

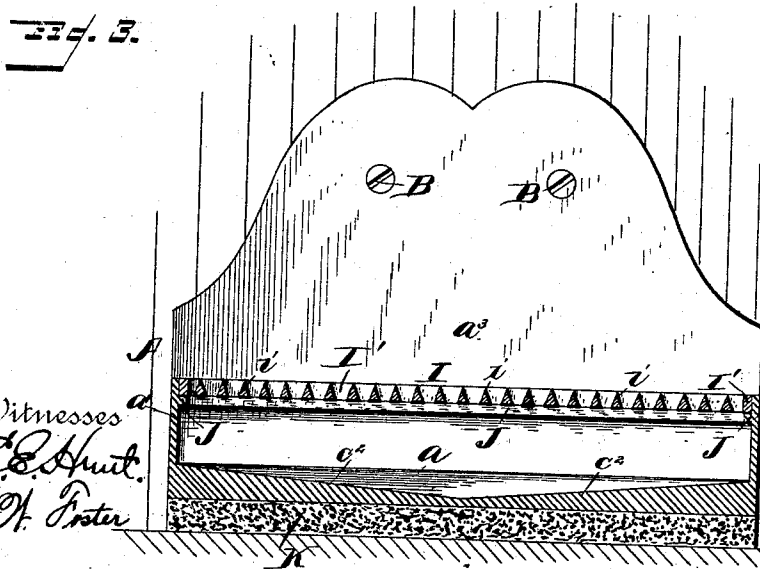
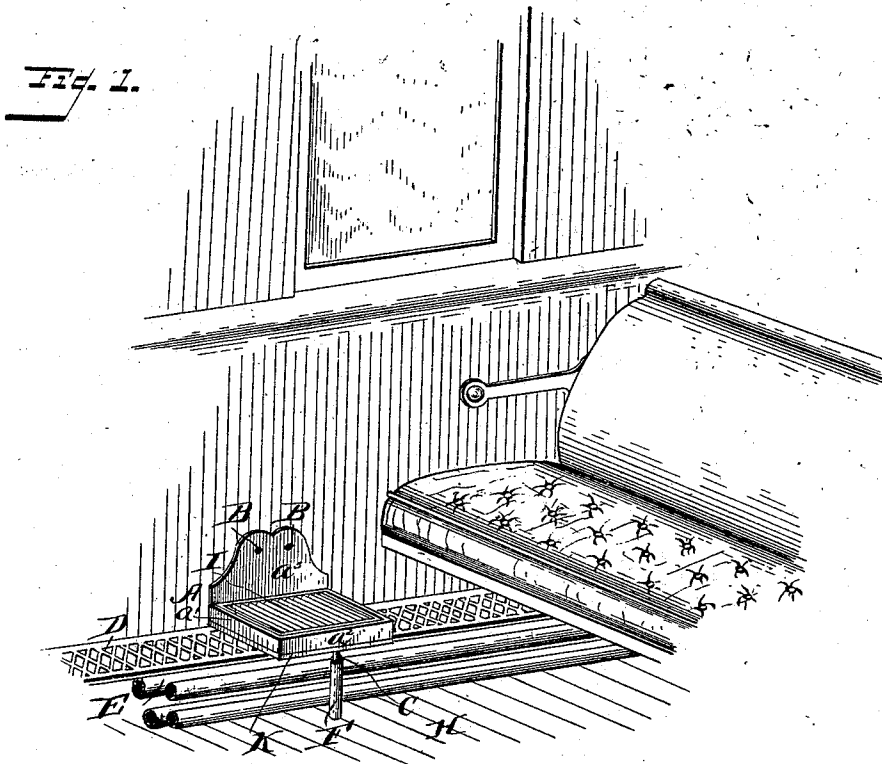
(No Model.)

2 Sheets—Sheet 1.

O. W. SMITH.
STATIONARY CUSPIDOR.

No. 524,913.

Patented Aug. 21, 1894.



Witnesses
C. E. Hunt,
J. H. Foster

Inventor
O. W. Smith,
by *J. R. Steele,*
his Attorney

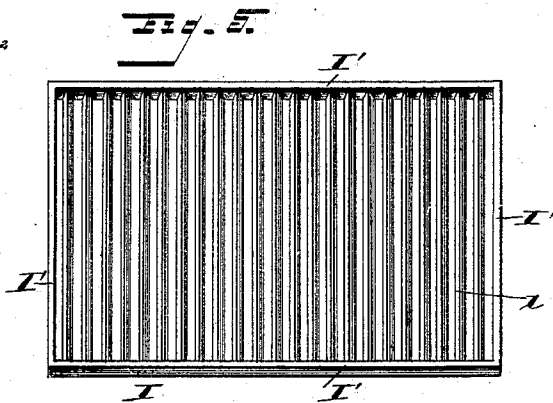
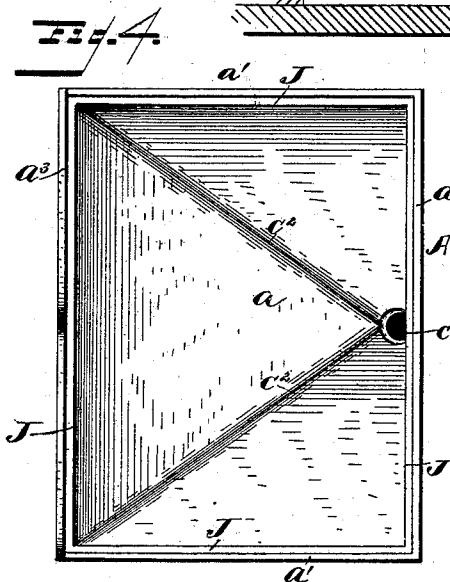
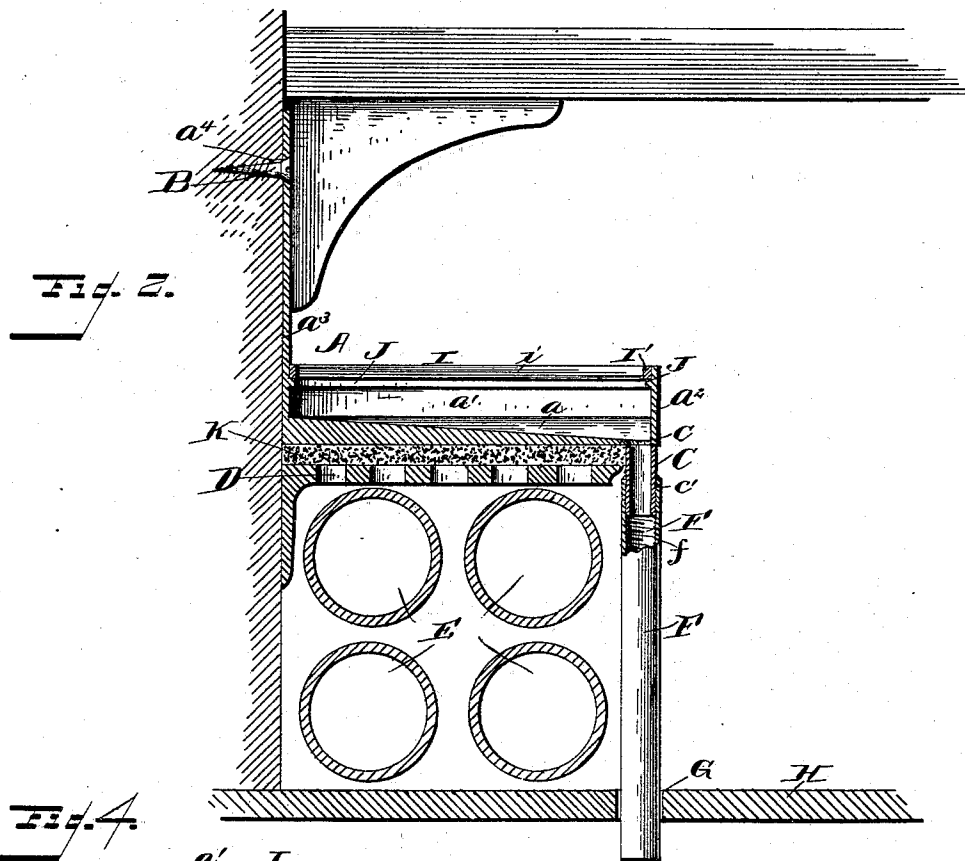
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Othson W. Smith
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his Attorney

UNITED STATES PATENT OFFICE.

ORSON W. SMITH, OF CHARLEVOIX, MICHIGAN, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-HALF TO GEORGE W. BEAMAN, OF SAME PLACE.

STATIONARY CUSPIDOR.

SPECIFICATION forming part of Letters Patent No. 524,913, dated August 21, 1894.

Application filed December 30, 1892. Renewed December 6, 1893. Serial No. 492,947. (No model.)

To all whom it may concern:

Be it known that I, ORSON W. SMITH, a citizen of the United States, residing at Charlevoix, in the county of Charlevoix and State of Michigan, have invented certain new and useful Improvements in Stationary Cuspidors; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to that class of stationary cuspidors which are designed for use in railroad cars, and it has for its object to provide a simple and improved cuspidor of this class which will possess advantages in point of inexpensiveness, effectiveness, cleanliness, durability, and general efficiency.

In the drawings: Figure 1 is a perspective view, showing my improved cuspidor in position. Fig. 2 is a vertical transverse sectional view of Fig. 1. Fig. 3 is a transverse sectional view of the cuspidor. Fig. 4 is a top plan view, the grating being removed. Fig. 5 is a detail perspective view of the grating.

Corresponding parts in all the figures are denoted by the same letters of reference.

Referring to the drawings, A designates the body of my improved cuspidor, which is preferably of rectangular pan shape, and may be cast or formed of malleable iron, aluminium, or any other suitable metal or material. The body A comprises a bottom, a , sides, a' , a front a^2 and a back, a^3 , the latter being extended vertically a suitable distance to form a protection for the surface of the side of the car against which the device is secured. The extended back a^3 is provided with perforations or openings, a^4 , for the accommodation of screws, B B, by which the device is secured in position.

At the front edge of the body A and preferably at the center, is provided a downwardly projecting tube or pipe, C, extending from an opening, c , in the bottom of the receptacle or basin formed by the body A. This projecting tube C is threaded at its lower end, as shown at c' the threads being exteriorly arranged, as herein shown.

The interior surface of the bottom a is inclined or tapered from the back and sides toward the outlet opening c , to facilitate automatic discharge, this construction, as shown at c^2 , being preferably effected by forming the metallic bottom thicker at the outer portions and gradually tapering in thickness toward the point c .

My improved cuspidor is designed to rest upon the top of the ledge or shelf which is usually provided in passenger railway coaches and runs longitudinally at each side of the car near the floor and immediately over the heating pipes, this ordinary construction being shown at D E. The main body or receptacle A is thus supported upon the ledge D and is secured in position by the screws B B entering the sides of the car, or in any other suitable manner. The body A is preferably of a width approximately corresponding to the width of the shelf D so that the short conducting tube or pipe C projects downwardly in front of the heating pipes E.

F designates a main conducting pipe which is connected with the lower end of the projecting tube or pipe C, preferably by means of corresponding screw-threads, f , and extends downward at the side of the heating pipes E and through an opening, G, in the floor, H, of the car. The pipe F may project below the floor of the car a short distance, as herein shown, or it may be extended to any desired point under the body of the car. It will be noted that this main conducting pipe F serves as a brace in securing the cuspidor in position, and in conjunction with the screws B B secures the body A firmly in place.

If desirable, the connection between the tube or pipe C and the main conducting pipe F may be effected in any suitable manner in lieu of the threaded connection herein shown.

I designates a grating which is provided at the top of the body or receptacle A and extends over the same. This grating is comprised of a series of parallel bars, i , carried by the rectangular frame I' which corresponds to and is adapted to fit into the top of the receptacle A and rest upon a flange or shoulder, J, projecting interiorly from the sides and back of the body A. The relative

arrangement is preferably such that the top surface of the grating is flush with the top edges of the sides of the body A. By the construction just described, the grating is readily removable to permit flushing or cleansing of the body of the cuspidor.

The operation and advantages of my invention will be readily understood. It provides a simple and inexpensive stationary cuspidor for use in railway cars, and the construction is such that the device may be readily and conveniently kept in clean and agreeable condition.

A strip of asbestos or asbestos-paper, as shown at K, may be mounted under the bottom of the body or receptacle A between the latter and its support D over the heating pipes E. This arrangement of an intervening asbestos strip extending over the bottom of the cuspidor serves to entirely obviate any disadvantages which might arise from the support of the cuspidor upon the ledge or shelf in close proximity to the heating pipes.

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

1. As an improvement in stationary cuspidors, the combination of a flat body or re-

ceptacle resting upon the ledge or shelf extending along the side of the car over the heating pipes and provided with a grating extending across its top, with an inclined bottom leading to an outlet tube or pipe projecting downward at the front of the receptacle, and with an extended protective back projecting upward and secured to the side of the car; and a main delivery pipe forming a brace and connected with the end of the projecting outlet tube and extending downward at the side of the heating pipes and through the car bottom, substantially as set forth.

2. A stationary cuspidor, comprising a flat body or receptacle provided with an extended back, with a grating extending across its top, and with an inclined bottom leading to an outlet at the front of the receptacle, and a delivery pipe connected with said outlet and extending downward to a point of delivery, said pipe forming an auxiliary brace for the body or receptacle; substantially as set forth.

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

ORSON W. SMITH.

Witnesses:

FREDERICK W. MAYNE,
GEO. W. MILLER.