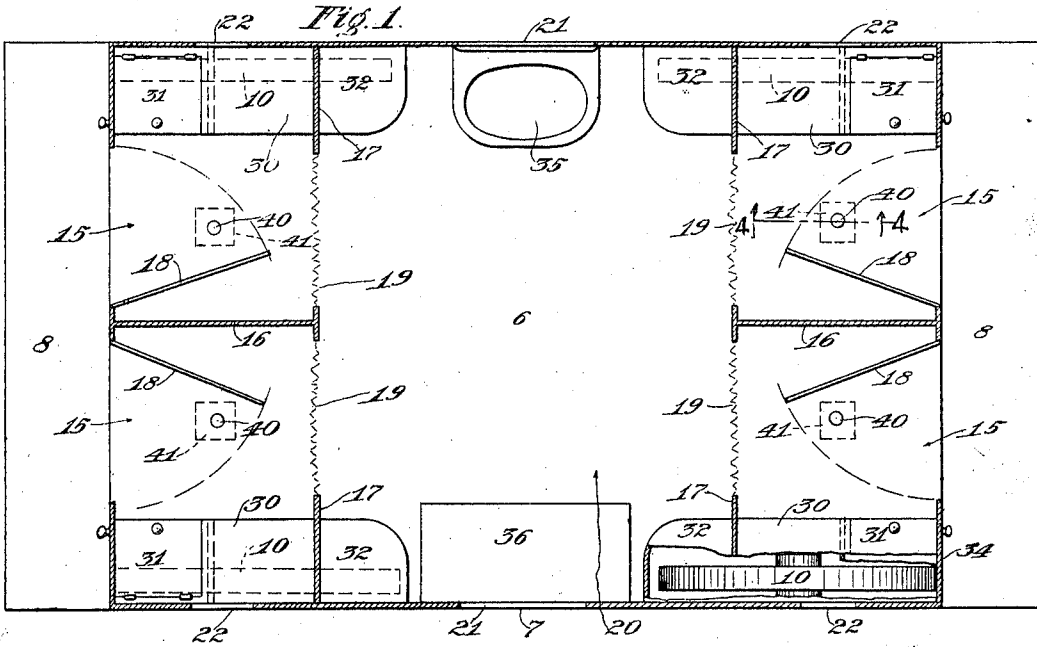


Fig. 2.

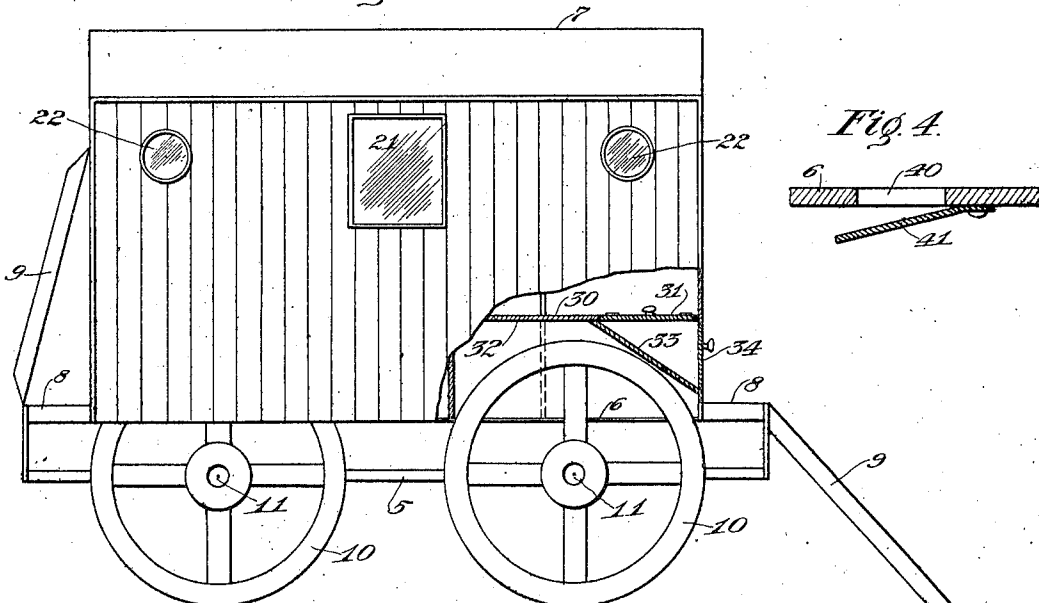
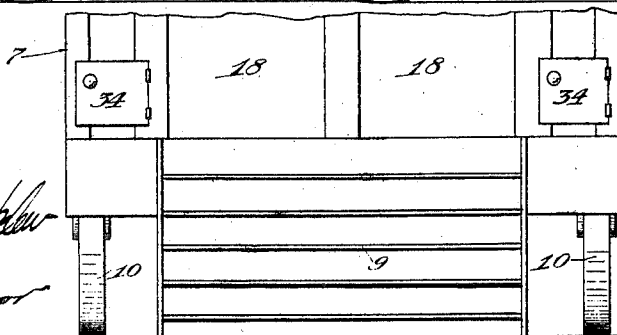


Fig. 4.



Fig. 3.



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BATHING-CAR.

1,032,581.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN BARKER, a citizen of the United States, residing at Oceanpark, in the county of Los Angeles and State of California, have invented new and useful Improvements in Bathing-Cars, of which the following is a specification.

This invention relates to a device of the class generally known as a bathing car adapted for use in surf bathing; and the invention consists particularly in certain improvements of arrangement and design of the different parts to provide a car of greater capacity, more utility and neater appearance than those heretofore used.

In my new car I have provided a central room or dressing parlor in which are located the different articles of furniture necessary for the toilet; and I have provided four separate and distinct dressing rooms, one in each corner of the car, which may be shut off and used privately from the rest of the car. In each of these dressing rooms there is a door leading to the outside of the car and a door leading to the interior dressing parlor; and there are means provided for putting away the wet garments and for subsequently easily removing them from the car without the attendant entering the same. This means is provided in a small locker having an inclined bottom, which locker is placed below a seat extending across one end of each dressing room; and under each of these seats is located one of the four supporting wheels of the car. The supporting wheels extend up into the body of the car instead of being entirely outside the body as has heretofore been the case, and this feature lends a pleasing and artistic appearance to the outside of the car which is not otherwise attained.

In the accompanying drawings I have shown a preferred form of my invention, in which drawings:

Figure 1 is a sectional plan showing the interior arrangement of a car of my design. Fig. 2 is a side elevation, parts being broken away. Fig. 3 is a partial end elevation of the car. Fig. 4 is a sectional detail taken on line 4-4 of Fig. 1.

In the drawings 5 designates a floor frame on which floor 6 is mounted. Floor 6 is of sufficient size to accommodate the arrangements about to be described and may be built in any desired manner. Upon this

floor a superstructure 7 is mounted, the superstructure occupying the central portion of the floor and leaving platforms 8 at either end. From these platforms steps 9 lead down to the surface on which the structure stands; or the steps may be thrown upwardly against the end of the superstructure as is shown at the left hand in Fig. 2. The whole structure is supported by means of four wheels 10 mounted on axles 11 and so arranged that they are beneath superstructure 7 and extend up into it as is clearly shown in Figs. 1 and 2. The wheels are situated at the corners of the structure and extend up into the interior where they are covered by certain structures to be hereinafter explained. It will be seen that this arrangement provides a neat outer appearance and substantially reduces the weight of the car from what it would be if wheels 10 were placed outside the structure.

Superstructure 7 forms a housing for several interior rooms. At each corner a dressing room 15 is partitioned off from the rest of the interior and from the adjacent dressing room by means of partitions 16 and 17 and a door 18 leads from platform 8 at the end of the structure into each of these rooms. A second doorway 19 is arranged in each of the rooms opposite doors 18 and may be closed by a curtain or by any other suitable closure. Doorways 19 lead to a central dressing parlor 20 of considerable size. And this dressing parlor is lighted by windows 21, and each of the dressing rooms is lighted by a window 22.

Each of the dressing rooms is provided with a seat 30 extending across one end and in one end of this seat a small hinged lifting door 31 is placed. In each corner of dressing parlor 20 are small seats 32 which form, in effect, a continuation of seat 30. Seats 30 and 32 cover wheels 10 where they project up into the structure, this being most clearly shown in Fig. 2. Below door 31 an inclined bottom 33 is arranged, a triangular bin being thus formed, and a door 34 opens from this triangular bin to the outside. Wet clothes discarded by the bather are placed in the bin and it is only necessary to open door 34 when the clothes will slide out on to platform 8. In this manner an attendant may remove garment and towels without entering the bathing car.

Within dressing parlor 20 I have pro-

vided a wash-stand or basin 35 and a dressing table 36. These articles provide for the convenience of the users of my car; in fact, every possible convenience is afforded the
 5 bather. He may enter the car while standing on the beach, and while he is preparing for the bath his car will be hauled out into the surf. He may then emerge from the car through the doors on the side toward the
 10 surf; and, having returned to the car, he can easily dispose of his wet garments and dress again in dry and comfortable surroundings. Any water which may be carried into the car by the bather will escape
 15 through apertures 40 provided in the floor of each dressing room. These apertures are protected by flaps 41 which normally hang as is shown in Fig. 4; but should the surf
 20 rise beneath the flaps and tend to enter apertures 40, the flaps will rise and tightly close the apertures and prevent the entry of water.

Having described my invention, I claim:

25 1. A bathing car, comprising a structure substantially rectangular in form, wheel supports for the structure, the wheels being four in number and arranged beneath the structure and projecting partially up into
 30 it, partitions within the structure and dividing its interior into four dressing rooms, one at each corner of the structure, and into a

dressing parlor extending across the structure, a seat arranged in each corner of the structure and across one end of each dressing room, the said seats covering the portions of the wheels which project up into the structure, and a bin arranged at the end of each seat and having an inclined bottom over the wheel thereunder, each bin having a door in the seat cover.

40 2. A bathing car, comprising a structure substantially rectangular in form, wheel supports for the structure, the wheels being four in number and arranged beneath the structure and projecting partially up into it,
 45 partitions within the structure and dividing its interior into four dressing rooms, one at each corner of the structure, and into a dressing parlor extending across the structure, and a seat arranged in each corner of
 50 the structure and across one end of each dressing room and projecting into a corner of the dressing parlor, the said seats covering the portions of the wheels which project
 55 up into the structure.

In witness that I claim the foregoing I have hereunto subscribed my name this 20th day of May, 1911.

JOHN BARKER.

Witnesses:

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