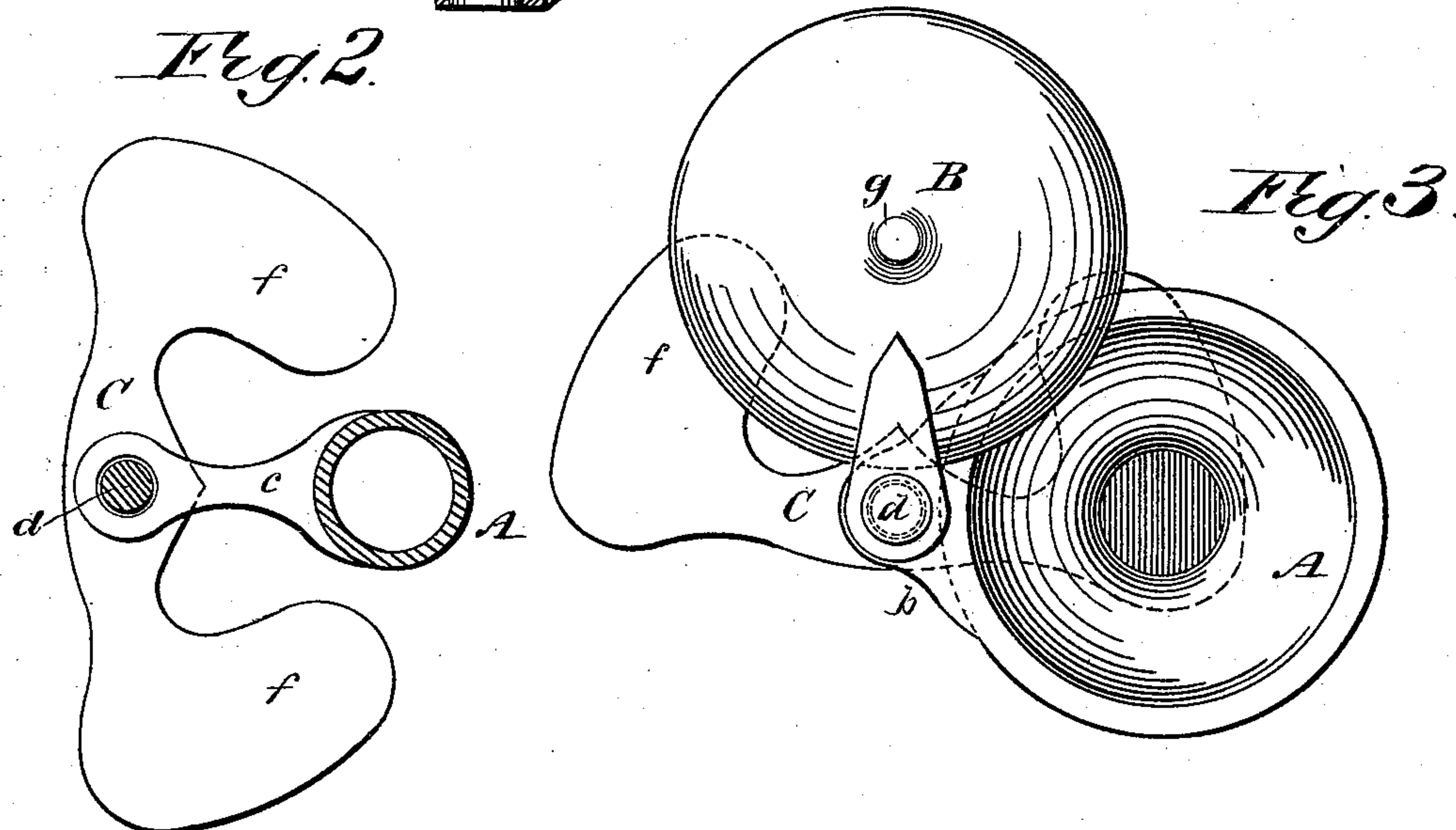
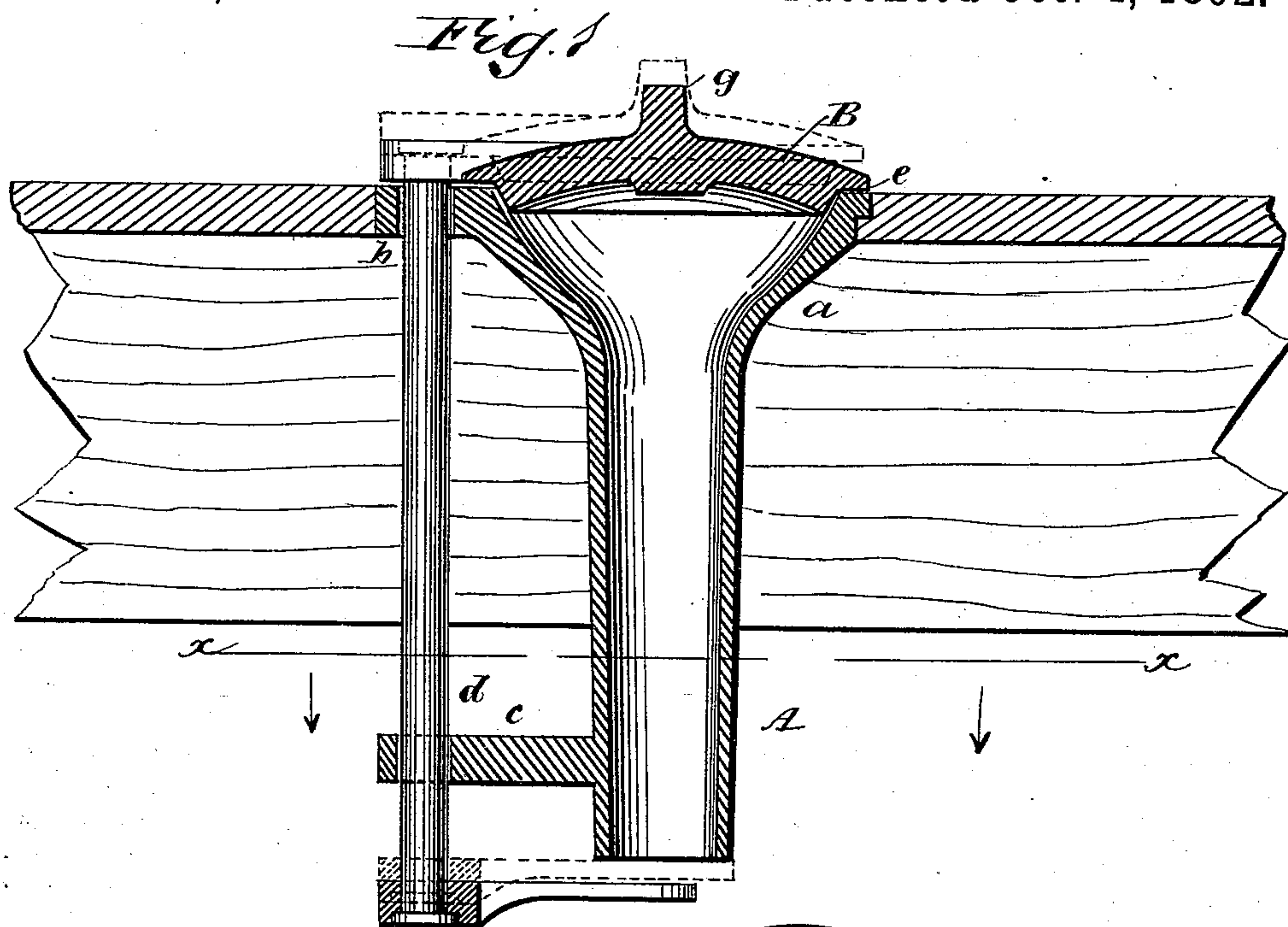


(No Model.)

E. L. HARRIS.  
SPITTOON FOR RAILWAY CARS.

No. 483,918.

Patented Oct. 4, 1892.



**WITNESSES:**

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# UNITED STATES PATENT OFFICE.

EDWARD L. HARRIS, OF RED BANKS, MISSISSIPPI.

## SPITTOON FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 483,918, dated October 4, 1892.

Application filed April 30, 1891. Serial No. 391,025. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD L. HARRIS, of Red Banks, in the county of Marshall and State of Mississippi, have invented a new and Improved Spittoon for Railway-Cars, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a vertical transverse section of my improved spittoon for railway-cars. Fig. 2 is a transverse section taken on line  $x x$  in Fig. 1, and Fig. 3 is a plan view.

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

The object of my invention is to provide a self-emptying spittoon for use upon railway-cars.

My invention consists in a funnel-shaped tube provided with a swinging cover connected by a spindle with a double valve adapted to close and open the lower end of the tube, the said funnel-shaped tube being inserted in the floor with its upper end flush with the surface of the floor, all as will be hereinafter more fully described.

The tube A, forming the body of the spittoon, is provided with a funnel-shaped upper end  $a$  and with lateral arms  $b c$ , which are apertured to receive the rod  $d$ . To the upper end of the rod  $d$  is attached the cover B, which is beveled to fit into the upper end of the funnel  $a$  and provided with a flange  $e$ , which rests upon the upper edge of the funnel. To the lower end of the rod  $d$  is attached the cross-arm C, which is formed integrally with valves  $f f$ , either of which is capable of swinging under the lower end of the tube A and temporarily closing the same when the cover B is swung in one direction or the other to open the tube. To facilitate the opening of the cover, it is provided with a lug  $g$ , which projects sufficiently to permit of swinging the cover by a movement of the foot. When the cover is swung to one side, opening the spittoon, as shown in Fig. 2, the rod  $d$  will be

raised and turned to swing one of the valves  $f$  underneath and in contact with the lower end of the tube A, to tightly close the tube, so that air cannot blow up the said tube.

By making the cover B to fit in the upper end of the spittoon no fastening will be required to hold it in position and all liability of its being accidentally displaced by the movements of the car or otherwise effectually prevented.

By means of the valve  $f$  the contents of the spittoon are retained until the cover B is replaced upon the funnel-shaped upper end of the tube A. The swinging of the cover removes the valve from underneath the tube and discharges the contents thereof.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with a tube having a funnel-shaped upper end, of a cover beveled to fit in the upper end of the tube, a vertical rod mounted to turn and slide endwise and having its upper end secured to the cover, and a valve on the lower end of the said rod, whereby when the cover is swung to one side the valve will be swung under and in contact with the lower end of the tube, substantially as described.

2. The combination, with a tube having a funnel-shaped upper end and provided with laterally-projecting and apertured arms, of a vertically-sliding rod mounted in the apertures of the said arms, a cover beveled to fit in the upper end of the tube and provided with a flange resting upon the upper edge of the said tube, and a cross-arm secured to the lower end of the rod and provided with two valves, substantially as herein shown and described.

EDWARD L. HARRIS.

Witnesses:

W. E. HARRIS,  
W. A. SISCO.