

(No Model.)

2 Sheets—Sheet 1.

W. D. MANN.

LAVATORY APPLIANCE FOR RAILWAY CARS.

No. 371,084.

Patented Oct. 4, 1887.

FIG. I.

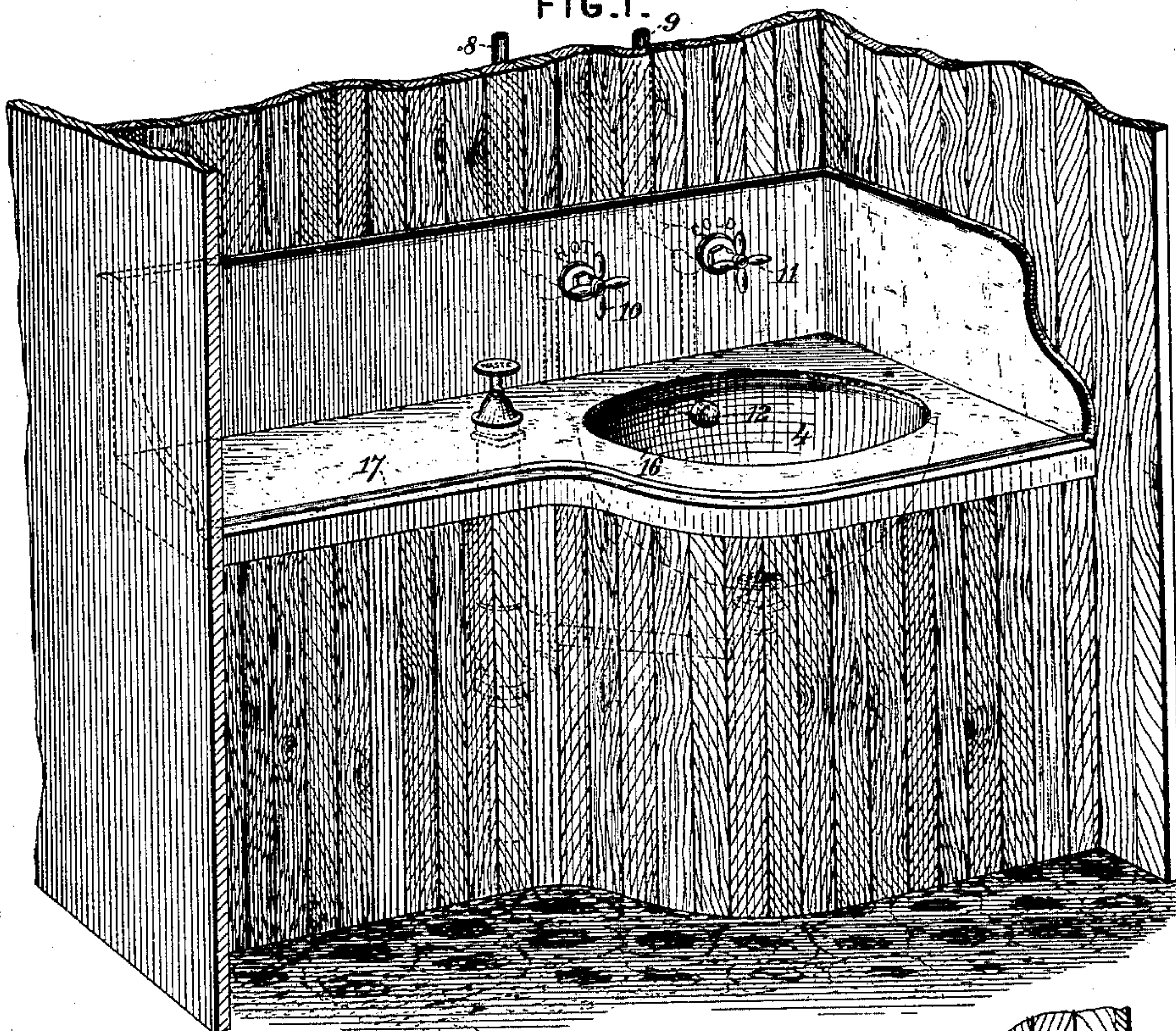
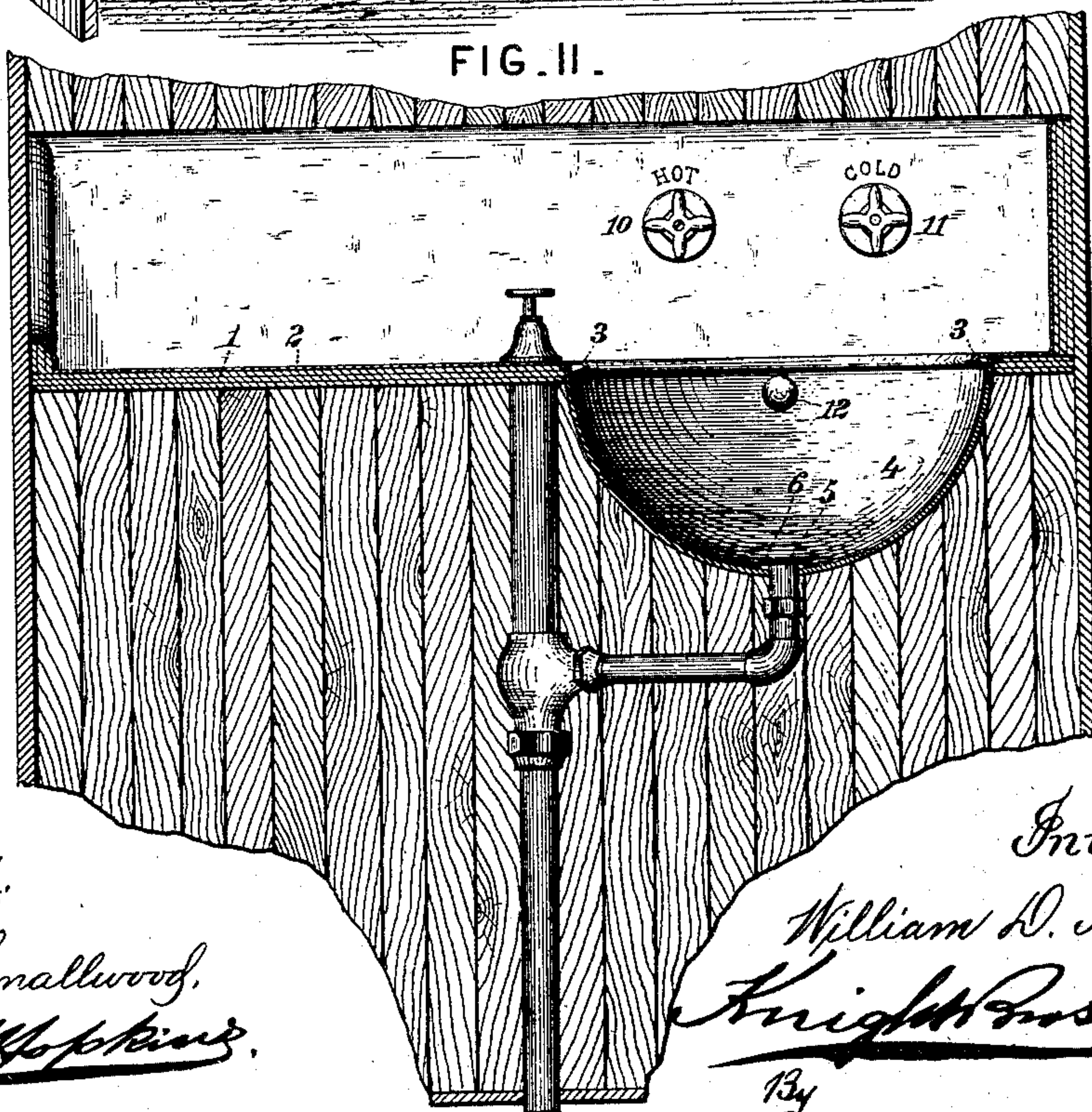


FIG. II.



Attest:  
Geo. T. Smallwood,  
L. H. Hopkins.

Inventor  
William D. Mann.  
Knight Bros.  
By

Atty's



(No Model.)

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FIG. III.

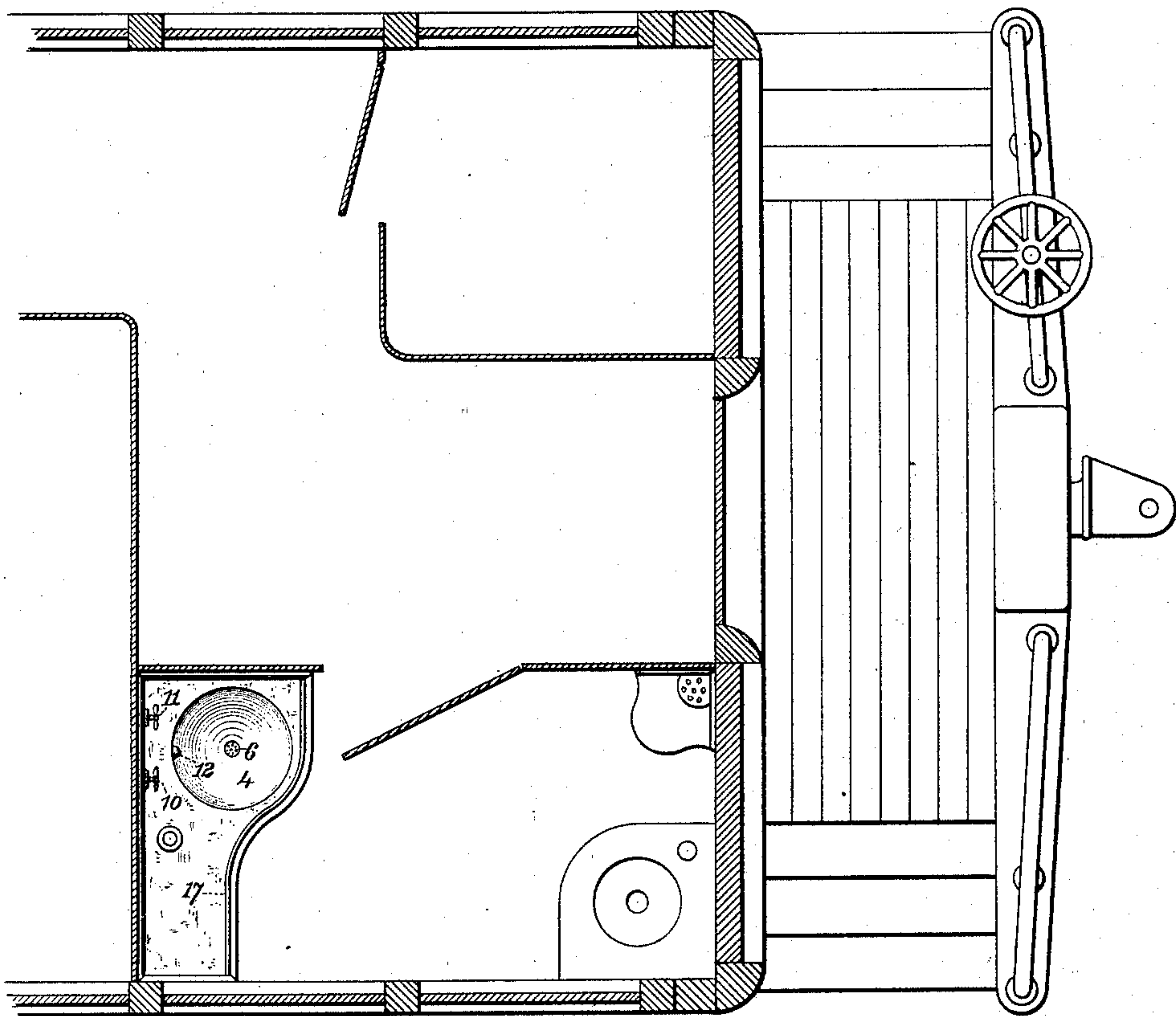
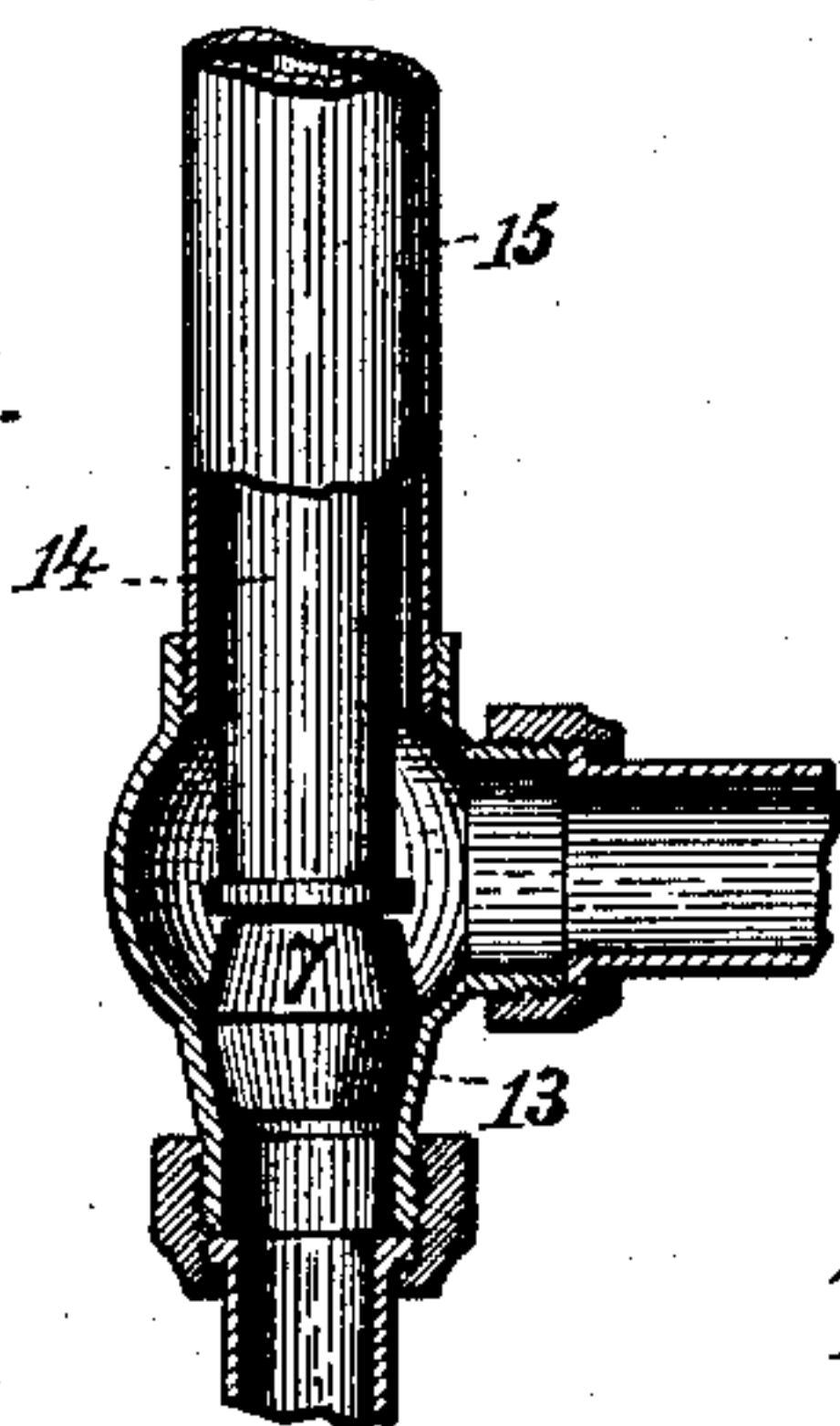


FIG. IV.



Attest:  
Geo. T. Smallwood.  
*E. M. Hopkins.*

Inventor:  
William D. Mann.  
*Knight Bros.*  
Atty's



# UNITED STATES PATENT OFFICE.

WILLIAM D. MANN, OF NEW YORK, N. Y.

## LAVATORY APPLIANCE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 371,084, dated October 4, 1887.

Application filed November 26, 1886. Serial No. 219,972. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM D'ALTON MANN, of the city, county, and State of New York, have invented an Improvement in Lavatory Appliances for Railway-Cars, of which the following is a specification.

The object of my invention is to effectually supersede the heavy, cumbersome, dangerous, expensive, and untidy marble wash-stands heretofore in use in the best classes of railway-cars, and to substitute therefor appliances which will be neat, cleanly, and attractive, and which, by reason of their greatly-reduced weight, will eliminate the great source of danger which exists in the present marble wash-stand in the event of collision or other accident. To these ends I construct a wash-stand table and back of wood, preferably of several layers or thicknesses, with the grain crossed or diversified, covered with white metal, which, being kept constantly bright, is more cleanly and more attractive in appearance than the wash-stand in common use; and the new material, moreover, permits the use of a bowl of more ample dimensions within a given space, for the reason that the great width and thickness which is necessary in the marble slab at the front of the bowl, by reason of the fragility of that material, is not necessary with the table-top of laminated wood covered with metal.

In carrying out my invention I form the table top and back and sides, as above stated, of several thicknesses of veneer or other thin wood, with the grain crossed or diversified, covered with white metal, which may be kept constantly bright and make all the joints perfectly water-tight. I provide an inturned rim or margin around the basin-opening, and insert from the bottom a bowl or basin of somewhat larger diameter than the margin of the basin-opening, so as to form within the said bowl or basin an inwardly-projecting bead or flange, which prevents the swashing of water out of the bowl by the motion of the cars. I further provide, in connection with this improved wash-stand, a waste appliance, connecting with the bottom of the bowl and opened or shut by a gravitating valve external to the bowl, so as to dispense with the customary plug and chain; and in connection with my improved wash-

stand I employ pipes, leading from suitable elevated tanks of hot and cold water, with faucets through which the water is admitted at any temperature at the will of the user, without the necessity of pumping, as was heretofore the practice in lavatory apparatus on railways.

In order that my invention may be clearly understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure I is a perspective view of the lavatory apparatus. Fig. II is a vertical longitudinal section of the same. Fig. III is a plan view of the end of a railway-car, showing the lavatory apparatus in position. Fig. IV is a detail view showing the construction and arrangement of the valve for closing the waste-pipe.

The wash stand table back and sides are formed of a number of layers of wood, 1, covered with sheet metal 2, forming perfectly water-tight joints around the table, so that the wood is protected from moisture and the apparatus may be kept clean and pure. Around the basin-opening is an inturned marginal flange, 3, below and around which is set the basin 4, of somewhat larger diameter than the basin-opening, so that the inturned margin 3 forms a bead or flange projecting inwardly over the area of the basin, and prevents the swashing out of water, as described.

5 is the waste-pipe, leading from the bottom of the bowl and covered in customary manner with a perforated plate, 6. The waste-pipe is provided with a valve-seat, 13, for the reception of a valve or plug, 7, consisting simply of an enlargement or bulb (preferably of rubber) near the lower end of a weighted valve-rod, 14, which extends upward through the top of the stand. This valve-rod is surrounded by a branch pipe, 15, which communicates with the waste-pipe 5 and projects upward beside the basin. It will be observed that when water is admitted to the basin that portion of the waste-pipe 5 which is above the valve 7, as well as the upward branch 15, will become filled with water. To avoid unnecessary waste, therefore, the waste-pipe 5 is made only sufficient in diameter to answer its intended purpose, and the valve-rod 14 is made of such diameter as to nearly fill the branch 15. By thus



enlarging this valve-rod the space within the pipe 15 which is open to the admission of water is not only reduced to a minimum, but a weight is provided to hold the valve 7 securely to its seat.

The hot and cold water-pipes 8 and 9 are provided with suitable valves, 10 and 11, respectively, and terminate in a single pipe, 16, which enters the basin through an aperture in the side thereof, and is provided with a nozzle, 12, of such construction that the water shall be directed downward.

A bead, 17, follows the front edge of the table to prevent water from dripping therefrom onto the floor.

Among the many advantages which are possessed by a lavatory constructed as hereinbefore described for use in railway-cars may be mentioned the fact that it cannot possibly be broken or in any way injured by the wrenching of the car's frame, as is often the case with marble slabs. The original cost of the lavatory is not only much less when constructed according to my invention, but in addition to this the cost of repairing is entirely avoided. Heavy marble lavatories are, furthermore, exceedingly dangerous in case of a collision, as their inertia often causes them to break through partitions, &c., resulting, perhaps, in death and destruction. This objection is also removed by my invention.

I am aware that it has been proposed to line bath-tubs with sheet metal, and also that it has been proposed to form an aperture through a wooden table and place therein a metallic basin having a flange which rests upon the upper surface of the table, and do not claim either as my invention.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patents:

1. A lavatory appliance for railway-cars, consisting of the wooden table having the aperture for the basin, the wooden side and back splash-boards extending above said table, the sheet-metal coverings for said table and splash-boards united water-tight at their meeting edges, the covering for the table being provided with an opening coincident with that of the table, a sheet-metal basin secured beneath the table concentrically with the opening there-through, a single water-supply pipe communicating with an aperture in the side of the basin and having pipes for supplying hot or cold water, and a valve in each of said branch pipes, substantially as set forth.

2. The combination, with a wash-basin having an aperture through the side thereof, of a single water-supply pipe communicating with said aperture, a cap placed over said aperture within the basin and having on its under side perforations for directing the flow of water downward, and a valve for controlling the admission of water to the basin through said pipe, substantially as set forth.

3. A lavatory appliance for railway-cars, consisting of a table and a sheet-metal covering therefor, both having apertures for the accommodation of the basin, the sheet-metal back and side splash-boards secured water-tight to each other and to the table-covering, the sheet-metal basin secured water-tight at its edges to the sheet-metal table-covering, supply and discharge pipes situated entirely beneath the table, and valves for controlling the passage of water through said pipes, having operating-handles situated above the table, substantially as set forth.

W. D. MANN.

Witnesses:

JAS. B. SWAIN, Jr.,  
C. G. HEDGE.