

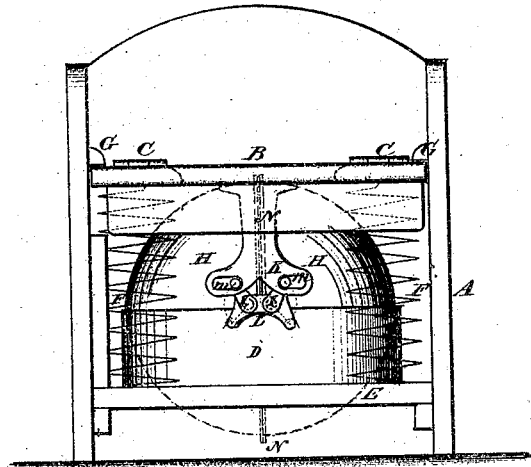
*C. Frankish,*

*Water Closet.*

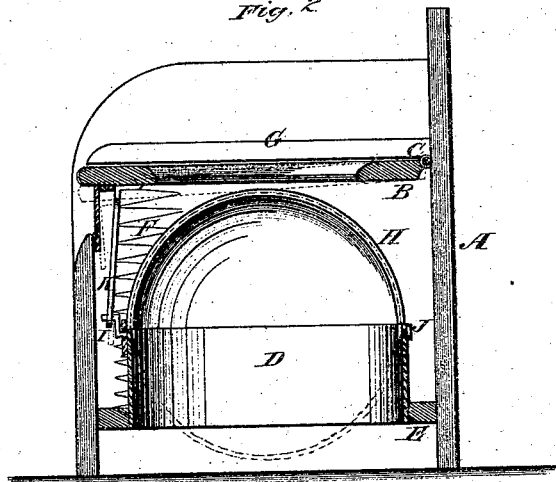
*No. 111,182.*

*Patented Jan. 24. 1871.*

*Fig. 1.*



*Fig. 2.*



**Witnesses:**

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# United States Patent Office.

CHARLES FRANKISH, OF CHICAGO, ILLINOIS

Letters Patent No. 111,189, dated January 24, 1871; antedated January 14, 1871.

## IMPROVEMENT IN WATER-CLOSETS.

The Schedule referred to in these Letters Patent and making part of the same.

### *To all whom it may concern:*

Be it known that I, CHARLES FRANKISH, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Water-Closets; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to a new and useful improvement in water-closets or privies, whereby many of the objections to the common water-closet are obviated; and

It consists in a hemispherical hopper formed of two quarters of a hollow sphere, arranged and operating on the end of a vertical hollow cylinder, in the manner hereinafter more fully described.

In the accompanying drawing—

Figure 1 represents a vertical section, showing the front of the apparatus and the method of hinging the two quarter-spheres to the top of the cylinder.

Figure 2 is a central vertical section in the other direction.

Similar letters of reference indicate corresponding parts.

A is the seat-frame or closet.

B is the seat, which is hinged to the back of the closet, as seen at C, with the ordinary orifice through it, as indicated in the drawing.

D represents an upright hollow cylinder, which is supported by the shelf E, through which it passes.

F F are spiral or other springs, which rest on the shelf E and bear upward against the under side of the seat, near its front edge, with a constant pressure, which serves to force the seat up to the stop-cleats G G, when it is not in use.

H H represent quarter sections of a hollow sphere, around the edges of which there is a light flange, as indicated in the drawing.

Each section is provided with a pivot at one end or angle, and a crank at the other.

These pivots or journals and cranks are connected at the extreme angles of the sections, and rest on the top of the cylinder in close contact, so that the edges of the sections can come in contact with each other, and form a close joint when turned in either direction.

I represents the cranks; and

J, the pivot-journals.

K is a bracket, which is attached to the seat.

L is a double-journal box for the cranks, which is attached to the cylinder.

The wrists of the cranks I pass through slot-holes m, in the bracket K.

The vertical dotted lines N, as seen in fig. 1, represent the flanged edges of the sections, the two sections in a position seen from a hemisphere, with its convex side just beneath the seat.

It will be seen that the cranks I stand at an angle of about forty-five degrees with the perpendicular joint N. Now if a weight is placed on the seat sufficiently heavy to force it down, the cranks will be carried down to the position seen in dotted lines, and the sections will also be carried so as to form a hemisphere reversed, or with the convex side down, as indicated in dotted lines.

When the weight is removed from the seat, the springs recoil and throw the seat up again, and the sections into the position seen in the drawing.

It will be seen from this, that if the person is to use the seat, the moment he sits down or bears upon it, the sections separate at the top and close together at the bottom.

The flanges on the edges of the sections form, with the top of the cylinder, a tight joint, so that all noxious gases and poisonous exhalations are effectually excluded, as well as draughts of air, so disagreeable and dangerous to delicate persons in cold weather.

There are but few situations where this arrangement will not be of the greatest advantage in preventing the rise of noxious and unhealthy exhalations from privy vaults, and preventing cold draughts of air, and stopping the splashing of water into the privy on shipboard, and the dust and cold in railroad cars.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

In combination with a water-closet or privy-seat, the sections H H, when the same are arranged to operate substantially as and for the purposes herein shown and described.

CHARLES FRANKISH.

Witnesses:

B. V. EMERY,

WILLIAM GLASGOW.