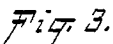
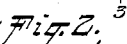


2 Sheets—Sheet 1.

CUSPIDOR.

Patented July 21, 1896.



WITNESSES:

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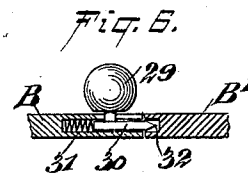
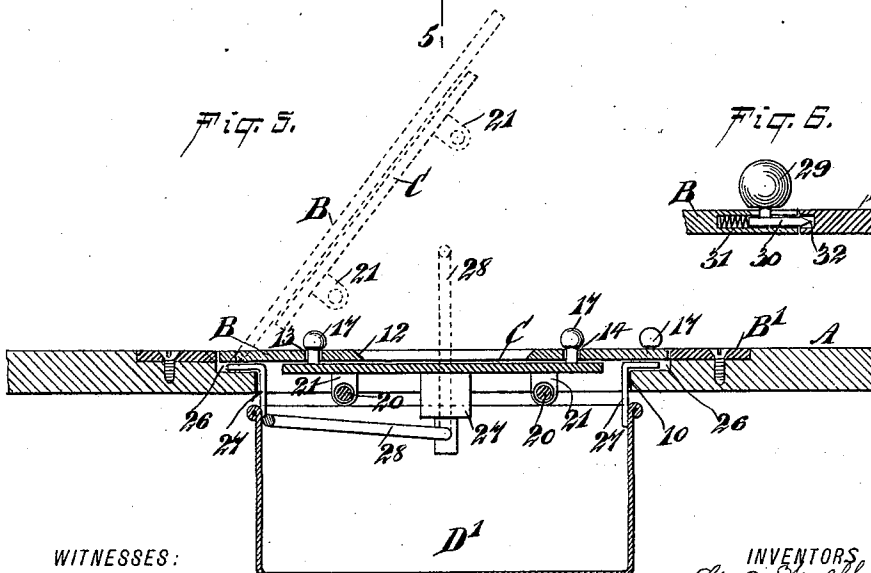
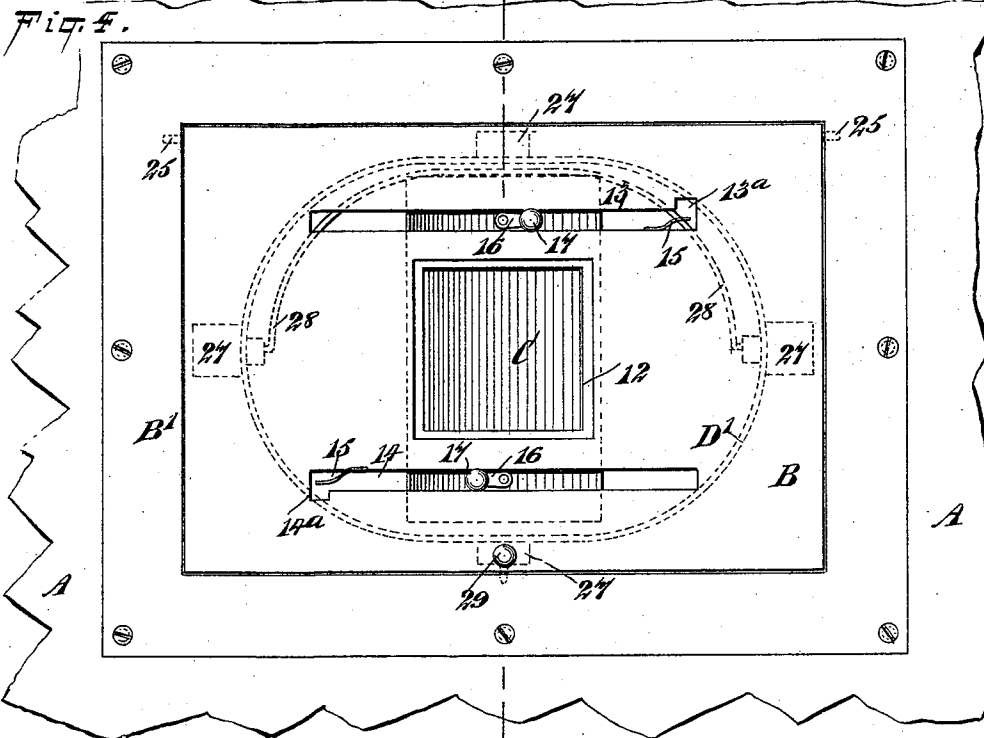
(No Model.)

2 Sheets—Sheet 2.

G. A. WOLFF, L. W. JOHNSON & J. F. WALLACE.
CUSPIDOR.

No. 564,463.

5 Patented July 21, 1896.



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UNITED STATES PATENT OFFICE.

GEORGE ALBERT WOLFF, LAFAYETTE W. JOHNSON, AND JAMES F. WALLACE, OF WINSLOW, ARIZONA TERRITORY.

CUSPIDOR.

SPECIFICATION forming part of Letters Patent No. 564,463, dated July 21, 1896.

Application filed January 21, 1896. Serial No. 576,340. (No model.)

To all whom it may concern:

Be it known that we, GEORGE ALBERT WOLFF, LAFAYETTE W. JOHNSON, and JAMES F. WALLACE, of Winslow, in the county of Apache and Territory of Arizona, have invented a new and Improved Cuspidor, of which the following is a full, clear, and exact description.

Our invention relates to cuspidors especially adapted for use in palace-cars, coaches of any description, club-rooms, parlors, and other apartments.

The object of the invention is to so construct the cuspidor that when in use it will be entirely concealed, and to provide a means whereby the said cuspidor may be expeditiously and conveniently exposed for use, and whereby, further, the cuspidor may be permitted to remain uncovered for any desired length of time, and wherein the cover may be arranged to automatically restore itself to its normal position after having been carried to one side, or to a position which will expose the interior of the cuspidor proper.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

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 figures.

Figure 1 is a plan view of the upper or cover section of the cuspidor especially adapted for use in connection with parlor-coaches or other vehicles. Fig. 2 is a vertical section taken substantially on the line 2 2 of Fig. 1. Fig. 3 is a vertical section taken at a right angle to that shown in Fig. 2 and practically on the line 3 3 of Fig. 1. Fig. 4 is a plan view of the improved cuspidor, showing a slight modification in the construction thereof, this form of the cuspidor being especially applicable to the flooring of apartments. Fig. 5 is a vertical section taken substantially on the line 5 5 of Fig. 4, showing the cover-section of the cuspidor raised in dotted lines; and Fig. 6 is a detail sectional view of the catch used in connection with the cover-section of the cuspidor as constructed in Fig. 4.

In carrying out the invention the flooring A of the car or other vehicle is provided with

an opening 10, adapted to be covered by a plate B, and the said plate is preferably countersunk in the aforesaid flooring, so that its upper surface and the upper surface of the flooring will be practically on the same plane, as illustrated in Fig. 2. The cover-plate B is preferably securely fastened to the flooring by means of screws 11 or their equivalents, and the said plate is further provided with an opening 12, at or near its central portion, while the marginal walls of the opening are preferably beveled in a downward direction, as shown in the drawings.

The opening in the cover-plate is normally closed by a gate or door C, having sliding movement against the bottom face of the said cover-plate; and at each side of the opening 12 in the cover-plate a slot is produced, the said slots being designated, respectively, as 13 and 14, and at one end of the slot 13 a recess 13^a is made, while at the opposite end of the opposing slot 14 a corresponding recess 14^a is produced, as is best shown in Fig. 1.

Opposite each of the recesses 13^a and 14^a a spring 15 is secured to the wall of the slot in which the said recesses occur, and the free ends of the springs normally extend in direction of the aforesaid recesses. An arm 16 is pivotally attached to the upper face of the gate or door near each of its ends, and the aforesaid arms extend upward in the slots 13 and 14, and are provided with suitable knobs 17 or their equivalents; and the gate or door C is guided and supported in its horizontal movement below the cover-plate B by producing slideways 18 upon the under face of the aforesaid cover-plate, as is best shown in Fig. 3.

A lug 19 is secured to the under face of the gate or door C near each of its ends, and alining lugs 21 are secured to the under face of the cover-plate, a rod 20 being firmly fastened at its extremities in the under lugs 21 of the said cover-plate, and each rod 20 is made to pass loosely through a lug 19 on the gate or door C. A spring 22 is coiled around each rod, between each of the outer lugs or hangers 21 and the lug 19, secured to the gate or door. The said springs are equal in bearing upon the gate or door at opposite sides of its center, so that normally the

springs will hold the gate or door in a closed position over the opening 12 in the cover-plate.

It is obvious that by engaging one of the knobs 19 with the foot, for example, the gate or door may be slid from over the opening 12 in the cover-plate, exposing the same, placing one set of springs 22 under tension, as shown in Fig. 2, and that when the knob engaged is released, the gate or door will automatically return to its normal position.

In the event it is desired to hold the gate or door open for any length of time, the said gate is given sufficient movement to carry the knobs 17 and pivoted arms 16, to which they are attached, to the ends of the slots 13 and 14, whereupon one of the pivoted arms 16 will be engaged by a spring 15 in one of the slots, and the said knob will be forced in direction of the recessed portion of the slot, locking the gate or door in its open position.

The body of the cuspidor D may be of any desired construction. Preferably, however, it is made as shown in Fig. 2, being somewhat funnel-shaped and open at the bottom, especially when the cuspidor is to be used in connection with a vehicle such as a Pullman or palace car, or a tram-car; and when this style of cuspidor-body is employed flanges are formed at the upper side edges of the body being adapted to enter slideways 24, secured to the under face of the floor A, or other equivalent supports may be employed, if in practice it is found desirable.

Under the form of cuspidor shown in Figs. 4 and 5, which form is adapted for use in the floor of club-rooms and other apartments, a border B' is countersunk or otherwise placed in the floor around the opening 10 therein, and the cover-plate B is in this instance hinged at 25 at one of its ends to the aforesaid frame or border, as is especially shown in Fig. 4. The cuspidor-body D', used in connection with the pivoted cover-plate, is preferably closed at its bottom and open at the top, being provided with lugs 27, which enter slideways or recesses 26 made, preferably, in the flooring beneath the said cover-plate, as shown in Fig. 5, and the aforesaid body of the cuspidor is in this instance provided with a pivoted bail 28, in order that said cuspidor may be lifted from engagement with the floor in a convenient manner when it is to be cleaned.

When the pivoted cover-plate B is used, a latch is preferably located in the said cover-plate adjacent to one of its edges, and the said latch, as shown in Fig. 6, may consist of a bolt 30, controlled by a spring 31 and provided with a knob 29, the bolt being adapted to enter a keeper 32, formed in or located upon the border B'.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. A cuspidor, a cover for the same having an opening therein and a slot at each side of the opening, each slot being formed at one end

with a keeper, a slide or gate having movement to and from the said opening in the cover, tension devices normally acting to hold the slide or gate from the aforesaid cover-opening and to carry the gate or slide in direction of the said cover-opening when removed therefrom, and locking devices extending from the gate or slide through the slots in the cover, being adapted for engagement with the keeper-sections of the said slots, as and for the purpose specified.

2. A cuspidor, a cover for the same having an opening therein, slots at the sides of the said opening, a gate or slide adapted to normally close the opening in the cover-plate, pivoted arms attached to the said slide or gate and extending upward through the slots in the cover-plate, rods secured upon the bottom portion of the cover-plate, guides carried by the said slide or gate, being free to move on the said rods, and springs coiled around the rods, the springs having bearing at their outer ends upon a fixed support, the bearings of the inner ends of the springs being against opposite sides of the guides for the said gate, as and for the purpose specified.

3. The combination, with a cuspidor and a support for the same, the said cuspidor being provided with a bottom opening, and a cover-plate having an opening therein leading into the cuspidor, of a spring-controlled slide or gate having movement beneath the cover-plate and adapted to normally close the opening therein, projections from the said slide or gate, extending upward through slots in the top of the cover-plate, and locking devices for the projecting portions of the said slide, as and for the purpose set forth.

4. The combination, with a cuspidor, a support from which the said cuspidor is removable, a removable cover for the said cuspidor, provided with an opening and slots at each side of the opening, of a spring-controlled slide or gate normally closing the opening in the cover-plate and having arms pivoted thereto and extending out through the slots in the said cover-plate, and locking devices for the said arms, as and for the purpose specified.

5. The combination of a cuspidor, a cover-plate having an opening, guide-bars extending around the sides of the opening, a slide movable in opposite directions and adapted when in a central position to close the opening in the cover-plate, springs coiled on the guide-bars, and a lug carried by the slide having engagement with the springs on the guide-bars, said springs being arranged to hold the slide normally in a central position, substantially as set forth.

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