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Patented Nov. 4, 1902.

A. H. KEHR.

CUSPIDOR ATTACHMENT FOR RAILWAY CAR SEATS.

(Application filed Mar. 21, 1902.)

(No Model.)

Fig. 1.

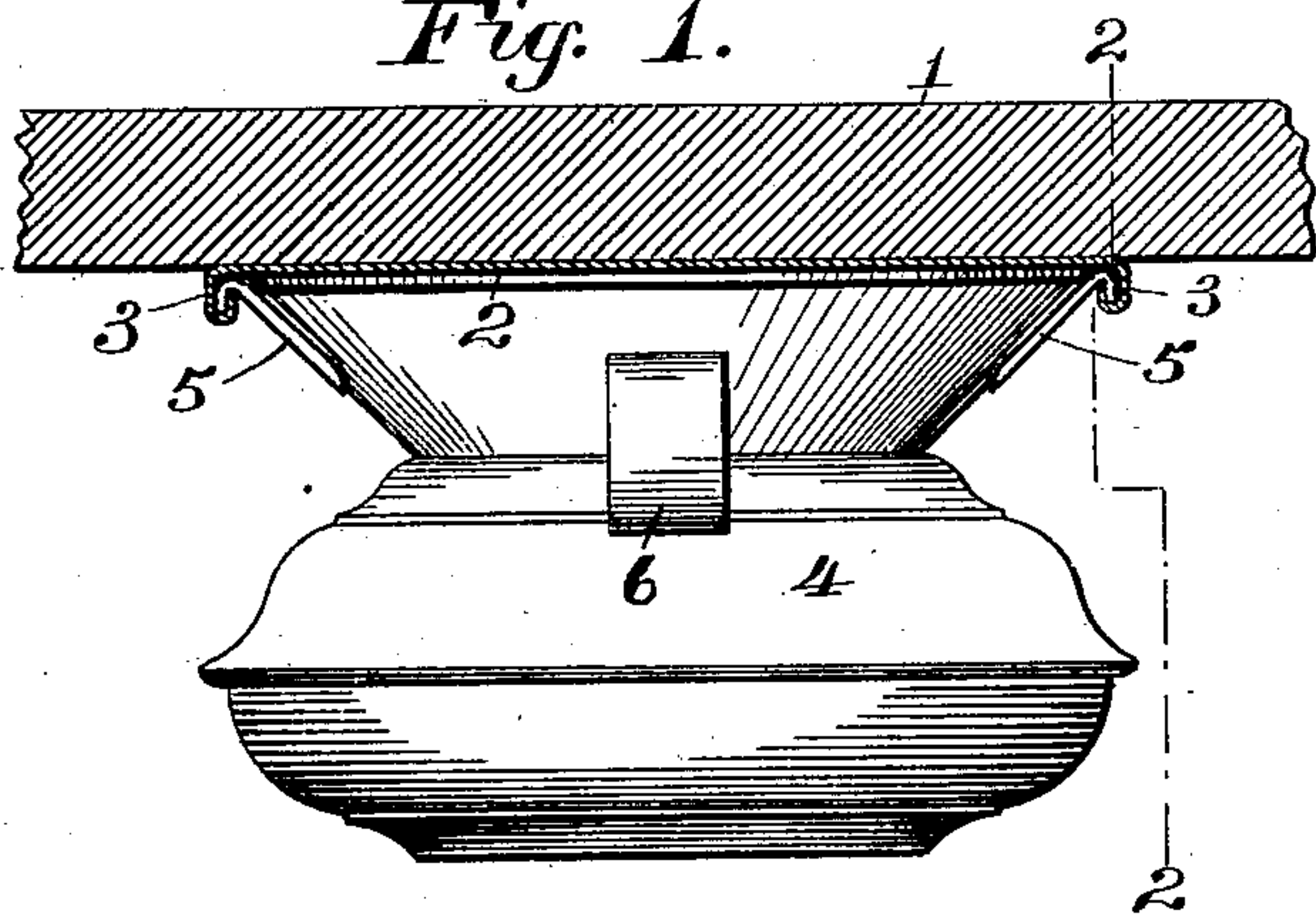


Fig. 2.

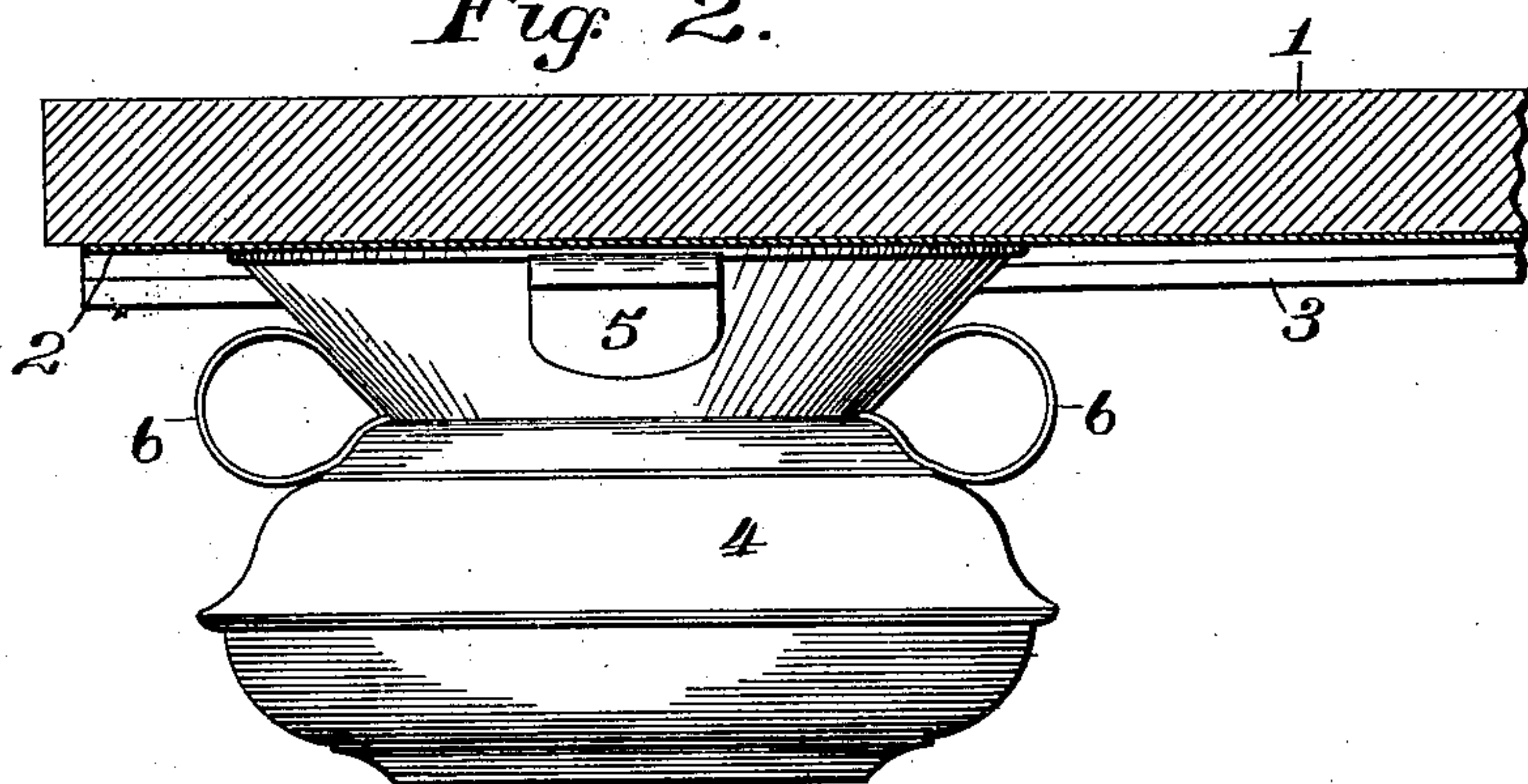
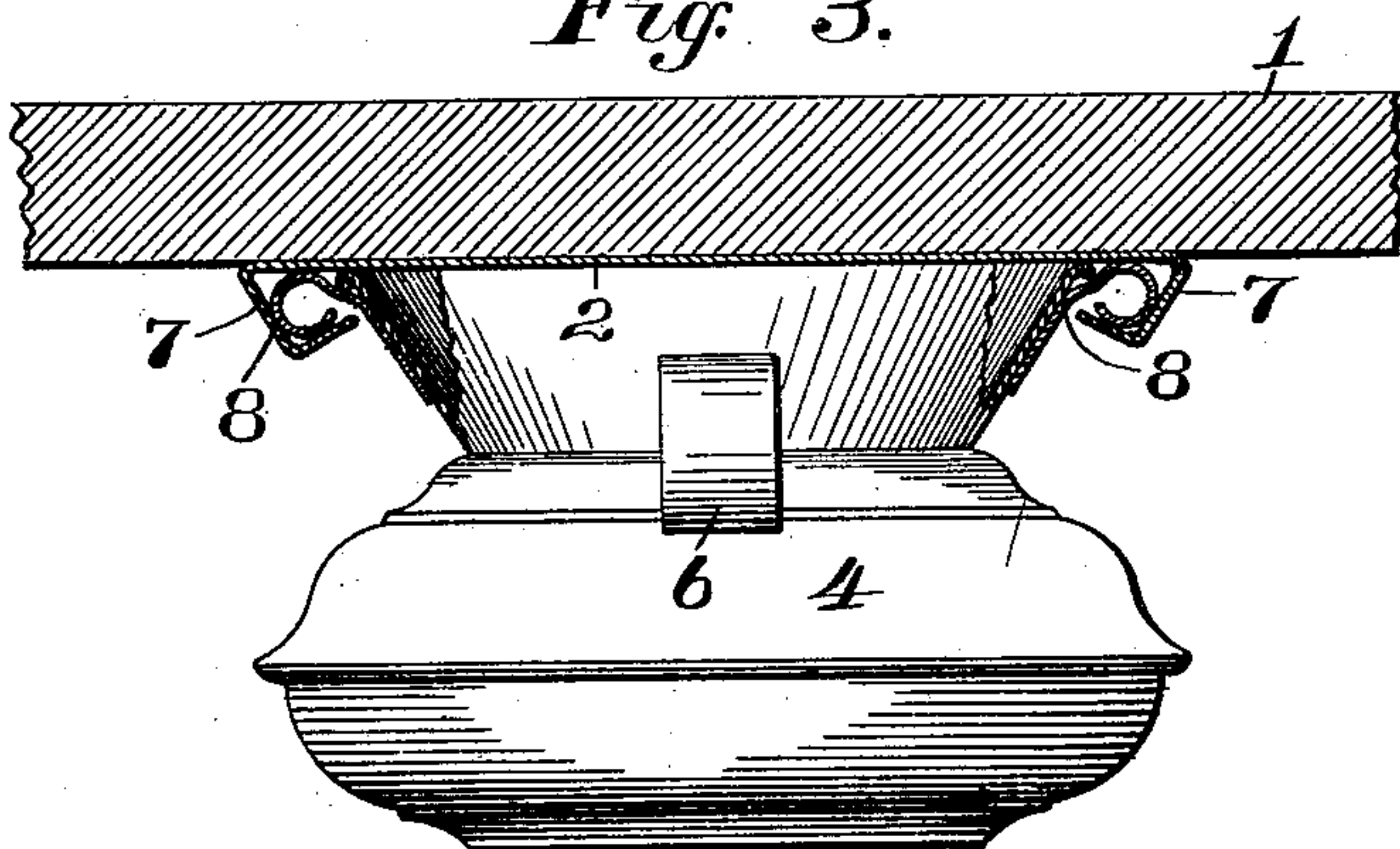


Fig. 3.



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CUSPIDOR ATTACHMENT FOR RAILWAY-CAR SEATS.

SPECIFICATION forming part of Letters Patent No. 712,808, dated November 4, 1902.

Application filed March 21, 1902. Serial No. 99,248. (No model.)

To all whom it may concern:

Be it known that I, ALLEN H. KEHR, a citizen of the United States, residing at York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Cuspidor Attachments for Railway-Car Seats, of which the following is a specification.

My invention relates to an improvement in cuspidor attachments for railway-car seats.

The object of the invention is to provide an attachment by means of which a cuspidor can be connected to or supported from a car-seat in such manner as to be readily accessible and to be concealed and covered when not in use.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a transverse sectional view through the bottom of a railway-car seat having my improved attachment applied thereto. Fig. 2 is a longitudinal sectional view on the line 2 2 of Fig. 1. Fig. 3 is a view similar to Fig. 1, showing a slight modification.

Referring to the drawings, 1 designates the frame of the bottom of a railway-car seat, which may be of any style and size. A metal plate 2 is secured to the under side of the seat-frame 1, and along opposite sides of said plate are arranged guideways 3. As shown, the plate 2 is preferably formed of sheet metal, and the guides 3 are provided by bending the longitudinal edges of the plate first downward and then inwardly and upwardly toward the body of the plate.

A cuspidor 4 is provided at diametrically opposite points with lugs or hangers 5, which project at one end beyond the cuspidor and are bent into such form as to fit and move freely in the guideways 3. The cuspidor is also provided at points between the lugs or hangers 5 with handles 6, by means of which it can be moved longitudinally of the guides 3 or moved from place to place, as desired.

The plate 2 is preferably secured to the seat-frame 1, near the aisle end thereof, although the location of said plate with relation to the seat may be varied according as one position or another is deemed most desirable. In any event it is so arranged that

when the cuspidor is supported thereby one of the handles 6 thereon can be easily reached by a party occupying the seat and the cuspidor drawn from below the seat sufficiently far to expose the open end thereof without entirely detaching it from the plate 2. If desired, however, the cuspidor can be easily withdrawn from the ways 3 and placed upon the car-floor in the ordinary manner. It can also be thus withdrawn to be cleaned.

The advantages incident to my improved attachment for railway-car seats will be readily appreciated. By it the cuspidor when not in use is concealed and out of the way of the occupant of the seat. The hangers 5 and guides 3 are of such dimensions and so related that when the cuspidor is pushed beneath the seat the upper edge thereof bears against the lower face of the plate 2, which thus forms a close cover.

As stated above, the cuspidor may be entirely withdrawn from the support beneath the car-seat and placed upon the car-floor while being used. Afterward it can be restored to its place beneath the seat, and when in this position the top will be closed, so that it will be out of sight and in no way objectionable to the occupant of the seat.

In Fig. 3 I have illustrated a slight modification of the form of invention illustrated in Figs. 1 and 2 and hereinbefore described. In this modified form the guides 7 at the sides of the plate 2 are of somewhat different cross-section from those shown in Figs. 1 and 2, and the free ends of the hangers 8 on the cuspidor are bent into substantially circular form and bear against both walls of the guideways.

As shown in Fig. 2 of the drawings, the guides 3 are preferably inclined upwardly slightly from their outer to their inner ends. This permits the lugs on the cuspidor to be easily engaged with said guides and insures the upper end of the cuspidor being brought against and tightly closed by the plate 2 as it is pushed beneath the seat.

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

The combination with a railway-car seat, of

of two guides secured to the under side of the
seat-frame and extending inwardly from one
edge of said frame, and a cuspidor having
lugs adapted to engage and slide on said
5 guides, whereby when not in use the cuspi-
dor may be supported and concealed by the
seat, said guides being inclined upwardly
from their outer toward their inner ends so
that as the cuspidor is pushed beneath the

seat it will be forced upward toward the seat 10
and its top covered.

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

ALLEN H. KEHR.

Witnesses:

GRACE WEISZ,
JACOB E. WEAVER.