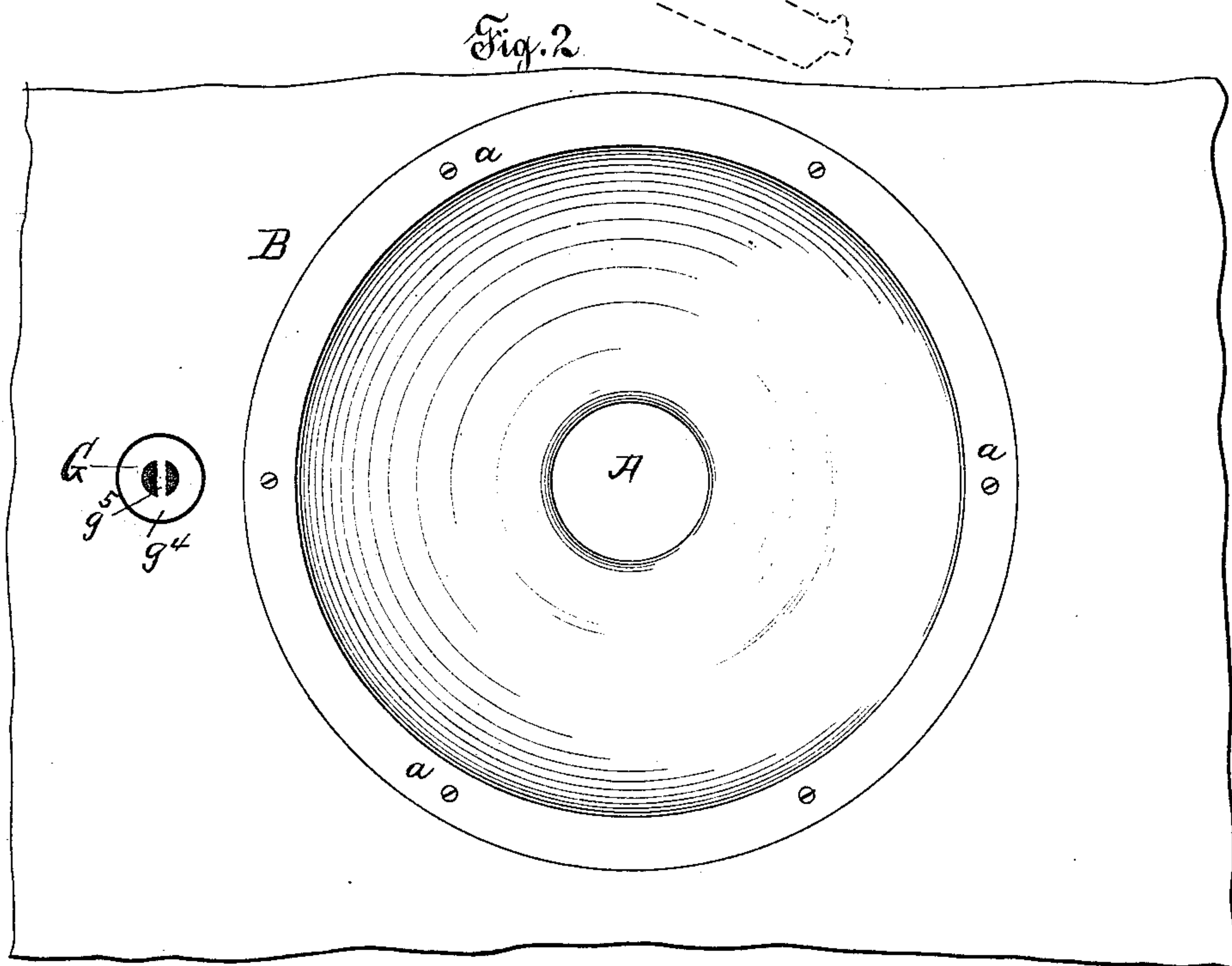
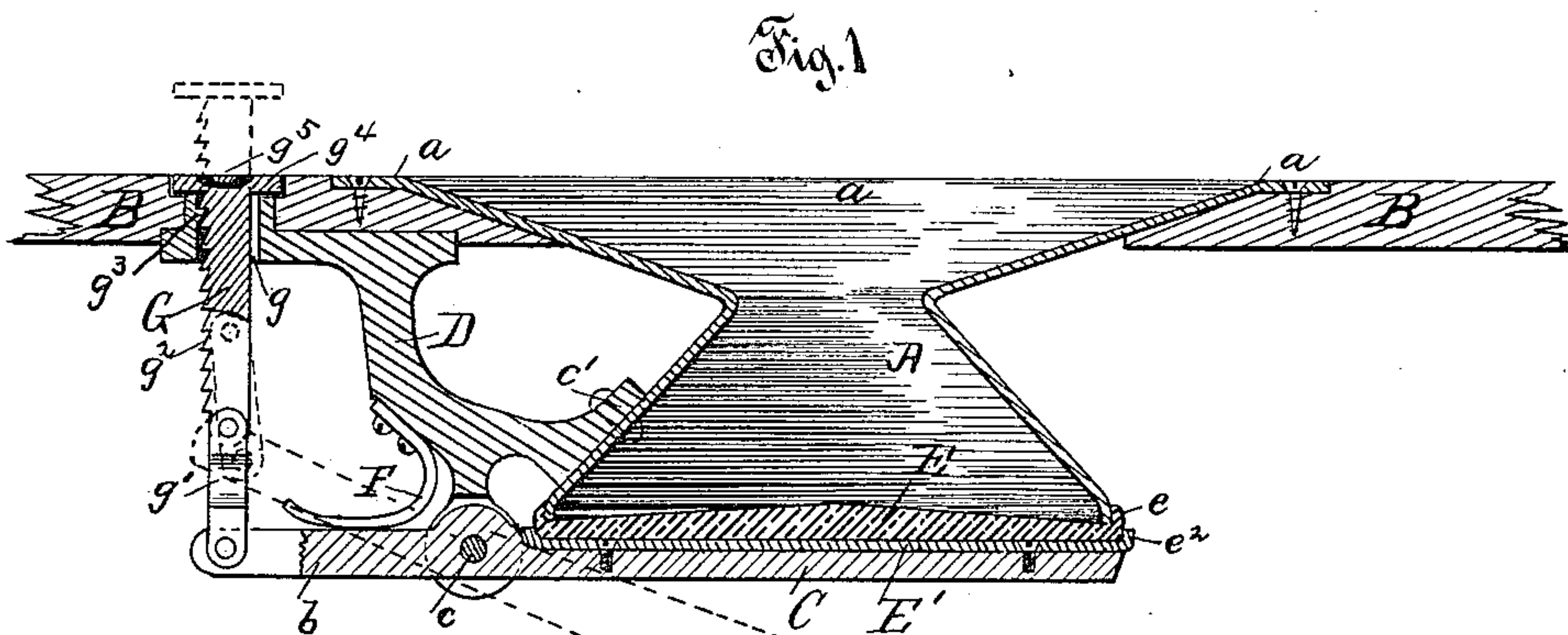


(No Model.)

T. STRAKER.
CUSPIDOR FOR RAILWAY CARS.

No. 362,907.

Patented May 10, 1887.



WITNESSES:

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TOOKE STRAKER, OF BOONTON, NEW JERSEY.

CUSPIDOR FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 362,907, dated May 10, 1887.

Application filed November 15, 1886. Serial No. 218,909. (No model.)

To all whom it may concern:

Be it known that I, TOOKE STRAKER, of Boonton, county of Morris, State of New Jersey, and a citizen of the Kingdom of Great Britain, have invented an Improved Cuspidor, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a cuspidor adapted to be seated in and have its body below the level of a flooring—such, for example, as a railway-car or street-car, or other vehicle where passengers are carried—and also adapted to extend beneath said flooring, and at its lower end to be furnished with a removable bottom, which may be opened and closed by suitable means communicating to the upper side or level of the said flooring; and my invention consists in the devices and their combinations hereinafter described, and more at length recited in the claim.

Figure 1 is a vertical central sectional view of a cuspidor containing my invention and showing the same seated in a flooring, and Fig. 2 is a plan of the same.

A is the vessel constituting the cuspidor. It preferably has the flaring mouth or upper end, as shown, and it is seated at its rim *a* in the flooring B, being secured in place by screws, as shown, or in any suitable manner. The rim of the vessel is thus in line with the level of the flooring, and it extends below said flooring, as shown.

C is the bottom, which is arranged to open away from and close the lower rim of the vessel A by means of devices such as are hereinafter specified. The described bottom is provided with means, substantially as presently described, leading to the upper side or level of the flooring B, whereby it may be opened and closed from that side of the flooring at pleasure. The bottom C is preferably composed of a plate which fits to the rim of the vessel A, being desirably provided with a flanged disk, *E'*, secured to it by screws, or in any other suitable way, the flange *e'* of which incloses an elastic plate or washer, E, which may be of rubber or leather, and which in turn has a flange, *e*, that fits around the rim of the vessel A. By this means a water and dust tight joint is made between the bottom

and the rim of the cuspidor when the bottom is closed to the cuspidor.

D is a bracket depending below the flooring B alongside of the vessel A, and having an arm, *e'*, reaching to and connected with the wall of the vessel, as shown, thus serving to assist in supporting the vessel. The bottom C is hinged to this bracket at *c*, as shown. A spring, F, is mounted on the bracket, as shown, and bears upon the arm *b*, extending radially from the bottom C, said spring operating to hold said bottom closed against the vessel, and adapted to have its resistance overcome by the devices for opening the bottom away from the vessel when this movement is desired.

The following devices will be found effective to open and close the bottom C: A bar, G, is arranged to slide vertically in a slot, *g*, in the flooring, and is connected to the lever *b* by a link, *g'*, as shown. This bar has formed on one of its sides a ratchet, *g''*, adapted to engage a tooth, *g'''*, projecting transversely of the slot. The bar has sufficient play in the slot to enable it to engage and disengage said tooth. The bar is furnished with a head, *g''''*, adapted to fit into a corresponding recess in the flooring when pushed down, so that it will present no obstacle or projection on the flooring. The upper face of the said head is provided with a sunken loop, *g'''''*, by which its elevation may be accomplished.

In operation the bottom may be opened away from the cuspidor by raising the rod or bar G, and it may be held open against the stress of the spring F by swinging the bar so that the ratchet engages the tooth *g'''*. By this means the contents of the vessel A may be discharged below the flooring by a person above said flooring, and the vessel may be flushed with water and cleansed, after which, by releasing the bar G, the bottom C will be closed tightly to the lower rim of the vessel A by its spring.

It is evident that my improved cuspidor is particularly adapted to use in railway-cars and similar vehicles, or upon steamboats, where it may receive the expectorations of passengers and such refuse as collects usually upon the floor during a journey, and that the cuspidor may be dumped and cleaned by a workman within the car or above the flooring B.

I am aware that cuspidors have been here-

tofore constructed with bottoms adapted to be swung away from the cuspidor-vessel; hence I do not herein claim, broadly, this construction.

5 What I claim as my invention, and desire to secure by Letters Patent, is—

In a cuspidor, the combination of the vessel A, seated in and below the level of and extending beneath the flooring B, the bottom C,

hinged at *c*, and provided with the lever *b*, link to *g'*, ratchet-bar G, working in slot *g* in said flooring, and adapted to engage and disengage a tooth, *g*³, in said slot, together with the spring F, all as and for the purpose set forth.

TOOKE STRAKER.

Witnesses:

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HENRY EICHLING.