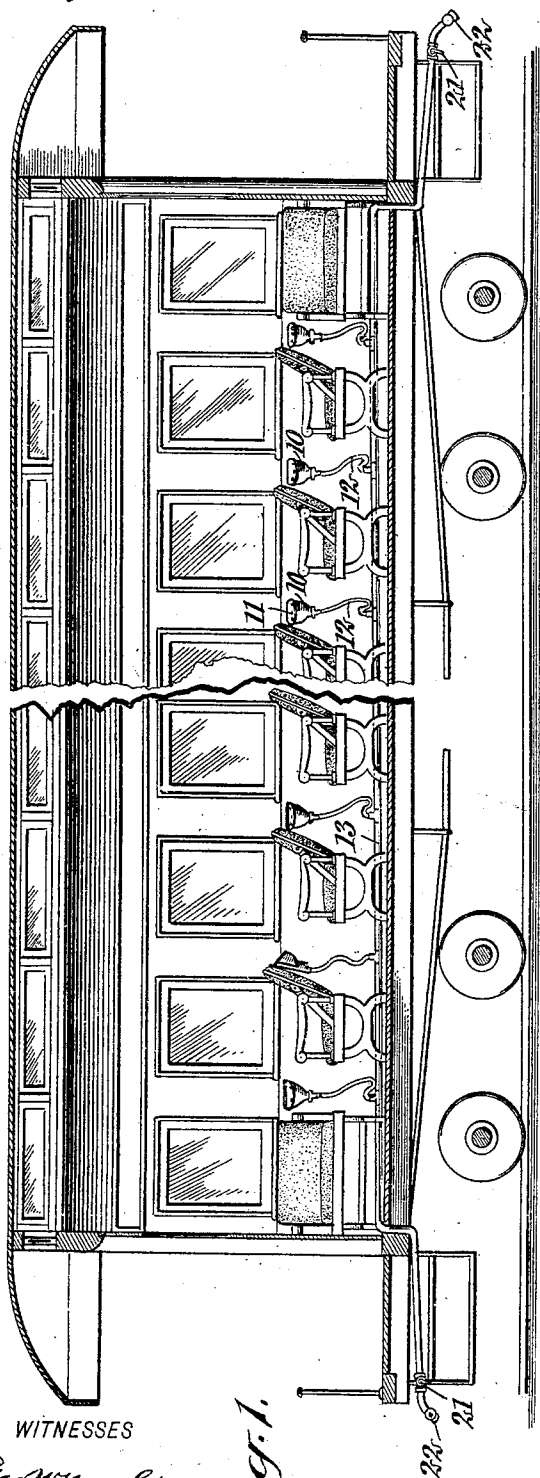


W. HILL.
RAILWAY CUSPIDOR.
APPLICATION FILED OCT. 8, 1908.

935,508.

Patented Sept. 28, 1909.

2 SHEETS—SHEET 1.



WITNESSES

Geo. Maylor

C. W. Fairbank

Fig. 1.

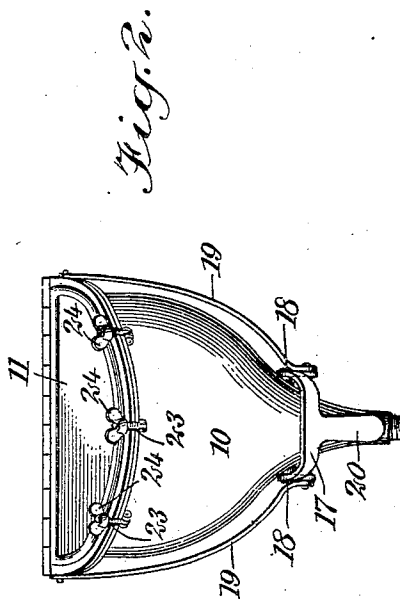


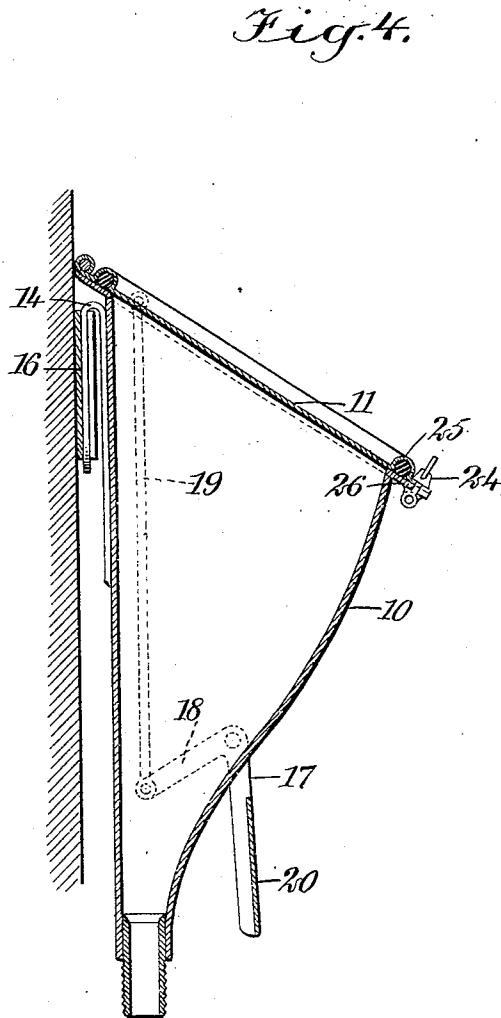
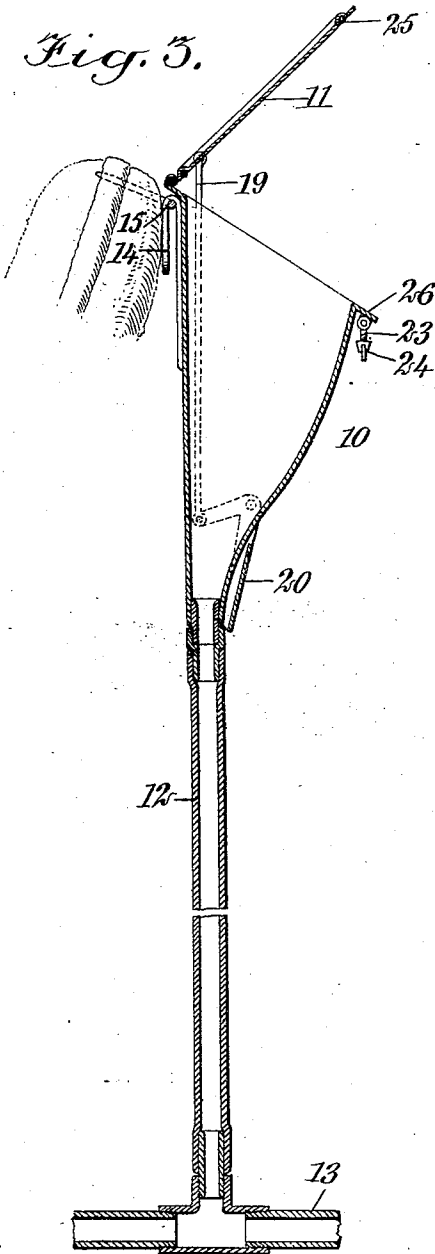
Fig. 2.

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UNITED STATES PATENT OFFICE.

WALTER HILL, OF ALBANY, NEW YORK.

RAILWAY-CUSPIDOR.

935,508.

Specification of Letters Patent. Patented Sept. 28, 1909.

Application filed October 8, 1908. Serial No. 456,714.

To all whom it may concern:

Be it known that I, WALTER HILL, a citizen of the United States, and a resident of Albany, in the county of Albany and State of New York, have invented a new and Improved Railway-Cuspidor, of which the following is a full, clear, and exact description.

This invention relates to certain improvements in cuspidors especially designed for use in railway cars or other vehicles, and one object of the invention is to provide a device which may be readily moved about to bring it to the desired position, and which will automatically drain to the exterior of the car.

A further object of the invention is to provide means whereby the cuspidor adjacent each seat, may be sealed substantially air-tight and steam or water circulated through the entire cuspidor system of the car to clean each and all of the individual cuspidors.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views, and in which—

Figure 1 is a longitudinal section through a car provided with my improved system; Fig. 2 is a face view of an individual cuspidor; Fig. 3 is a vertical section showing the cuspidor with raised cover and supported from the back of a seat; and Fig. 4 is a vertical section showing the cover in closed position and the device supported from the wall of a car.

In providing a car with my improved cuspidor system, I provide a number of cuspidors corresponding, approximately, to the number of seats within the car, and each cuspidor is mounted in such position that it may be readily lifted and automatically and simultaneously opened, when it is desired to use the same. The cuspidors may vary somewhat in shape, size and details of construction, but, as illustrated in the drawings, each cuspidor includes a substantially funnel-shaped body 10, having a cover 11, hinged along one edge thereof. At the lowermost portion of each cuspidor body, there is attached a flexible pipe or hose 12, leading to a suitable connecting pipe 13, extending from one end of the car to the other. If a pipe 13 be employed extending from one end of the car to the other and connected to all of the separate hose on one side of the car, this pipe is preferably inclined,

so as to facilitate drainage. As shown in Fig. 1, the pipe is at somewhat a higher elevation at one end of the car than at the opposite end. Each flexible hose 12 is of such length that the cuspidor body may be supported at an elevation approximately equal to the height of the back of the seat, so that the cuspidor may be brought in front of a person without necessitating his bending over.

The cuspidor proper may be supported in any suitable manner, but is preferably provided with a hook 14, upon one side thereof adjacent the hinged edge of the cover, and this hook may engage with a fixture in the car. This fixture may be either an eyelet or loop 15, secured to the back of the seat, so that the cuspidor will come in front of the person seated on the seat behind, or the fixture may be in the form of a recessed bracket 16, carried by the wall of the car intermediate or below the windows thereof. The cover is so mounted as to be automatically opened as a person lifts the cuspidor from its fixture and brings the same to the desired position for use. This automatic opening mechanism may include a lever 17, having oppositely-disposed yoke arms 18, adjacent the opposite sides of the body and near the lower portion thereof, and these arms may be connected to the cover adjacent the hinge thereof by links 19. The lever 17 is preferably in the form of a bell crank and the handle portion 20 extends downwardly adjacent the lowermost portion of the body but normally spaced therefrom. The weight of the cover normally holds it closed and holds the lower end of the handle away from the body, as indicated in Fig. 4. As the person grasps the cuspidor at the smaller portion thereof, he presses the handle 20 toward the body and the cover is automatically raised to the position indicated in Fig. 3. The cover fits the body substantially air-tight, so that no odors can arise from any liquids or substances deposited therein. These substances or liquids normally drain away from the body through the hose 12 and to the exterior of the car by the action of gravity, and each individual cuspidor may be easily flushed by pouring water directly into the body thereof. To permit of the entire system being cleansed and flushed by steam or hot water, the covers are adapted to be locked in their closed position, and the ends of the pipe 13 are provided with valves

21 and couplers 22 for the attachment of the necessary supply pipe.

Any suitable means may be employed for locking the covers in their closed position, but, as illustrated, I preferably employ a plurality of locking bolts 23, each pivoted at its lower end to the body 10, adjacent the upper edge thereof, and adapted to enter a registering notch or recess in the edge of the cover. Each locking bolt may carry a butterfly nut 24, upon the tightening of all of which the cover will be positively held in position and steam or water under high pressure, may freely enter the body of each cuspidor without escaping into the body of the car, to injure the seats, carpets, or woodwork. To insure a tight fit of the cover, the latter may carry a resilient packing 25 for engagement with a laterally-extending flange 26 on the body.

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

1. In combination, a substantially funnel-shaped cuspidor body having a reduced lower end constituting a gripping portion, a cover hinged adjacent one edge thereof, a handle connected to said cover and hinged to said body adjacent said gripping portion, a flexible hose connected to the lower end of said body and permitting of a limited movement of the latter when detached, and means for detachably supporting said body.

2. The combination with a vehicle having a plurality of seats therein, of a conduit ex-

tending longitudinally of the vehicle, a cuspidor adjacent each of said seats and having a substantially funnel-shaped body, means for detachably supporting the same, a flexible hose connecting each of said cuspidors with said conduit and permitting of a limited movement of said body when detached from said supporting means, a cover for each of said cuspidors, and means adjacent the connection between each cuspidor and its flexible hose for raising the cover of the cuspidor.

3. The combination with a vehicle having a plurality of seats therein, of a conduit extending longitudinally of the vehicle, means at one end of said conduit for connecting thereto a source of fluid supply under pressure, a cuspidor adjacent each of said seats and having a substantially funnel-shaped body, means for detachably supporting the same, a flexible hose connecting each of said cuspidors with said conduit and permitting of a limited movement of said body, a cover for each of said cuspidors, and fastening means for said cover for sealing said body substantially air-tight at its upper end.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WALTER HILL.

Witnesses:

PERCIVAL N. BOUTON,
DUDLEY B. WADE.