No. 613,973. Patented Nov. 8, 1898.

C. C. CORLEW.

CUSPIDOR CARRIER.

(Application filed June 5, 1897.)

(No Model.)

Fig. 1.

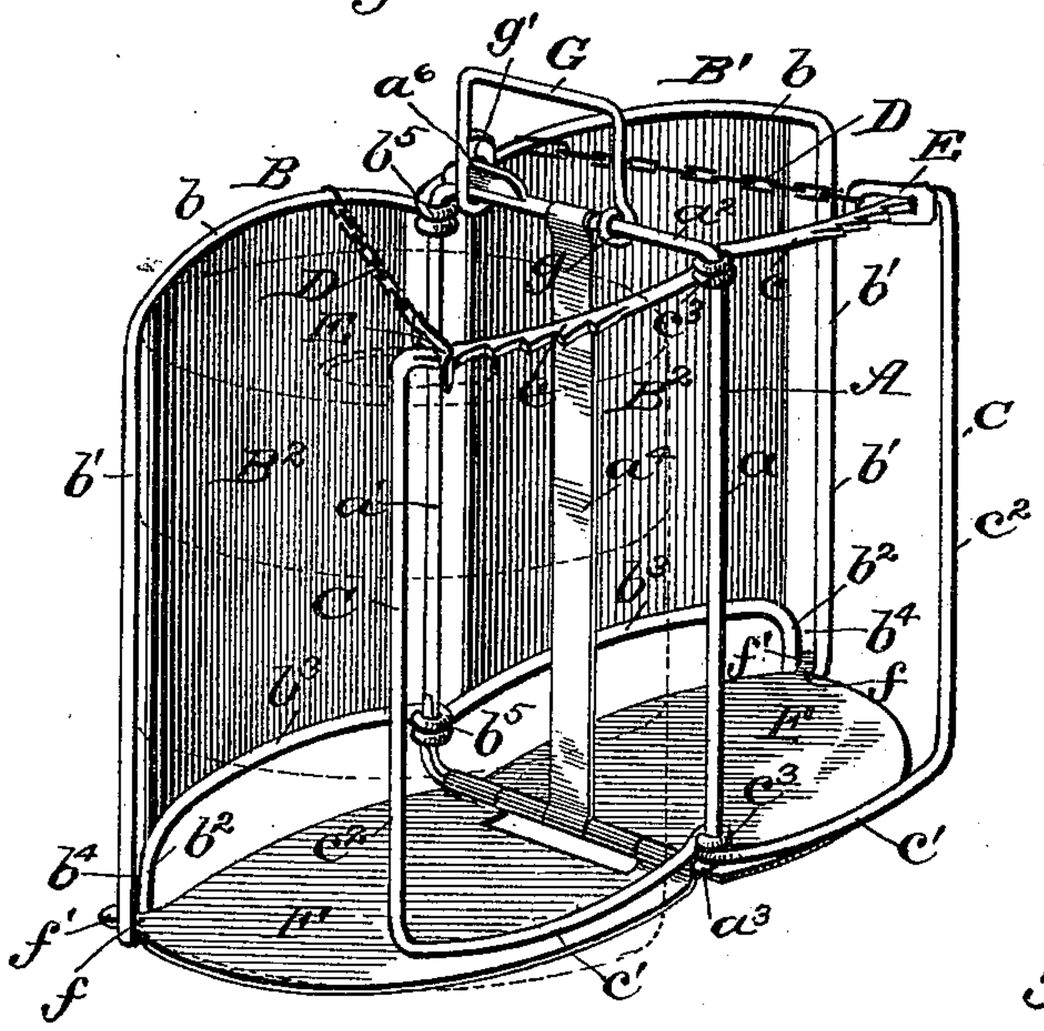


Fig. 2.

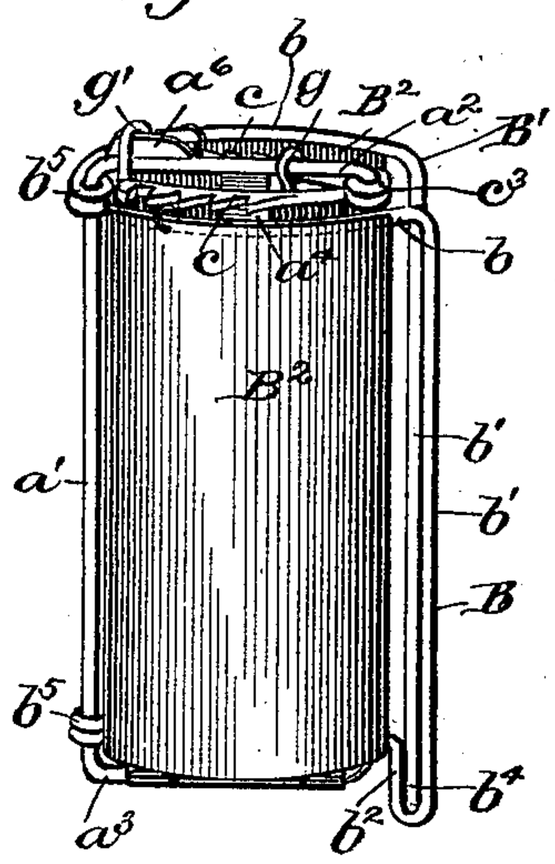


Fig. 4.

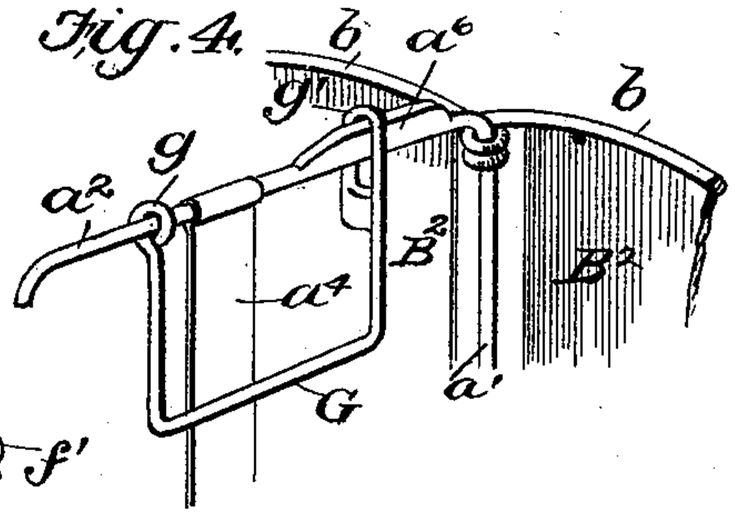


Fig. 3.

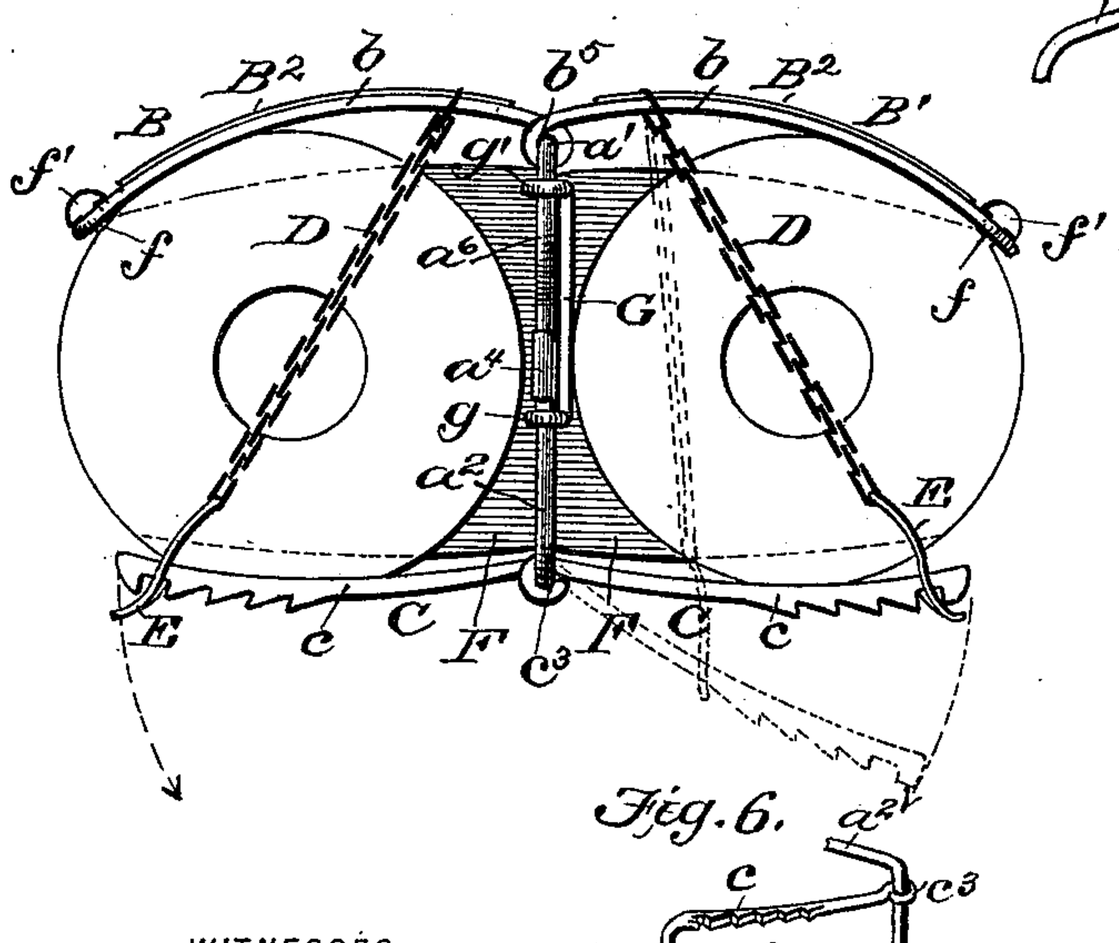


Fig. 5.

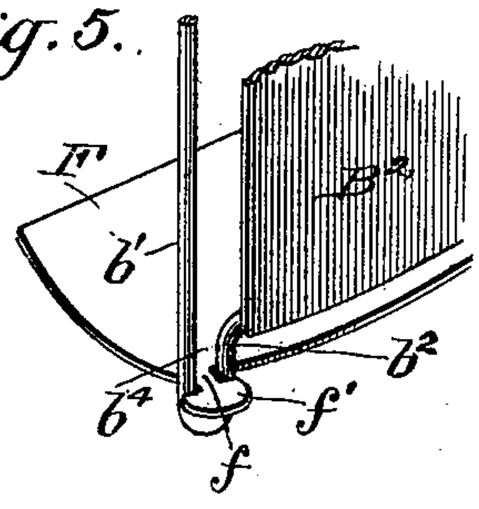
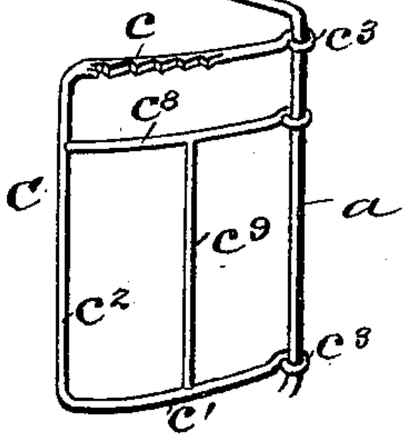


Fig. 6.



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CHARLES CLIFFORD CORLEW, OF FRESNO, CALIFORNIA.

CUSPIDOR-CARRIER.

SPECIFICATION forming part of Letters Patent No. 613,973, dated November 8, 1898.

Application filed June 5, 1897. Serial No. 639,563. (No model.)

To all whom it may concern:

Be it known that I, CHARLES CLIFFORD CORLEW, of Fresno, in the county of Fresno and State of California, have invented a new and useful Improvement in Cuspidor-Carriers, of which the following is a specification.

My invention is an improved cuspidor-carrier, and has for its object to provide a device in which cuspidors or other receptacles can be carried from place to place in an easy and convenient manner.

My improvement is particularly adapted for use in hotels and public or office buildings where a large number of cuspidors are used. My carrier will enable the attendant to collect a number of cuspidors at one time to be cleaned and after cleaning to return them to their respective places, such operation thereby taking much less time and being effected with much more convenience than in the way now generally adopted.

Another object is to provide a device in which cuspidors can be shipped from place to place in a compact and easy manner without the fear of breaking or defacing them.

Still another object of my invention is to provide a carrier that can be folded up when not in use, thereby taking up very little space.

In the drawings, Figure 1 is a perspective view of my improved carrier as in use. Fig. 2 is a perspective view showing the carrier folded. Fig. 3 is a plan view showing the cuspidors in place. Figs. 4 and 5 are detail views of construction. Fig. 6 is a detail view of one of the doors provided with extra guard-wire, as hereinafter referred to.

Referring to the drawings, A indicates a rectangular frame-section consisting of a front post a, rear post a', and top and bottom portions a^2 and a^3. A flat metal strip a^4 connects the top and bottom sections for a purpose hereinafter explained. This frame A is preferably made of one piece of stiff wire, which is connected at the adjoining ends in any suitable manner, but preferably by welding the ends, as shown. To the rear post a' of the section A are hinged what I term "guards" B and B', which extend in opposite directions from each other. These guard-sections are made of stiff wire, substantially U shape in construction, and consisting of top portions $b\,b$ and side portions $b'\,b'$, bent downwardly therefrom, then bent and turned upward for a short distance, as at b^2, and then again bent and turned inwardly, forming bottom sections b^3. From the drawings it will be seen that by bending the lower end of the guards as described a guideway b^4 is formed, the purpose of which will appear farther on. The ends of the top portions b and bottom portions b^3 terminate in eyes b^5, which encircle the rear post a' of the frame A, and thereby form hinges by which the guard-sections can be turned when the device is desired to be folded.

To the top and bottom portions of the guard-sections is connected a solid sheet-metal piece B^2, which forms a solid back, against which the cuspidors rest. Another purpose of this solid back for the guards is to prevent the contents of the cuspidor from splashing upon the attendant in transporting the same from one place to another. These metal pieces B^2 extend entirely over the guards to within a short distance of the side sections b', thus continuing the guideways b^4.

To the front post a of the frame A are hinged the doors C C, being similar in shape to the frame of the guards, having top and bottom portions $c\,c'$ and end portions c^2. The ends of the top and bottom portions terminate in eyes c^3, which encircle the front post a of the frame A and form hinges therefor. The top portions c of the doors are formed with notches or teeth which are adapted to be engaged by suitable latches. D D are chains connected to the top of the guard-section, near the hinged ends thereof, and have at their opposite ends latches E E, which are adapted to fit over the top section c of the doors C and engage the teeth formed on the said top portion. It will be apparent that by adjusting the latches to or from the hinged end of the doors the said doors can be held to any adjusted position desired, thus accommodating any-size cuspidor that may be in use.

To the bottom rod a^3 of the frame A is hinged the sections F F, which form the bottom upon which the cuspidors rest. The outer ends of these sections are formed with extensions $f\,f$, terminating in heads $f'\,f'$. These extensions are adapted to fit and slide into the guideways b^4, formed in the guard-sections, and it will be seen that when the bottom sections are in their open or operative positions the heads, projecting through the guideways, securely hold the bottoms in their open position. It will be further seen that by connect-

ing the top and bottom portions of the frame A with a strip of metal a partition is formed which divides the carrier into two sections. A bail-shaped handle G is secured to the top section a^2 of the frame A, by which the carrier may be held in transportation.

To hold the handle in an upright position, the rear of the top portion a^2 is formed with an enlarged flattened section a^6. The ends of the bail are formed with eyes g and g', one of which, g', is elongated to fit the flattened sections a^6 of the top a^2, while the other, g, is round to conform to the shape of the remaining portion of the top a^2. It will be seen that when the handle is in the position shown in Fig. 1 of the drawings the same will be prevented from falling by the said flattened section.

In places where small cuspidors are used I may find it necessary to provide the doors C with extra guard-wires. This construction consists of a supplemental cross-wire c^8 and a vertical wire c^9, connecting the wire c^8 with the bottom portion c' of the door. It will be seen that by the above addition the smallest-sized cuspidors may be accommodated by my carrier.

When it is desired to fold my improved carrier, it is only necessary to push the handle forward from its locked position, disengage the latches from the teeth of the gate, and push the door inward, at the same time slipping the latch over the side posts b' to allow the chains to drop down alongside the said posts. Then by raising the bottom sections F the projections or heads f' will become disengaged from the guideways b^4 in the guards, thus allowing the bottoms to fold up against the doors, and finally by swinging the guard against the bottoms the carrier will be completely and easily folded.

From the foregoing the advantages of my improved carrier will be readily apparent to those having experience in superintending the cleaning of hotels or large public buildings.

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

1. In a collapsible cuspidor-carrier, the combination of a central rectangular frame, hinged guards connected to the rear side thereof, hinged gates connected to the front of said frame, the said guards and gate projecting on either side of the said frame, locking devices connecting the said guards and gates and the bottoms substantially as shown and described.

2. In a cuspidor-carrier, the combination of a central rectangular frame, hinged sections connected to the said frame and adapted to be locked in any adjusted position, a hinged handle held upon said frame and means for holding the said handle in its upright or operative position and bottoms hinged to the said frame and adapted to fold up when the carrier is collapsed, substantially as shown and described.

3. In a collapsible cuspidor-carrier the combination of a frame, hinged gates connected to the front end thereof, guards hinged to the rear end of said frame, means for locking the said gates and guards; and bottoms hinged to the said frame and adapted to be normally held locked to the said guards when in an open position substantially as shown and described.

4. In a cuspidor-carrier the combination of a frame, gates hinged to the front end thereof, guards hinged to the rear end of the said frame said guards having guideways in the outer ends thereof, bottoms hinged to the said frame and having projections therefrom for engagement with the said guideways and adapted to be locked thereto when in an open position means for locking the gates and guards in any adjusted position and a handle hinged to the said frame said handle adapted to be locked when in an upright position all arranged substantially as shown and described.

5. In a cuspidor-carrier the combination of a rectangular frame, a division-strip connecting the upper and lower ends of said frame, the said upper end of the frame having a portion thereof enlarged, a bail hinged upon the upper end of said frame having an elongated eye for engagement with the said enlarged portion of the frame and adapted to be locked by such engagement, gates hinged to the front of said frame and guards hinged to the rear of said frame, bottoms hinged to the said frame and adapted to be locked to the guards and means for holding the said gates and guards in a locked position the said frame, gates, guards and bottoms forming two compartments to the said carrier all arranged substantially as shown and described.

6. In a cuspidor-carrier the combination of a frame, gates hinged to the front ends thereof and having their upper ends notched forming teeth, guards hinged to the rear of said frame locks connected at one end to the said guards their opposite end having a latch to engage the teeth whereby the said gates and guards are held locked in any adjusted position, bottoms hinged to the said frame and adapted to be locked to the said guards, a handle connected to the said frame, all substantially as shown and described.

7. In a collapsible cuspidor-carrier comprising a main rectangular frame, hinged guards and hinged retaining-frames, the said guards and frames being of substantial rectangular form, hinged bottoms connected to the said main frame, and means for locking the said guards, retaining-frames and bottoms, in their open or operative position substantially as shown and described.

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Witnesses:
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W. P. ELDER.