

(No Model.)

2 Sheets—Sheet 1.

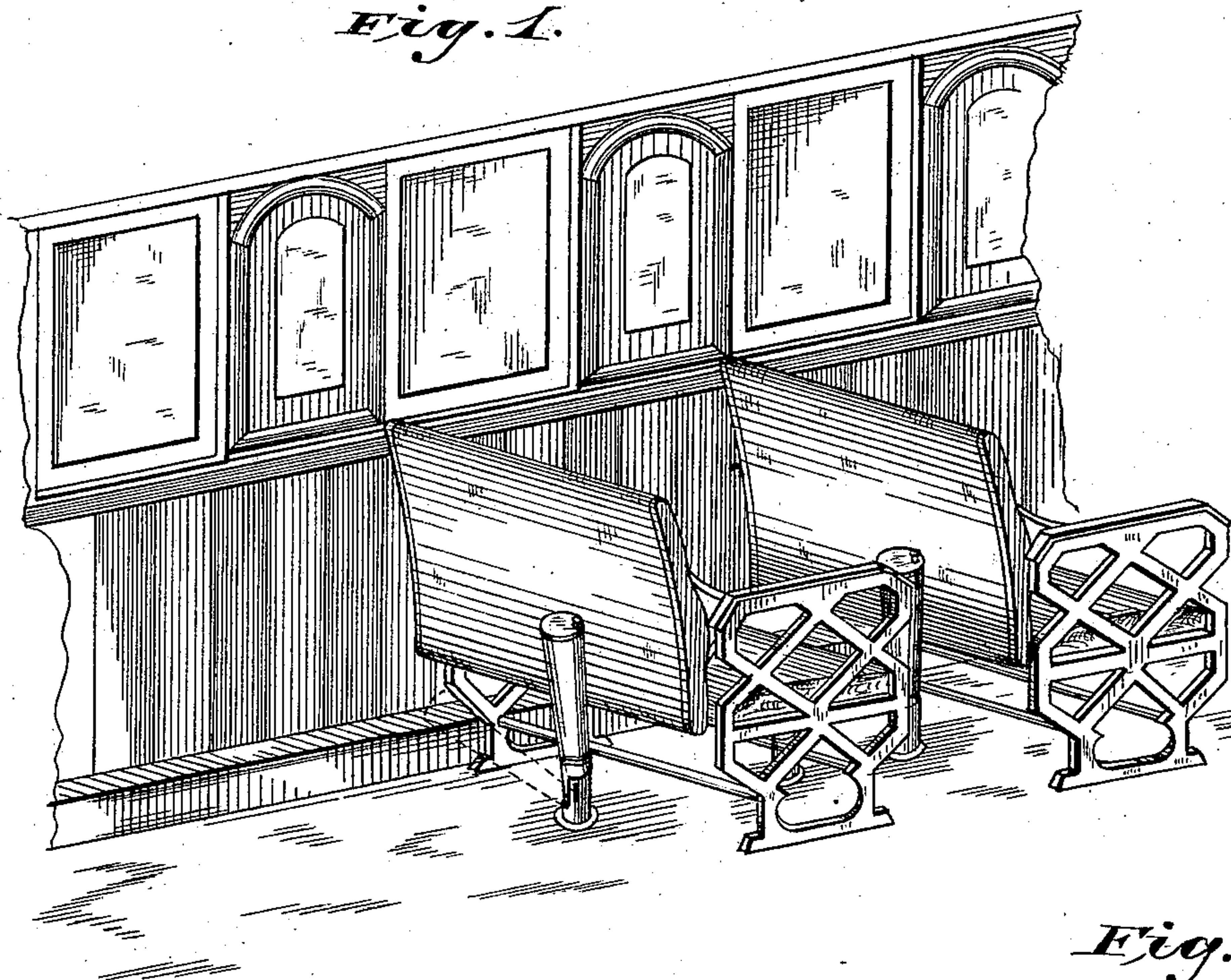
W. READING.

CAR SPITTOON.

No. 365,537.

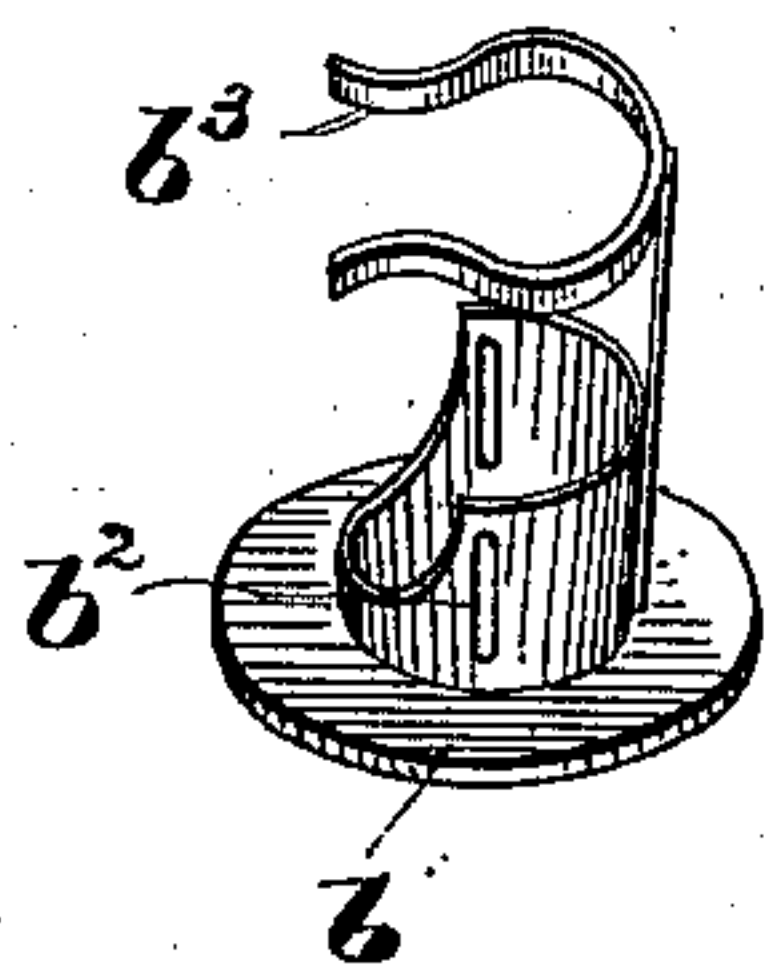
Patented June 28, 1887.

*Fig. 1.*

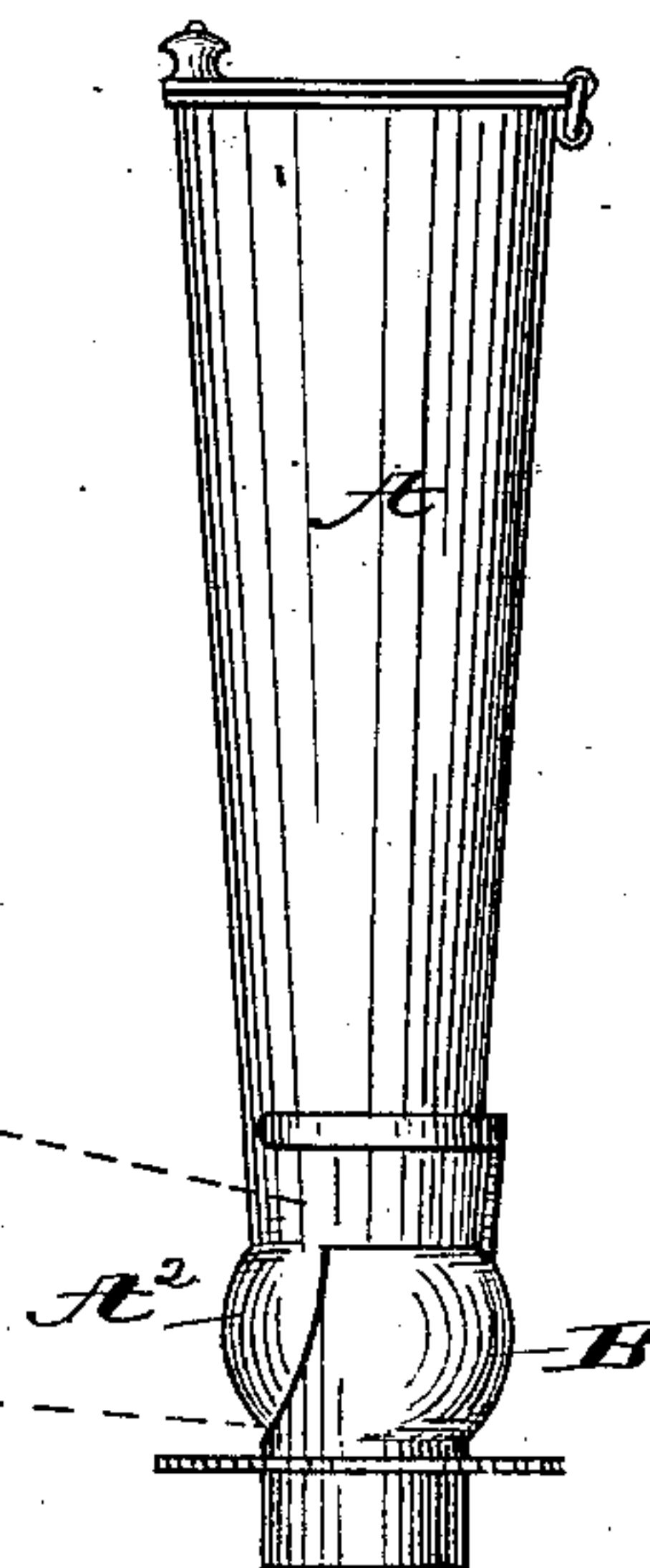
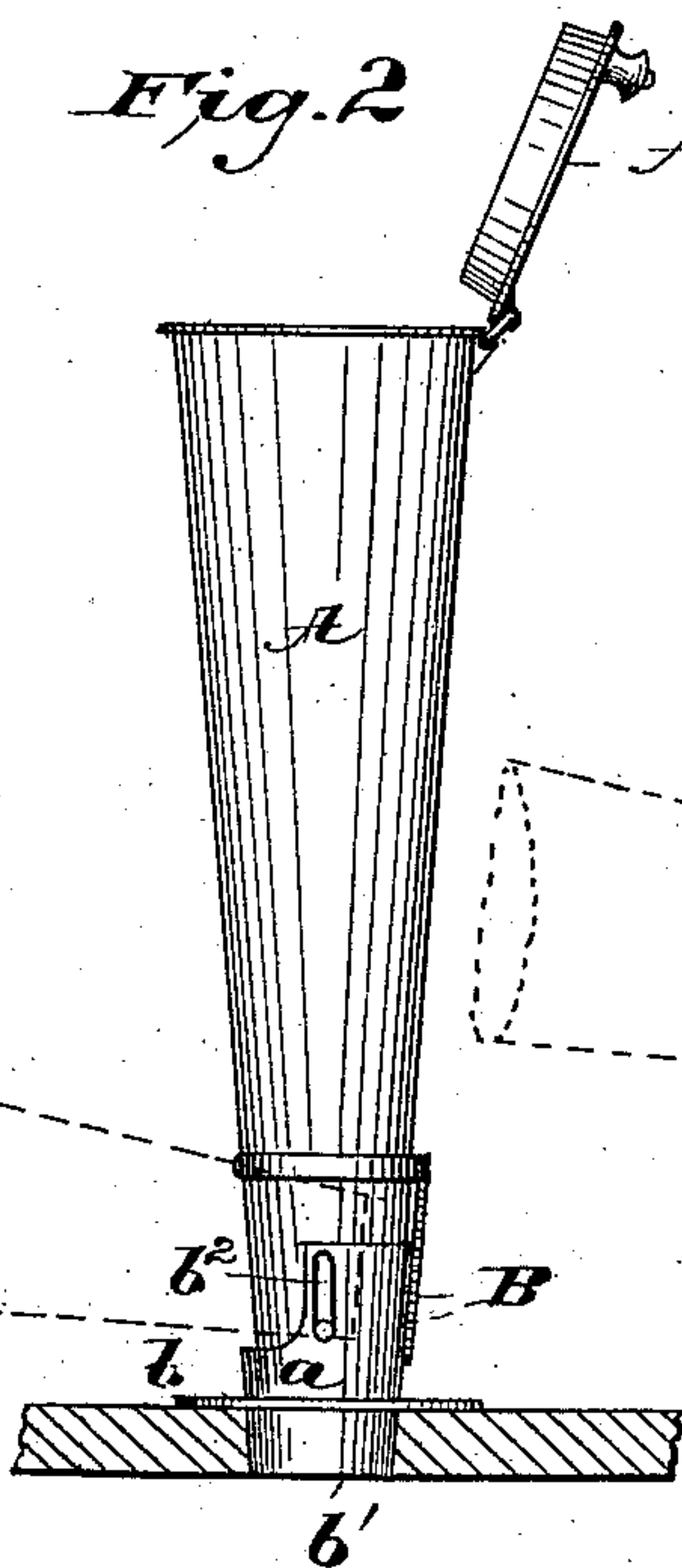


*Fig. 4.*

*Fig. 3.*



*Fig. 2.*



*Witnesses:*

*Edward T. Walker*  
*L. B. Whitaker*

*Inventor.*

*William Reading*  
*By his attys*  
*Whitaker & Trench*

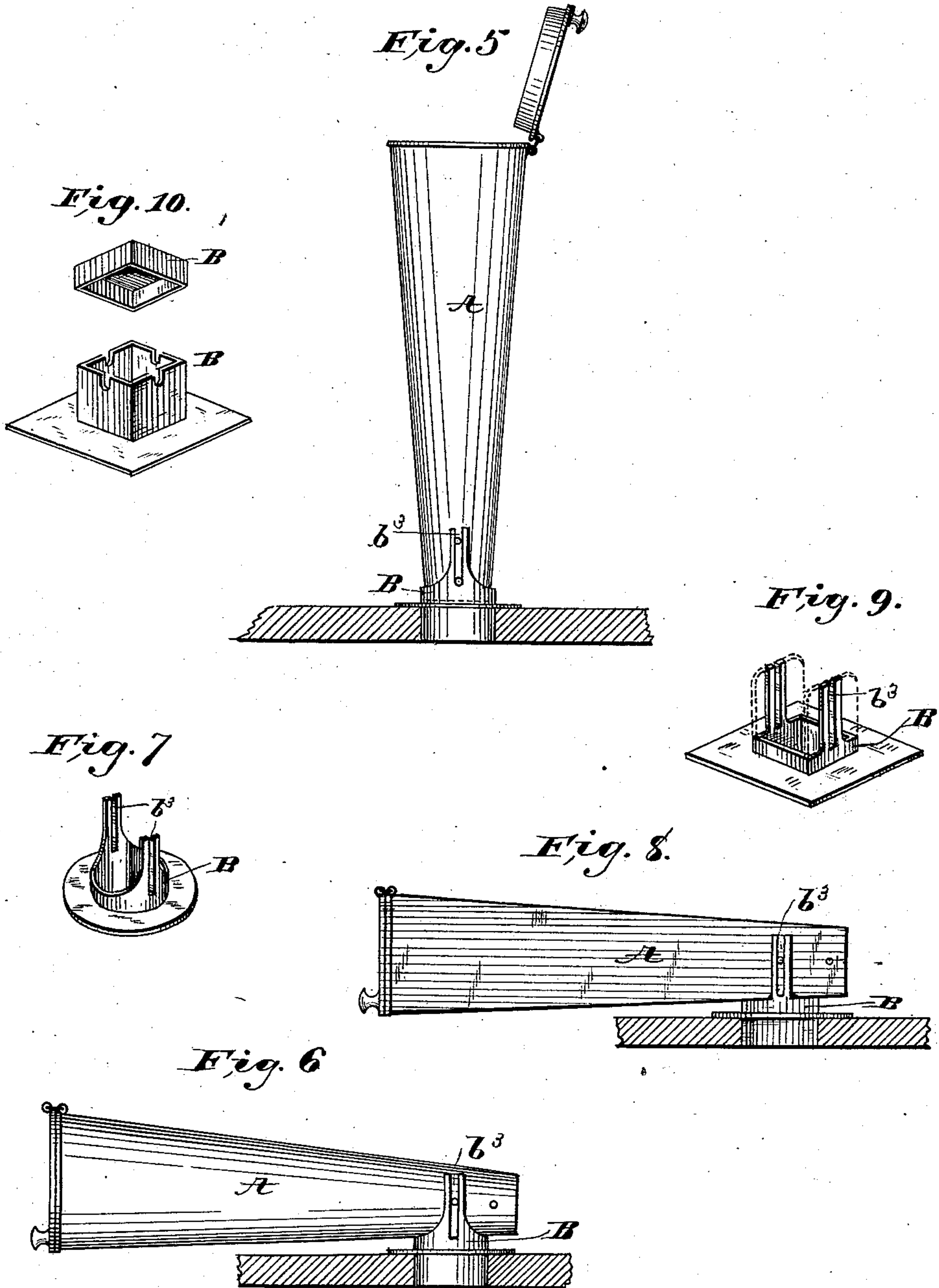
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2 Sheets—Sheet 2.

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Witnesses:

Edward J. Walker.  
L. B. Whitaker.

Inventor.

William Reading  
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# UNITED STATES PATENT OFFICE.

WILLIAM READING, OF ROCKVILLE, MARYLAND.

## CAR-SPITTOON.

SPECIFICATION forming part of Letters Patent No. 365,537, dated June 28, 1887.

Application filed April 16, 1887. Serial No. 235,093. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM READING, a citizen of the United States, residing at Rockville, in the county of Montgomery and State of Maryland, have invented certain new and useful Improvements in Car-Spittoons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a device for use as a spittoon or cuspidor and for the discharge of orange-peel, apple skins and cores, and like refuse articles in cars and like vehicles; and it consists, in my preferred form, of a tube adapted to be inserted in the floor of a car and afford a passage through the bottom of the car. It may be made larger at its upper extremity, if desired, and straight or curved, as desired. This tube is composed of two pieces pivotally secured together, the lower piece being a shoe which is rigidly secured to the bottom of the car. By means of the pivoted arrangement of these two parts I am enabled to move the upper part in relation to the lower, and to fold the device when not in use, so that it will be out of the way.

In order that my invention may be clearly understood, I have illustrated it in the annexed drawings, and the accompanying specification will clearly point out its construction and operation.

Figure 1 represents a section of a car provided with my improved device. Figs. 2 and 4 are side elevations of my invention, showing different means of connecting the two parts of my device. Fig. 3 is a perspective view of the shoe used in Fig. 2. Fig. 5 is a view of another form of construction in a vertical position. Fig. 6 is a view of the same folded or lowered. Fig. 7 is a separate view of the shoe of this form. Figs. 8 and 9 are views of the device and shoe of a square form; and Fig. 10 shows a square shoe with shallow vertical slots on each side.

A is the main portion, of my spittoon and is made in shape slightly like a funnel, being larger at the top and open at both ends. The mouth of the part A is provided with a cover, A', secured to the main body in any desired

manner. The lower portion of the part A enters a shoe, which is secured to the bottom of the car by means of the flange *b*. The main body of the shoe B, I construct, by preference, in the form shown in Figs. 2 and 3, in which it extends through the bottom of the car, and is provided with two vertical slots, *b*<sup>2</sup>, opposite each other, to receive the trunnions *a*, with which the part A is provided. One side of the shoe is cut away in order to permit the main part A to take the position indicated in dotted lines in Figs. 2 and 4 when not in use. Firmly attached to the main body of the shoe, and supported at a slight distance above it, is a spring-arm, *b*<sup>3</sup>, which receives and maintains in an upright position the part A. The shoe is entirely open to afford a free exit to anything entering the part A.

In Fig. 4 I have shown another means of connecting the part A with the shoe, which is simply a ball-and-socket joint, the lower portion, A<sup>2</sup>, of the part A being rounded and fitting in a similarly-shaped portion of the shoe B. These devices are placed in the cars in the position and manner indicated in Fig. 1—that is, the shoe is passed through and connected to the floor below the edge of the seat. It may be nearly or entirely below the seat, and the tubular part, with the part A, may be inclined, so as to bring the upper end of the part A in the position desired, about the middle of the seat, and when turned downward will be beneath the seat and entirely out of the way. The tubular portion of the two parts may be square, round, oval, or of any other preferred form, and the device may be made of any preferred material.

While I may use the spring-fingers *b*<sup>3</sup> for maintaining the tube A in a vertical position, I do not wish to limit myself to this construction, as it may be held by a strap attached to the back or in many other ways.

In Figs. 5 to 9, inclusive, I have shown a form of my device in which the part A is detachably connected with the shoe B. In this form the shoe B is cut away at two sides, and the upwardly-projecting parts at the other sides are provided with open slots *b*<sup>3</sup>. The part A is provided with two trunnions or pins on each side, so placed that when the part A



is inserted into the shoe both pins on each side will engage the slots. In this position the part A will be held in an upright operative position. When it is desired to fold the device out of the way, the part A is lifted out of the shoe and turned into the position shown in Figs. 6 and 8, the upper pins engaging the open slots  $b^3$ , the edges of the shoe being cut away to conform to the shape of the part A, which is to be laid therein. The exit-opening through the shoe is then closed. The sides of the square construction can be left the full size, as shown in dotted lines in Fig. 9, if preferred.

Where reversible seats are used, one of my devices may be placed on each side of or under each edge of a seat; but I prefer in such cases to employ two shoes of the form shown in Fig. 10, one on each side of the seat, and a cap or cover, B', and one upper or receiving portion. The upper or receiving portion, A, is inserted in the shoe on the side of the seat desired, and the shoe on the other side closed by the cap, and when the seats are reversed the cap and the part A are also reversed, to conform to the change in the positions in the seats.

What I claim, and desire to secure by Letters Patent, is—

1. A ear-spittoon consisting of two parts, the two parts united to form a single body, each part forming a portion of the longitudinal

extent of the spittoon and connected substantially as described, whereby one of said parts can be adjusted so that the axis of the same will be at an angle to the axis of the other part, substantially as described.

2. A ear-spittoon consisting of a receiving-pipe and a discharge pipe or shoe, the latter adapted to be connected to the floor, and the former being mounted movably in the discharge pipe or shoe and extending above the same, substantially as described.

3. In a spittoon, the combination, with a shoe provided with slots, of a receiving-pipe having trunnions engaging said slots, substantially as described.

4. The combination, with a shoe or base having opposite projecting sides provided with open slots, of a receiving-pipe provided with trunnions on opposite sides, substantially as described.

5. The combination, with two shoes or bases, of a detachable receiving-pipe and cap, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM READING.

Witnesses:

PHILIP MAURO,  
G. A. PREVOST.