

J. L. HOWARD.

Spittoons.

No. 136,060.

Patented Feb. 18, 1873.

Fig. 1

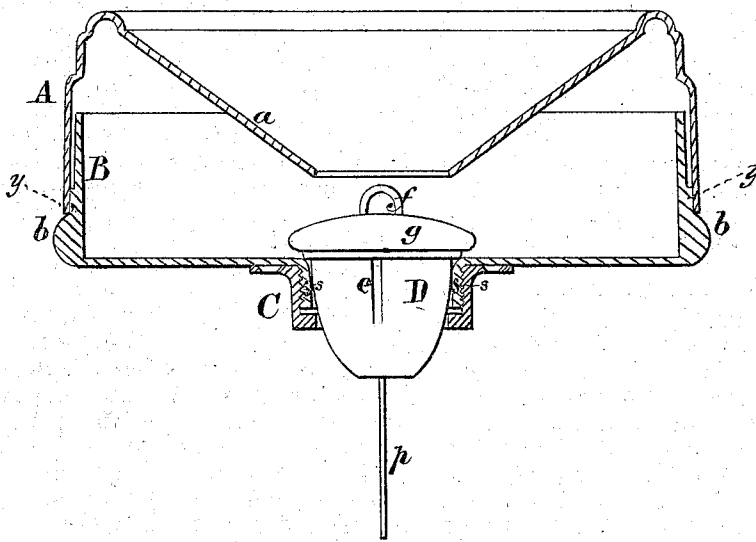
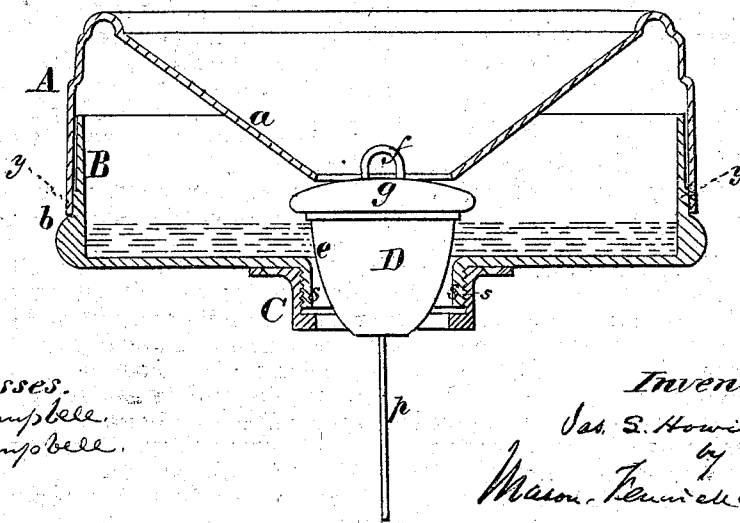


Fig. 2



Witnesses.
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UNITED STATES PATENT OFFICE.

JAMES L. HOWARD, OF HARTFORD, CONNECTICUT.

IMPROVEMENT IN SPITTOONS.

Specification forming part of Letters Patent No. 136,060, dated February 18, 1873.

To all whom it may concern:

Be it known that I, JAMES L. HOWARD, of Hartford, in the county of Hartford and State of Connecticut, have invented a new and Improved Spittoon; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a diametrical section through the improved spittoon, showing the valve in the bottom thereof shut. Fig. 2 is a similar view of the same parts, showing the valve open.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates especially to improvements of spittoons which are designed for use in railroad cars. My object is to construct a two-part double side-wall spittoon, and to fit together the parts so that while a very close joint is formed the parts are readily separated when desired; also, to construct the spittoon with a tubular opening through its bottom, and to provide the same with a self-acting valve which will allow the escape through said opening of the juices, but prevent the upward entrance of air through the opening, as will be hereinafter explained.

The following description of my invention will enable others skilled in the art to understand it.

In the accompanying drawing, A B represent the two sections of which my improved spittoon is composed. The base section B is a circular pan for receiving the juices, which is surrounded at its base by a bead, *b*, above which is a narrow annular bearing, *y*, and above this extends a proper distance the side wall of the base, as clearly shown by the two sectional views of the drawing. The top section or cap A consists of a perforated funnel, *a*, surrounded by a rim which is nearly equal in width to the height of the base section B, and which is of such diameter at its lower edge that it will receive into it all that portion of the base B which extends above the band *b*. That portion of the cap A which is received upon the bearing *y* flares a little downward, and this bearing *y* has also a slight bevel upward, so that when the cap section A is pressed down upon the base section as far as the bead *b* the points of impingement will be a very close joint. I thus make a close joint on a

very narrow bearing, which will allow the two sections A B to be readily separated when desired—a result which would not be obtained if the bearing *y* extended to the upper edge of the base section. The base section B is constructed with a tubular opening, *s*, through the center of its bottom, at the upper end of which is a valve-seat for a valve, D. Surrounding the tube *s* is a screw-thread for receiving a flanged collar, C, by means of which the base section B is secured to the floor of a car, and also by means of which a hose or pipe can be attached to the tube *s* for conducting off fluids. The valve D consists of floating portion *e*, of wood, hollow metal, vulcanized rubber, or other suitable light material, a convex head, *g*, and a loop, *f*. A stem, *p*, prevents the valve from displacement.

It will be seen from the above description that the annular side of the spittoon which is exposed to severe blows is composed of two walls fitted together by a close joint, which walls will resist all ordinary blows without being bruised or indented; also, that I employ a self-acting floating valve for closing the discharge-opening through the bottom of the spittoon, which valve will be buoyed up by fluid in the spittoon, and thus prevent an undue accumulation of fluid therein; and it will also allow a free escape of water through the spittoon in washing out. The valve D also prevents currents of air rising through the spittoon, which would carry with them into a car unpleasant odors, besides being otherwise disagreeable.

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

1. The two-part double-wall spittoon having a close joint formed at the short bearing *y*, forming and uniting the two parts in the manner substantially as described.
2. The self-acting floating valve D, applied to the tubular outlet *s* through the base of the spittoon, substantially as described.
3. The combination of the flanged screw-collar C, the tubular opening *s*, the valve D, and the spittoon-base B, substantially as described.

JAMES L. HOWARD.

Witnesses:

ALBERT L. BURKE,
GEORGE H. CAREY.