

No. 747,877.

PATENTED DEC. 22, 1903.

S. FISHER.
CUSPIDOR.

APPLICATION FILED JULY 1, 1903.

NO MODEL.

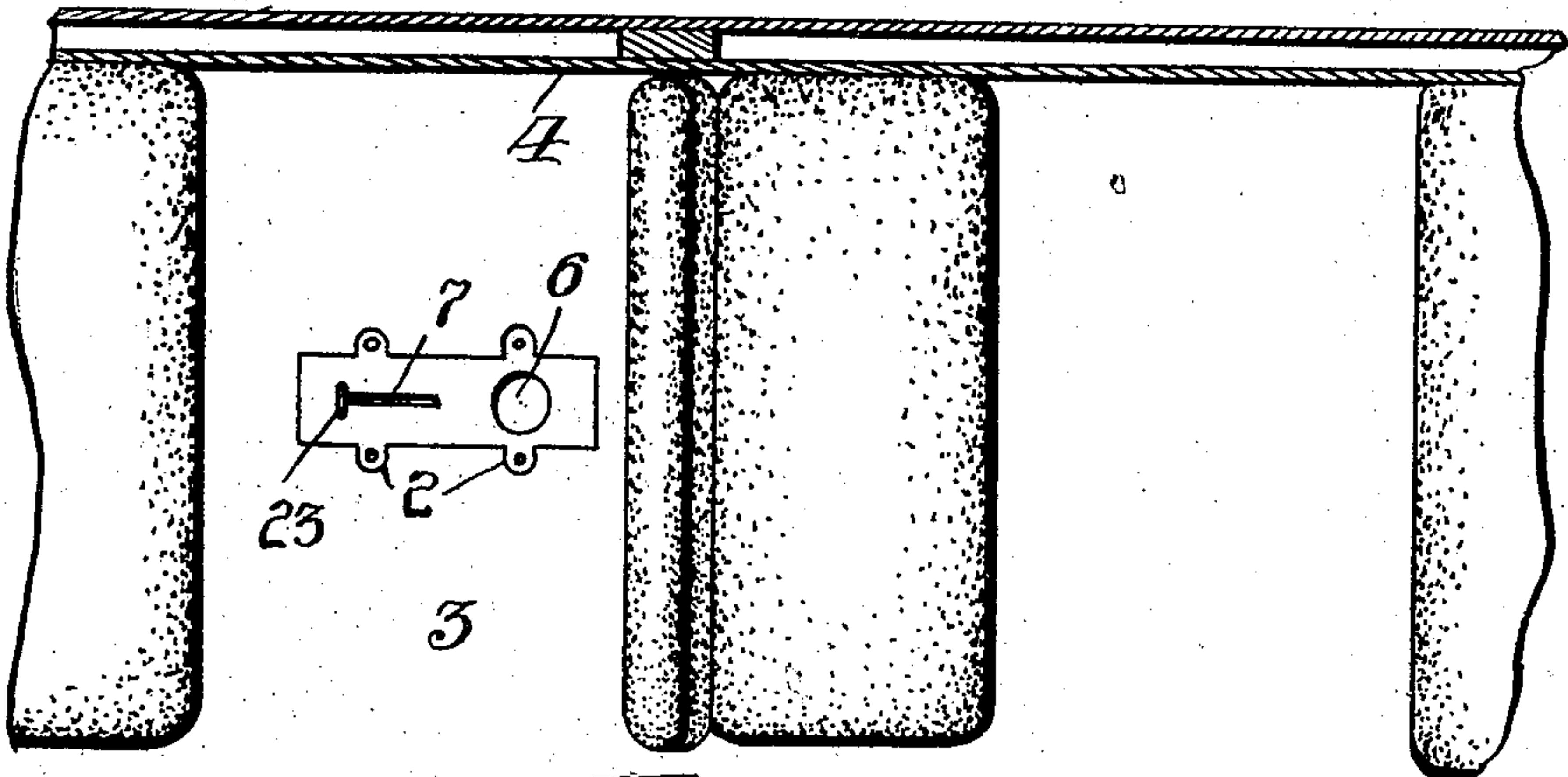


Fig. 1.

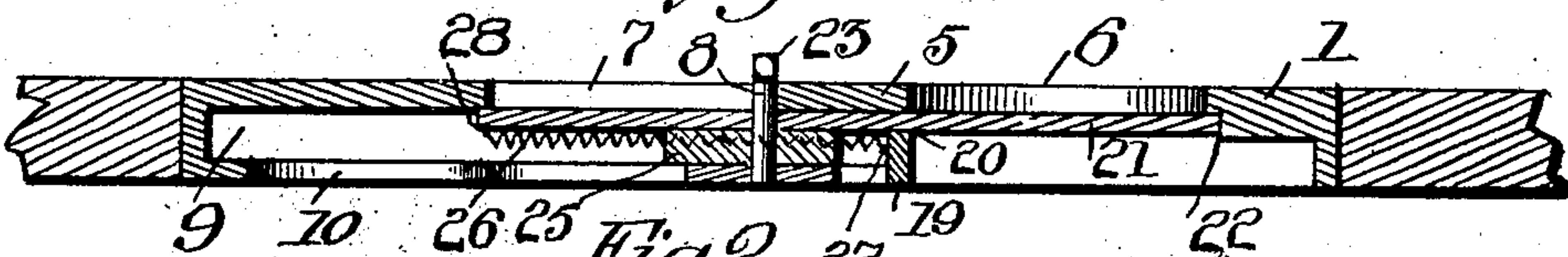


Fig. 2.

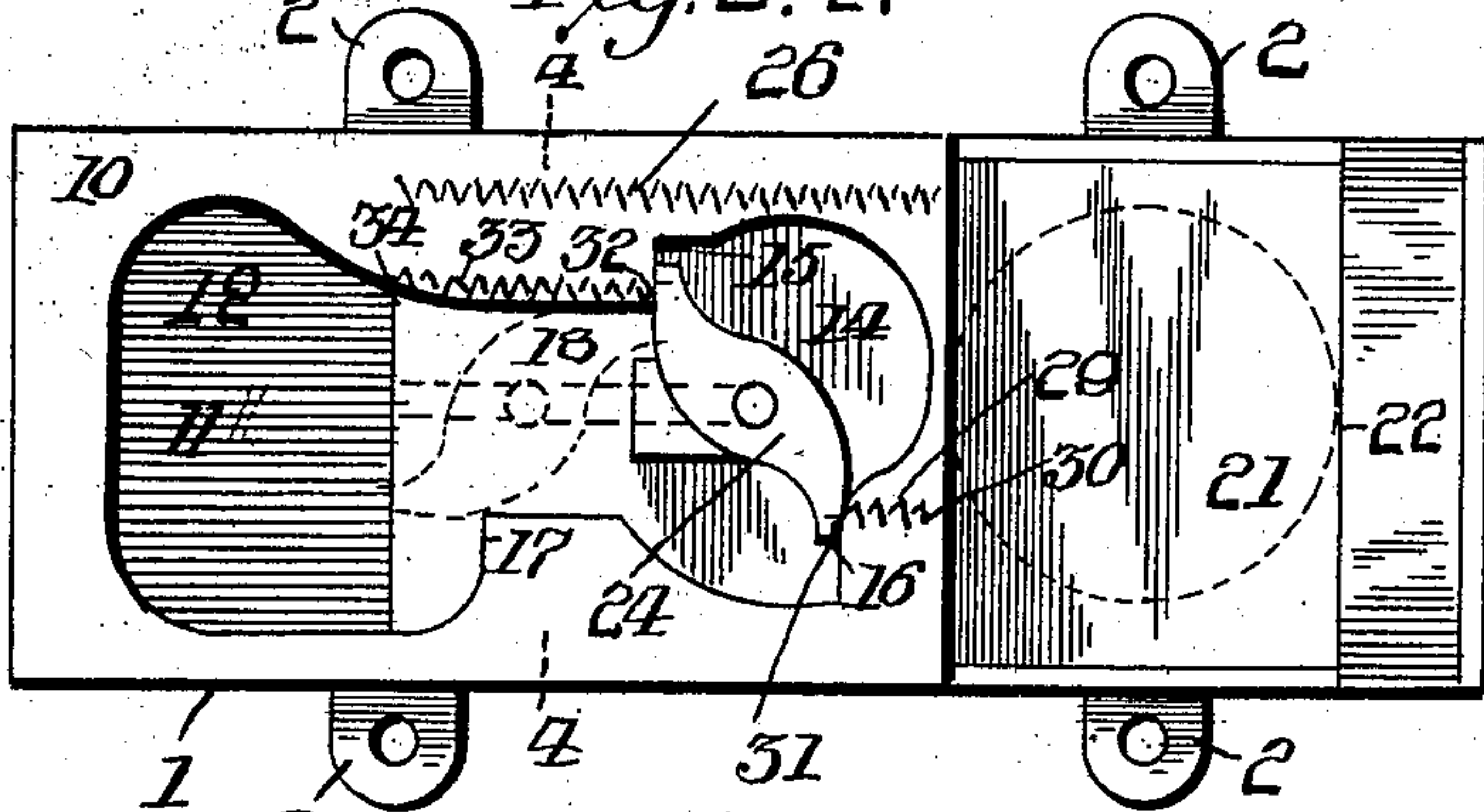


Fig. 3.

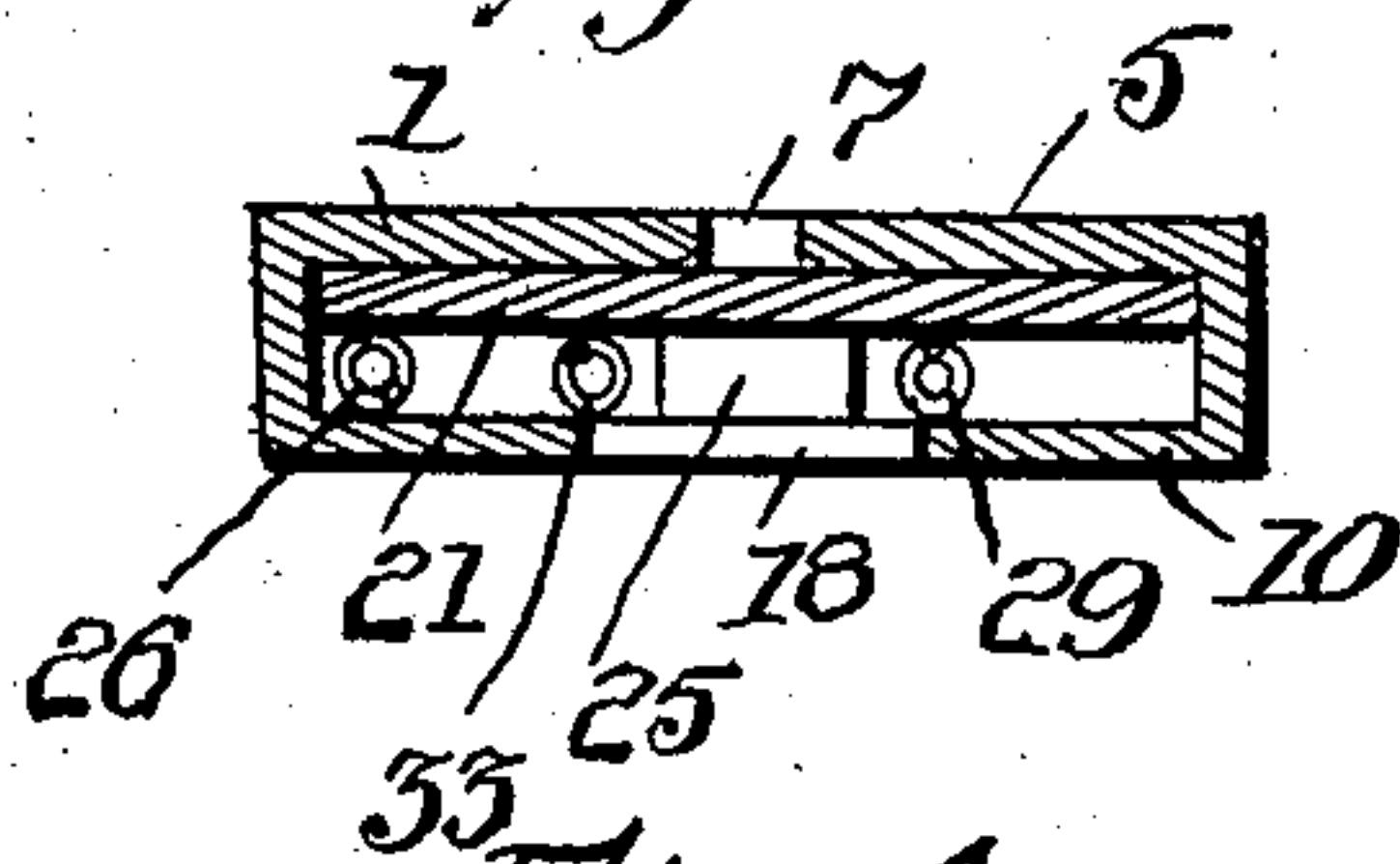


Fig. 4.

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UNITED STATES PATENT OFFICE.

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CUSPIDOR.

SPECIFICATION forming part of Letters Patent No. 747,877, dated December 22, 1903.

Application filed July 1, 1903. Serial No. 163,882. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL FISHER, a citizen of the United States of America, residing at Butler, in the county of Butler and State of Pennsylvania, have invented certain new and useful Improvements in Cuspidors, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in cuspidors, and more particularly to that class of cuspidors which are employed upon railway-cars and the like, and has for its object to provide a cuspidor
15 which may be placed in the floor of the car, adjacent to the seats thereof, means being provided whereby the cuspidor may be opened and closed, as desired.

Another object of my invention is to provide a cuspidor which may be secured to the floor of a railway-car, means being provided whereby the cuspidor may be locked in a closed or opened position, as it is desired.

25 Briefly described, my improved cuspidor comprises a casing which is secured in the floor of a railway-car between the seats, an aperture being provided in said casing, and mounted within said casing is a lid or slide which is adapted to close the aperture when
30 the same is not in use, and in said casing is mounted means whereby the lid may be opened or closed and locked in either position, as is desired.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate like parts throughout the several views, in which—

40 Figure 1 is a top plan view of my improved cuspidor, showing the same applied to a car. Fig. 2 is a longitudinal sectional view of a cuspidor. Fig. 3 is a bottom plan view, and Fig. 4 is a section on the line 4 4 of Fig. 3.

45 To put my invention into practice, I employ an oblong casing 1, having formed integral therewith the lugs 2, whereby the casing may be secured within the floor 3 of the car 4. This cuspidor is adapted to be located
50 adjacent to the seats of a car and in a convenient position whereby it may be readily

reached by the persons occupying the seat. Within the top 5 of the casing 1 I provide the circular opening 6, and in horizontal alinement with said opening I provide a slot 55 7, through which the button or lever 8 is adapted to project. The one end of the casing, as indicated by reference-numeral 9, has a base or bottom 10, which is cut away, as indicated at 11, said cut-away portion having the enlarged ends 12 and 14, which form shoulders 15, 16, and 17, the portion between the enlarged ends 12 and 14 of the cut-away portion forming a neck 18. To support the base or bottom 10, I employ the partition 19, 65 which has a slot 20 formed therein. Directly beneath the top 5 of the casing and through said slot is adapted to pass the lid or slide 21, which when in the closed position, as indicated in Fig. 2 of the drawings, abuts 7c against the shoulder 22, formed in the forward end of the casing 1. The lid or slide extends rearwardly a sufficient distance to close the slot 7, and through lid or slide passes the pin 8, having a knob 23 formed on 75 its projecting end, while the other end thereof carries a double pawl 24, and between this pawl 24 and the lid or slide 21 is the washer or spacer 25, which supports the shaft or pin 23 and allows the same to be rotated. 8o

When the lid or slide is in the closed position, as shown in Figs. 2 and 3 of the drawings, the pawl 24 is adapted to be positioned within the cut-away portion 11, as illustrated in Fig. 3 of the drawings, and when it is desired to open the lid the button 23 is rotated 85 until the pawl 24 is placed in alinement with the neck 18, when the same may be passed therethrough, as illustrated in dotted lines in Fig. 3 of the drawings, and upon the pawl 24 9o passing through this neck the same being rotated again locks behind shoulder 17, whereby the slide or lid is locked in an open position. When the lid is locked in a closed position, the double pawl engages the shoulders 95 15 and 16, thus preventing the lid from being opened until the pawl is rotated, whereby the same may pass through neck 18. To assist the user of the cuspidor in closing the lid, I provide a spring 26, the one end of which 100 is attached to the partition 19, as indicated at 27, while the other end thereof is secured to

the rear end of the lid 21, as indicated at 28. To hold the double pawl in its different positions and prevent same from rotating, I provide a spring 29, the one end of which is connected to the partition 19, as indicated at 30, while the other end thereof is secured to the one end of the double pawl 24, as indicated at 31. Upon the other end of the pawl and attached thereto, as indicated at 32, I provide a spring 33, the other end of which is attached to the lid, as indicated at 34. It will thus be seen that these springs will have a tendency to hold the double pawl in any of the positions to which it is placed by the operator.

While I have herein shown and described my improved cuspidor as applicable to railway-cars and the like, it is obvious that the same may be readily used in vehicles of any description, and I may also make the casing of any desired shape or size, whereby a cuspidor is presented which will be extremely neat and occupy comparatively small space as compared to those heretofore used. It will also be seen that by the construction of my improved cuspidor the same will be comparatively inexpensive to manufacture, strong and durable, and highly efficient to the usages to which it is applied, and while I have herein shown the preferred form of cuspidor as employed by me it will be noted that slight changes may be made in the details of construction without departing from the general spirit of my invention.

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

1. A cuspidor of the above-described character comprising a casing, a portion of said

casing having a base, the top of said casing having an aperture formed therein, the top of said casing having a slot formed therein in longitudinal alinement with said aperture, the base of said casing being cut away, forming shoulders within said base, a slide mounted within said casing, a pin carried by said slide, the upper end of which is adapted to project through the slot formed in the top of the casing, a double pawl secured to the lower end of said pin, said pawl adapted to operate in the cut-away portion of the base of the casing, means carried within said casing whereby the pawl may be locked in any desired position, substantially as described.

2. A cuspidor of the above-described character comprising a casing, a portion of said casing having a base, the top of said casing having an aperture formed therein, the top of said casing having a slot formed therein in longitudinal alinement with said aperture, the base of said casing being cut away to form shoulders within said base, a slide mounted within said casing, a pin carried by said slide, the upper end of which is adapted to project through the slot formed in the top of the casing, a double pawl secured to the lower end of said pin, said pawl adapted to be rotated within the cut-away portion of the base, means carried within said casing whereby the pawl may be locked in any desired position, means for securing the casing to the floor of a vehicle or car, substantially as described.

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

SAMUEL FISHER.

Witnesses:

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J. K. KELLY.