

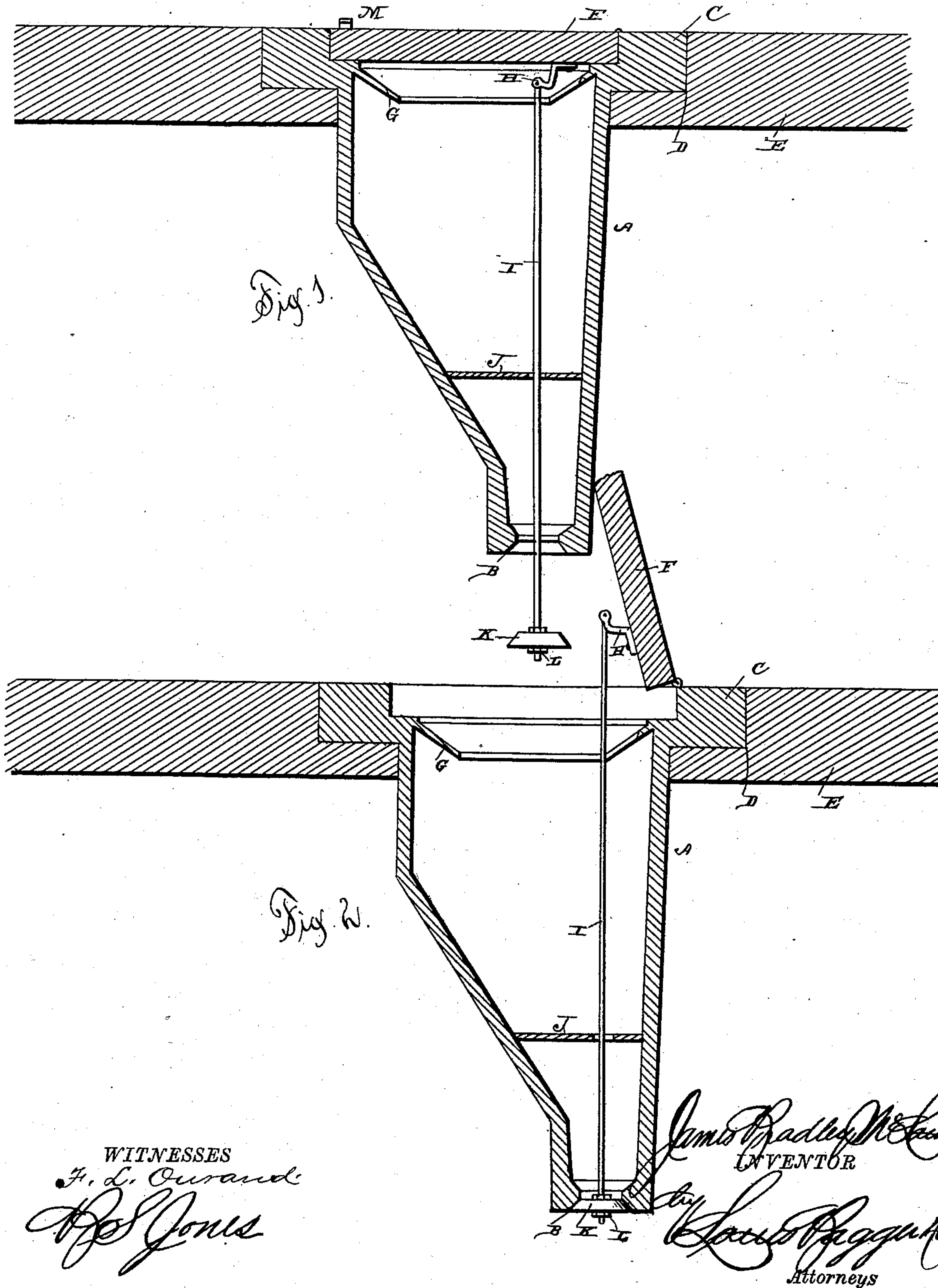
(No Model.)

J. B. McLAIN.

CUSPIDOR FOR RAILWAY COACHES, &c.

No. 347,189.

Patented Aug. 10, 1886.





# UNITED STATES PATENT OFFICE.

JAMES BRADLEY McLAIN, OF KNOXVILLE, IOWA.

## CUSPIDOR FOR RAILWAY-COACHES, &c.

SPECIFICATION forming part of Letters Patent No. 347,189, dated August 10, 1886.

Application filed May 8, 1886. Serial No. 201,582. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES BRADLEY McLAIN, a citizen of the United States, and a resident of Knoxville, in the county of Marion and State of Iowa, have invented certain new and useful Improvements in Cuspidors for Railway-Coaches, &c.; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a vertical sectional view of my improved cuspidor applied in the floor and showing it closed, and Fig. 2 is a similar view showing the cover opened.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to cuspidors for railway-coaches, street-cars, carriages, or other moving vehicles, adapted to be set into the floor; and it consists in the improved construction and combination of parts of such a device, which is provided with a cover, which, when opened, will close a valve at the lower end of the casing of the cuspidor, while it will open the valve when closed, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates the casing of the cuspidor, which casing may be of any suitable size and construction, being contracted toward the lower end to form a valve-seat, B, and the upper end of the casing is formed with a flange, C, countersunk in a corresponding recess, D, formed around the aperture in the floor E, through which the casing passes down, the flanges of the casing being flush with the face of the floor. The aperture at the upper end of the casing is covered by a hinged cover, F, opening upward, and this cover, which is flush with the floor, may have any suitable means for opening it, covering the top of the casing, which is formed with inwardly-projecting inclined flanges, G, upon the inner sides of the casing. The under side of the cover is provided with a bracket, H, projecting slightly downward, and a connecting-rod, I, is hinged with its upper end to this bracket or arm, and passes down through the casing, guided by

the cross-piece J to the lower contracted end of the same. This lower contracted end of the casing, which is provided with the conical valve-seat, is closed by a conical valve, K, which fits upon the seat, said valve being secured upon the rod by means of a nut, L, fitting upon the lower screw-threaded end of the rod. The valve is adjusted upon the rod in such a manner that it will be drawn tightly up against the seat when the cover is opened, and will be pushed down when the cover is closed, and it will be seen that the cover may be opened and the cuspidor used, when the valve will close the lower end of the casing and prevent any dust or draft from flying up through the casing, and when the cover is closed the valve will open and allow the contents of the casing to be emptied. In this manner the floor of a railway-coach, or of a street-car or carriage, or other conveyance, may be kept clean without being blocked up by a cuspidor upon the floor, and the contents of the cuspidor may be emptied directly out upon the ground, while no draft or dust may fly up through the casing of the cuspidor when it is open for use.

Any suitable contrivance may be used for opening the cover, although the cover may be opened by prying up the cover with the point of a boot or shoe, a suitable notch, as *m*, being formed in the upper side of the flange of the casing to allow the point to be brought in contact with the edge of the cover.

I am aware that heretofore cuspidors have been constructed in which a hinged cover is connected to a hinged bottom in a manner such that when one is closed the other will be open, and vice versa, and I do not claim such construction, broadly; but

I claim—

In a cuspidor for railway-coaches, street-cars, or similar conveyances, the combination of a casing having an outwardly-projecting flange flush with the floor, and having an inwardly-projecting downwardly-inclined flange upon the inner side of the top, and provided with a downwardly-facing cone-shaped valve-seat at its lower contracting end, a cover hinged in the top of the casing flush with the floor, and having a downwardly-projecting bracket upon its under side, a valve-rod, pivoted to the end of the bracket and passing

through the casing, having a screw threaded  
lower end, and a conical valve fitting upon  
the screw-threaded portion of the valve-rod,  
having nuts for adjusting it and fitting upon  
5 the valve-seat when the cover is opened, as  
and for the purpose shown and set forth.

In testimony that I claim the foregoing as

my own I have hereunto affixed my signature  
in presence of two witnesses.

JAMES BRADLEY McLAIN.

Witnesses:

O. B. AYRES,

D. A. WEIGAND.