No. 773,803. PATENTED NOV. 1, 1904.

E. METZGER.

RAILWAY CAR CUSPIDOR.

APPLICATION FILED SEPT 5, 1903.

NO MODEL.

Fig. 1.

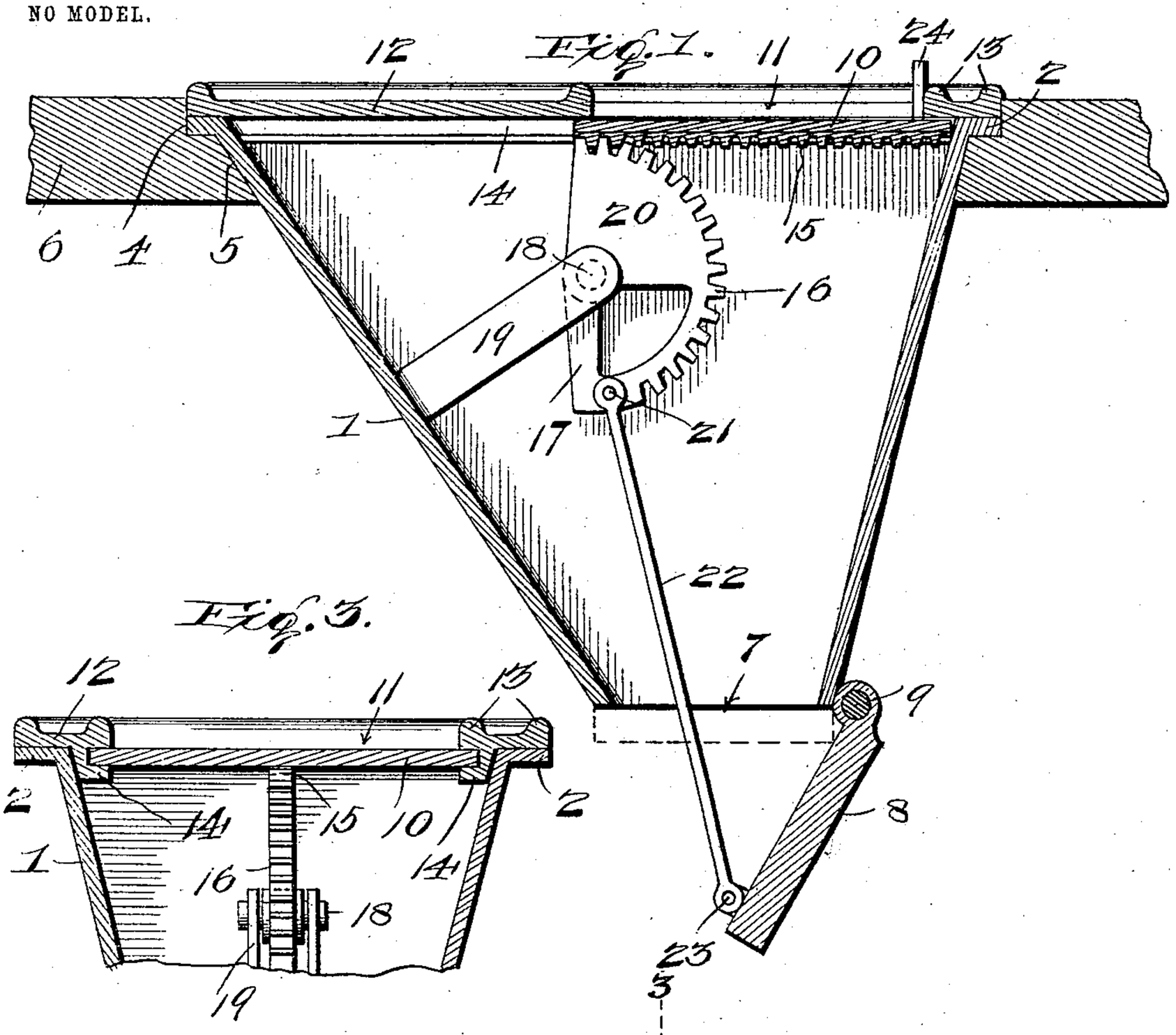
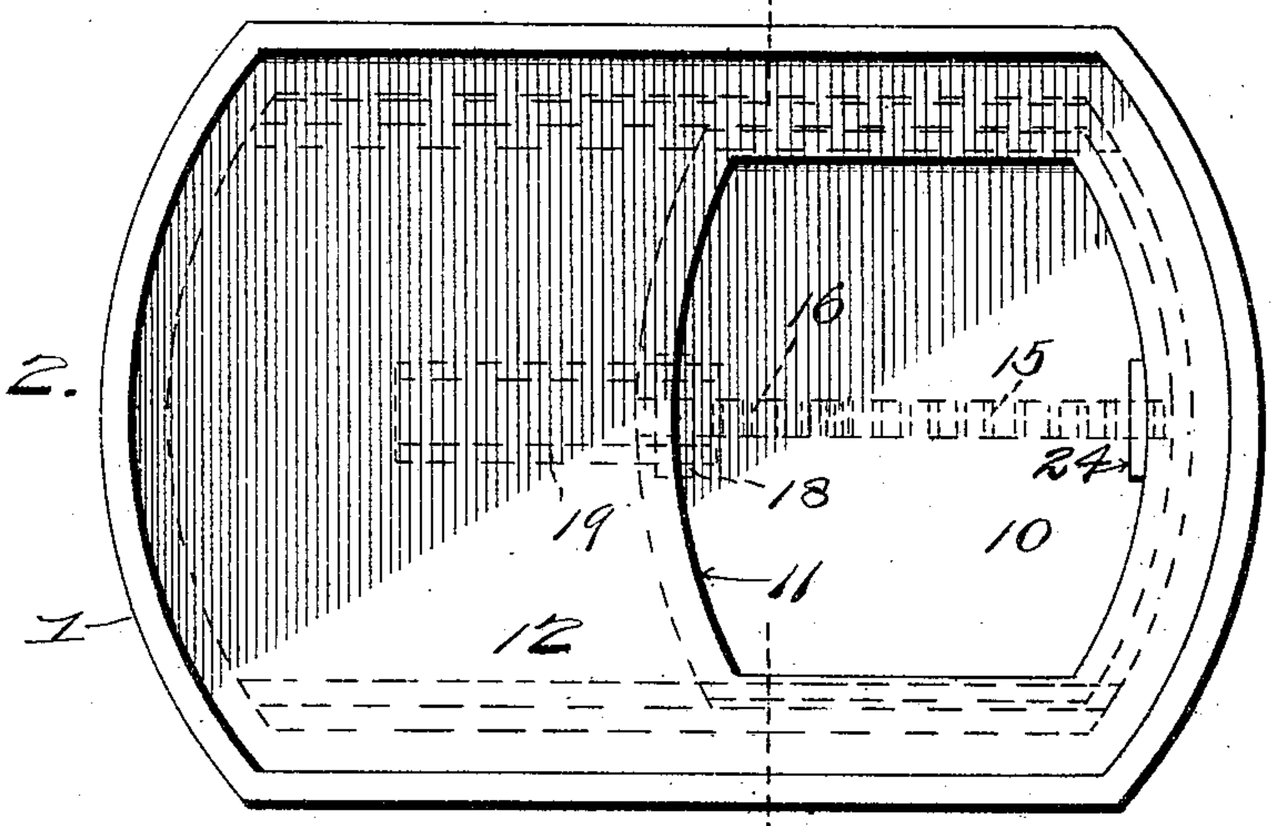


Fig. 3.

Fig. 2.



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No. 773,803. Patented November 1, 1904.

UNITED STATES PATENT OFFICE.

EMANUEL METZGER, OF KINGSTON, NEW YORK, ASSIGNOR OF TWO-THIRDS TO JULIUS HARDENBURGH AND NATHAN DAVIS, OF KINGSTON, NEW YORK.

RAILWAY-CAR CUSPIDOR.

SPECIFICATION forming part of Letters Patent No. 773,803, dated November 1, 1904.

Application filed September 5, 1903. Serial No. 172,070. (No model.)

To all whom it may concern:

Be it known that I, EMANUEL METZGER, a citizen of the United States, residing at Kingston, in the county of Ulster and State of New York, have invented certain new and useful Improvements in Railway-Car Cuspidors, of which the following is a specification.

This invention relates to covered foot-operated cuspidors possessing utility in connection with railway-cars, and designed to provide means for disposing of expectorations, cigars, and other refuse material without the annoyances and objectionable features incident to the use of the common cuspidor.

To this end the invention contemplates a simple and practical form of covered cuspidor providing means for discharging expectorations or other substances exterior to the car without admitting drafts, while at the same time maintaining the best hygienic conditions.

A general object of the invention is to provide a cuspidor-fixture embodying a foot-controlled cover member operating in unison with a guard-valve and held in both its open and closed positions against accidental displacement.

With these and many other objects in view which will more readily appear as the nature of the invention is better understood the same consists in the novel construction, combination, and arrangement of parts hereinafter more fully described, illustrated, and claimed.

The essential feature of the invention involved in the means for holding the cover member in both its open and closed positions and in the means for accomplishing a movement in unison between the top cover member and the bottom guard-valve are necessarily susceptible to modification without departing from the scope of the invention; but the preferred embodiment thereof is shown in the accompanying drawings, in which—

Figure 1 is a vertical sectional view of a car-cuspidor, showing the parts in the positions which they occupy when the cuspidor is covered. Fig. 2 is top plan view of the same. Fig. 3 is a detail sectional view on the line 3 3 of Fig. 2.

Like references designate corresponding parts in the several figures of the drawings.

The cuspidor-body (designated by the numeral 1) is preferably in the form of a conical discharging-bowl, constructed of any suitable material and tapering in a downward direction. In its adaptation to a railway-car the same is usually provided at its flared upper end with an annular supporting-flange 2, fitting in the seat 4, provided in the wall of the opening 5, formed in the floor 6 of the car. This arrangement serves to dispose the cuspidor-body entirely out of the way beneath the car-floor, while at the same time providing for the discharge of the expectorations or refuse exterior thereto.

At its lower or small end the body or bowl 1 is provided with a bottom discharge-opening 7, covered and uncovered by the downwardly and vertically swinging guard-valve 8, having a hinged support 9 at one edge upon the lower end of the body and designed to be automatically adjusted to an open or closed position through the action of the sliding cover member 10. This cover member is arranged to cover and uncover the top receiving-opening 11, provided in the top casing-plate 12, constituting the main top portion of the cuspidor body or bowl, and usually consisting of a separate plate fitted upon the supporting-flange 2 and generally provided with reinforcing ribs or bosses 13.

The sliding cover member 10 is arranged to slide horizontally beneath the imperforate portion of the top casing-plate 12, as well as beneath the receiving-opening 11, and is held to operate in this plane through the medium of the flanged supporting-guides 14, mounted or formed at the under side of the casing-plate 12 and arranged in opposite parallel relation. These flanged supporting-guides 14 receive and support diametrically opposite side edges of the sliding cover or cover member 10, as plainly shown in Fig. 3 of the drawings, and said cover or cover member is provided, at the