

(No Model.)

J. S. GIVEN, Jr., & F. F. MARTINEZ, Jr.

URINAL.

No. 345,584.

Patented July 13, 1886.

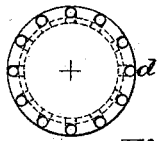


Fig. 4

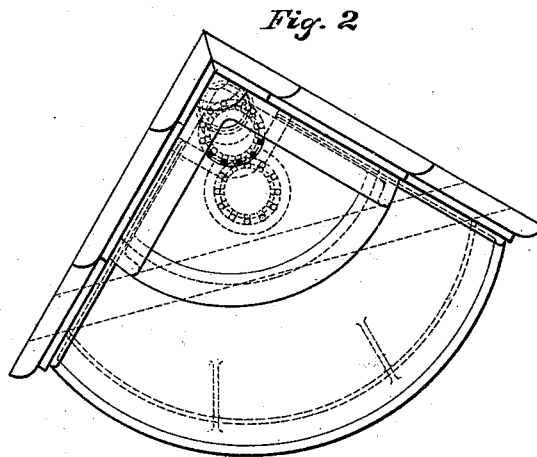
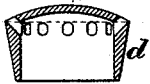


Fig. 2

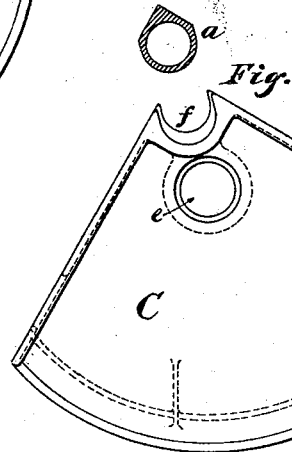


Fig. 3

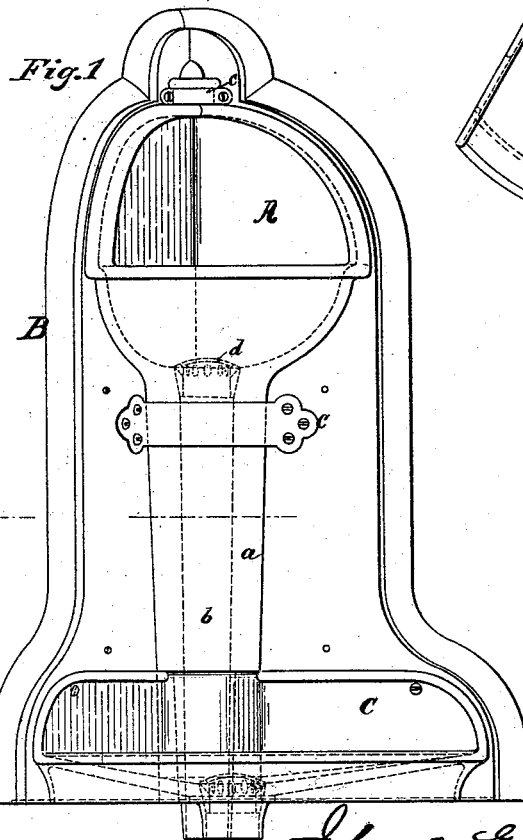
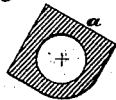


Fig. 1

Fig. 5



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URINAL.

SPECIFICATION forming part of Letters Patent No. 345,584, dated July 13, 1886.

Application filed April 1, 1886. Serial No. 197,372. (No model.)

To all whom it may concern:

Be it known that we, JOHN S. GIVEN, Jr., and FREDERIC F. MARTINEZ, Jr., citizens of the United States, residing at the city, county, and State of New York, have jointly invented certain new and useful Improvements in Urinals, of which the following is a specification.

This invention relates to urinals designed particularly for use in passenger railway-coaches; and it has for its object the construction of a urinal without joints, which are liable to become broken, and thus cause leakage and to absorb and otherwise retain urine, and thus become a source of offense. A further object is to so combine the urinal and its drip-pan with a portable frame of wood as to adapt the combined structure to be cheaply and expeditiously placed in position for service upon short notice.

The invention accordingly consists in making the bowl of the urinal and its drain-pipe or leg integral, combining the same with a wooden frame portable therewith; also combining with the urinal a frame and drip-pan having raised sides, which protect the wood-work from the splash, and having an outlet independent of the outlet of the urinal.

The novel features for which protection is sought are specified in the claim at the end of this specification.

In the accompanying drawings, which form part of this description, and in which like features are indicated by like letters in the several views, Figure 1 represents a front elevation of a complete urinal embodying the invention herein described. Fig. 2 is a top plan view of Fig. 1. Fig. 3 shows the rear side of the drip-pan and a cross-section of the urinal drain-pipe, illustrating the manner in which the pan is fitted around said pipe. Fig. 4 shows enlarged plan and sectional views of the perforated drain-pipe plugs, and Fig. 5 is a cross-section of the urinal's leg or drain-pipe.

Referring to the drawings, A indicates the bowl of the urinal, which may be of the usual form; and *a*, its drain-pipe or leg, which in this instance is integral with the bowl, and of a cross-section such as shown in Fig. 5. This structure is made of porcelain or iron-stone ware, and of proportions suitable for the uses

for which it is intended. By making the drain-pipe *a* integral with the bowl A unsightly and unreliable joints are dispensed with and a free passage for the urine is provided, thus furnishing a strong structure, and one not calculated to become fouled by leakage or the accumulations of urine. The duct *b* of the leg *a* is made inclined, so as to facilitate the thorough cleansing thereof by a swab or like device.

B indicates a wooden frame, which will be made of a style to conform to the trimming of the railway-coach to which the urinal is to be applied, and which is detachably secured in the car by suitable screws or clamps. This frame, besides being ornamental, is a protection to the urinal and its drip-pan, and as the urinal is carefully mounted in the frame, and the structure may be thus kept in stock, the facility with which the apparatus may be applied to the coach in the first instance, or in substitution of one which has got out of order, is very apparent. There will never be necessity for taking the coach out of commission when substituting this urinal for a broken or defective one, as the labor necessary in making the exchange will require but very few minutes.

The urinal-bowl and its drain-pipe are secured to the supporting-frame B by metal straps *c* around the head and under the bowl, as shown. If desired, the strap under the bowl may be dispensed with, and the bowl be provided with lugs on its sides.

The diameter of the duct *b* of the leg *a* will be about two and a half inches at the inlet, with a gradual taper to the outlet, at which latter point it will be about two inches in diameter. It is enlarged at its mouth for the insertion of a perforated plug, *d*, which to some extent prevents back-drafts, and also is a safeguard against the loss of valuables which may by accident drop into the bowl.

The drip-pan C is of the conformation shown in the drawings, and is provided in its depressed center, toward its rear side, with an independent outlet, *e*, which may be easily cleaned, and which outlet is supplied with a perforated plug similar to that inserted in the mouth of the outlet of the bowl A, and for like purposes. The angle at the rear side of

the drip-pan C is cut out, as shown at *f*, in order that the pan may fit snugly around the leg *a* of the bowl, as indicated. The sides of the drip-pan C are raised or project above its 5 bottom, so as to protect the wood-work of the frame B from the splash. The drip-pan C will also be made of porcelain or iron-stone ware, and its raised sides may be provided with holes for the reception of screws or other 10 means of fastening it to the frame B.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A portable urinal for railway-coaches, &c., consisting of the following elements: a portable frame-work, of wood or similar material, 15 a bowl and drain-leg made integral and attached to said frame-work, a drip-pan having raised sides to protect the frame-work, and an outlet independent of the drain-leg outlet, substantially as described. 20

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