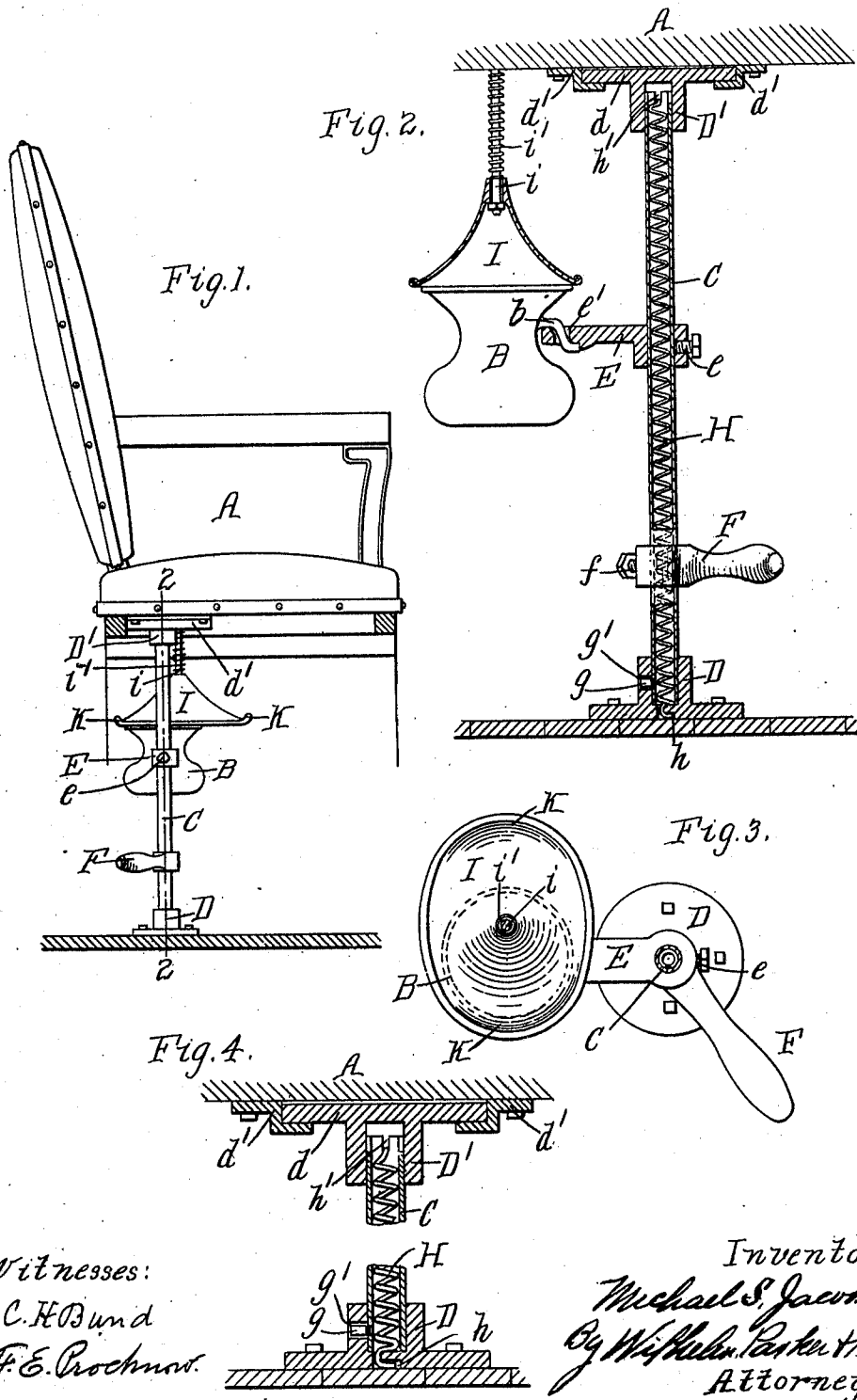


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CUSPIDOR HOLDER.
APPLICATION FILED JAN. 16, 1911.

988,714.

Patented Apr. 4, 1911.



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UNITED STATES PATENT OFFICE.

MICHAEL S. JACOBSON, OF DUNKIRK, NEW YORK.

CUSPIDOR-HOLDER.

988,714.

Specification of Letters Patent.

Patented Apr. 4, 1911.

Application filed January 16, 1911. Serial No. 602,776.

To all whom it may concern:

Be it known that I, MICHAEL S. JACOBSON, a citizen of the United States, residing at Dunkirk, in the county of Chautauqua and State of New York, have invented a new and useful Improvement in Cuspidor-Holders, of which the following is a specification.

This invention relates to improvements in cuspidor supports or holders, more especially intended for use in railway cars and other public conveyances, for movably supporting the cuspidor so that it normally occupies a position beneath a seat where it is out of the way and hidden from view, but can be readily moved out from under the seat for use and returned.

The object of the invention is to provide a practical, desirable and sanitary cuspidor holder or support of this sort which is of simple, neat and inexpensive construction, and which can be easily operated by the foot of a person occupying the seat under which the cuspidor is located or the next seat in rear thereof for moving the cuspidor out from beneath the seat and returning it.

The support or holder comprises an upright hollow shaft or tube which is suitably journaled beneath the seat and is provided with a supporting arm for the cuspidor, an arm adapted to be actuated by the foot of the user for turning the shaft to swing the cuspidor out to a position for use, and a spring inclosed in the hollow shaft for returning the cuspidor to and normally retaining it in its position beneath the seat. A cover is also provided for closing the mouth of the cuspidor when it is in its normal position beneath the seat.

In the accompanying drawings: Figure 1 is a sectional elevation of a car seat equipped with a cuspidor holder embodying the invention. Fig. 2 is a sectional elevation thereof, on an enlarged scale, in line 2—2, Fig. 1. Fig. 3 is a sectional plan view thereof. Fig. 4 is a broken section of the hollow shaft and associated parts.

Like reference characters refer to like parts in the several figures.

A represents a seat of ordinary construction such as used in railway cars and other conveyances.

B represents a cuspidor which may be of the usual or any desired form and construction, but which is preferably made with an integral projecting arm or lug *b* for removably attaching it to the support or holder.

C represents the upright hollow shaft or tube of the support or holder. This shaft is arranged beneath the seat A and is journaled at its lower end in a bearing or socket D screwed or otherwise secured to the floor, and at its upper end in a bearing or socket D' attached to the seat A. The upper bearing or socket D' is preferably connected with the seat in such a way that the bottom of the seat can shift horizontally as usual in reversing the seat, without disturbing the cuspidor support. For instance, the upper bearing D' is provided with a rectangular top plate *d* which is slidably confined between flanged guide bars *d'* secured on the underside of the seat.

E represents an arm projecting horizontally from the upper portion of the shaft or tube for supporting the cuspidor B. This arm is preferably secured to the shaft or tube C by a set screw *e*, or other means, adapting it to be readily adjusted to the required position on the shaft or tube, and is suitably constructed for removably securing the cuspidor thereto. For example, the arm is provided at its outer end with a socket *e'* in which the hooked or angular end of the lug *b* on the cuspidor is adapted to removably interlock so that the cuspidor is rigidly supported but can be readily secured in place on and removed from the supporting arm E. The shaft or tube C is also provided with an operating arm F for turning it to swing the cuspidor out from under the seat. This arm is preferably secured to the shaft or tube by a set screw *f*, or other means, adapting it to be readily adjusted on the shaft or tube to the most convenient position to be actuated by the foot of a person occupying either the seat A or the next seat in rear thereof. The rotation of the shaft is limited by suitable means, such as a pin *g* projecting therefrom into a slot *g'* in the lower shaft socket D.

H represents the coil spring inclosed in the hollow shaft for returning the cuspidor to its normal position after it has been swung out for use. One end of the spring, for instance the lower end, enters a hole *h* in the adjacent shaft socket D or is otherwise attached thereto, and the other end of the spring is attached to the hollow shaft, preferably by inserting the end of the spring in one of a series of notches *h'* in the end of the shaft. The tension of the spring can be regulated as required by inserting its end in

one or another of the notches *h'*. In this way the spring is hidden and protected in the shaft and no additional devices are required for adjusting the tension of the spring.

I represents the cover for closing the mouth of the cuspidor when under the seat. The cover shown is of substantial bell shape and is movable vertically on a rod or bolt depending from the seat. A spring surrounding this rod presses the cover down on the cuspidor to tightly close it, the cover being raised against the action of the spring when the cuspidor is swung under it by the engagement of the cuspidor with a beveled or rounded edge portion *k* at the outer side of the cover. The cover is preferably made enough longer than the width of the mouth of the cuspidor to close the mouth in either of the two positions of the car seat. The cover could be differently constructed and mounted.

The cuspidor support or holder constructed as described is practical, neat in appearance, easy to operate, and inexpensive to manufacture and install as it consists of few parts of simple construction. The cuspidor can be removed for cleaning it and replaced quickly and without trouble, and there are no parts to the device which are apt to become fouled in use and so render the device objectionable.

I claim as my invention:

1. The combination of an upright hollow shaft, bearings in which the shaft is adapted to turn, a supporting arm projecting from said shaft, a cuspidor removably supported on said arm, an arm projecting from the lower portion of said shaft and adapted to be actuated by the foot for turning said shaft in one direction, and a spring inclosed in said hollow shaft for returning it when released, substantially as set forth.

2. The combination of an upright hollow shaft, bearings in which the shaft is adapted to turn, a supporting arm projecting from said shaft, a cuspidor supported by said arm, an arm projecting from the lower portion of said shaft and adapted to be actuated by the foot for turning said shaft in one direction, and a spring inclosed in said hollow shaft for returning it, one end of said spring being fastened to one of said bearings and the other end of said spring being adjustably attached to the adjacent end of said hollow shaft, substantially as set forth.

3. The combination of an upright shaft, bearings in which the shaft is adapted to turn, a supporting arm projecting from said shaft, a cuspidor provided with a projecting lug which is detachably interlocked with said arm for rigidly supporting the cuspidor, an arm projecting from the lower portion of said shaft and adapted to be actuated by the foot for turning said shaft in one direction, and a spring for returning said shaft when it is released, substantially as set forth.

4. The combination with a seat, of an upright shaft, upper and lower bearings in which the shaft is adapted to turn, said upper bearing having a sliding connection with said seat, an arm projecting from said shaft, a cuspidor supported by said arm, and an arm projecting from the lower portion of said shaft and adapted to be actuated by the foot for turning the shaft, substantially as set forth.

5. The combination of an upright hollow shaft, bearings in which the shaft is adapted to turn, a supporting arm projecting from said shaft, a cuspidor supported by said arm, an arm projecting from the lower portion of said shaft and adapted to be actuated by the foot for turning said shaft, a movably supported cover beneath which the cuspidor is adapted to swing and which is adapted to bear on the cuspidor, said cover having a part adapted to be engaged by the cuspidor for lifting the cover to permit the cuspidor to move under it, substantially as set forth.

Witness my hand, this 11th day of January, 1911.

MICHAEL S. JACOBSON.

Witnesses:

EDWARD C. TRIGG,
SOLOMON JACOBSON.