

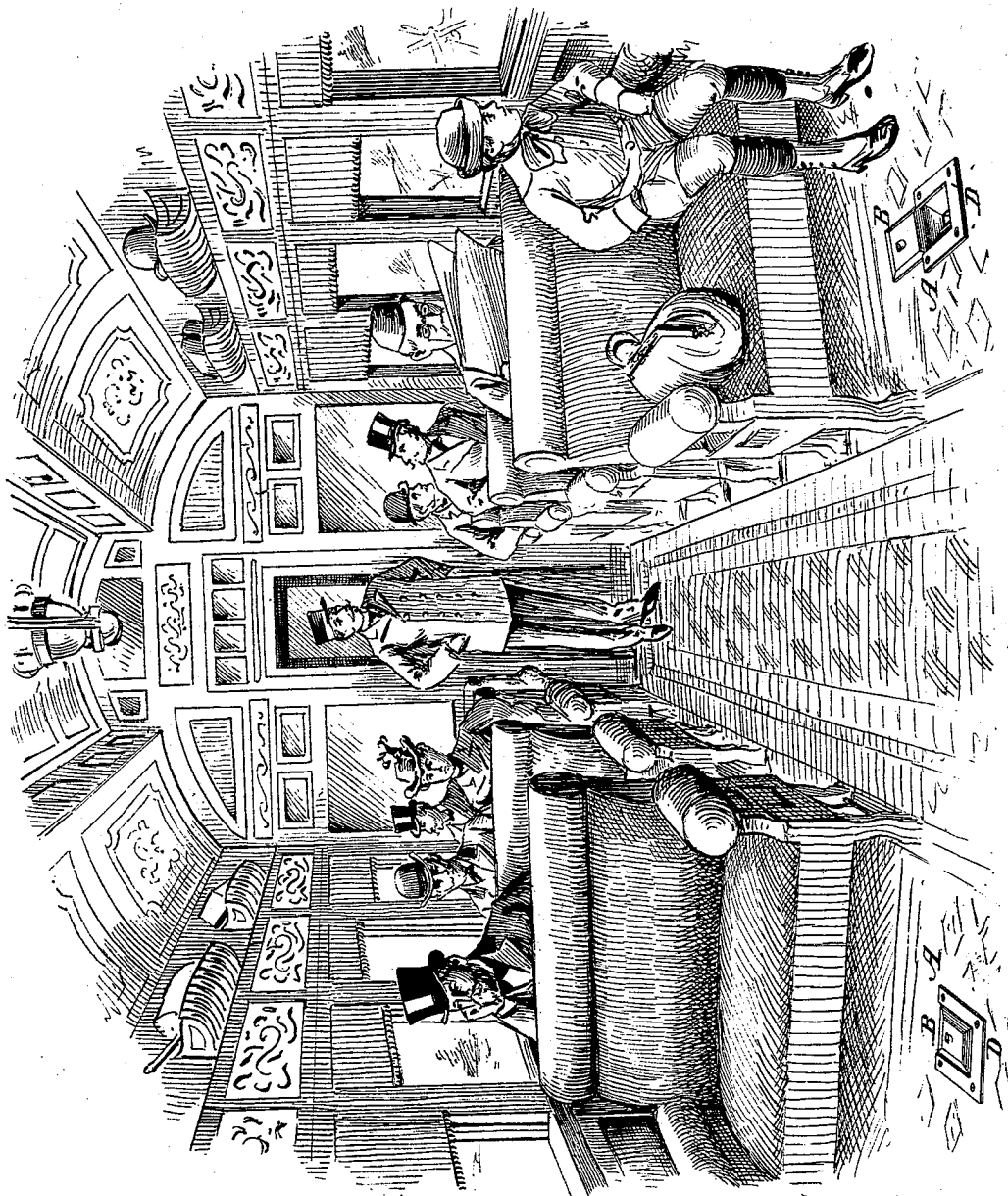
(No Model.)

2 Sheets—Sheet 1.

C. F. OVERHISER.
CUSPIDOR.

No. 540.840.

Patented June 11, 1895.



Witnesses:

W. Williamson.
J. M. Copenhagen

F. H. I.

Inventor:
Chas. F. Overhiser.
per Chas. H. Fowler.
Attorney.

(No Model.)

2 Sheets—Sheet 2.

C. F. OVERHISER.
CUSPIDOR.

No. 540,840.

Patented June 11, 1895.

Fig. 2.

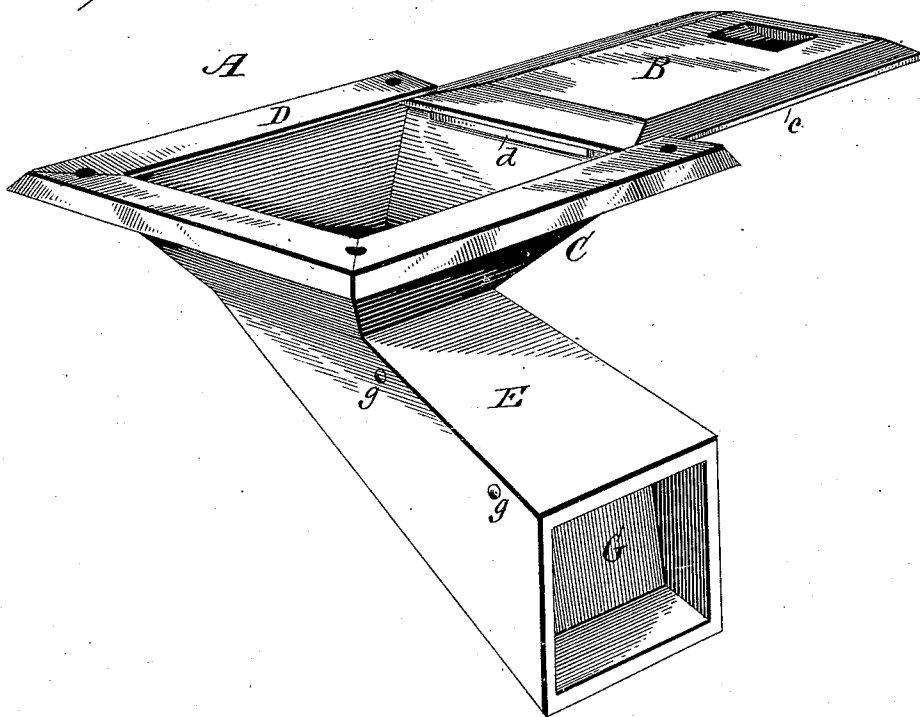
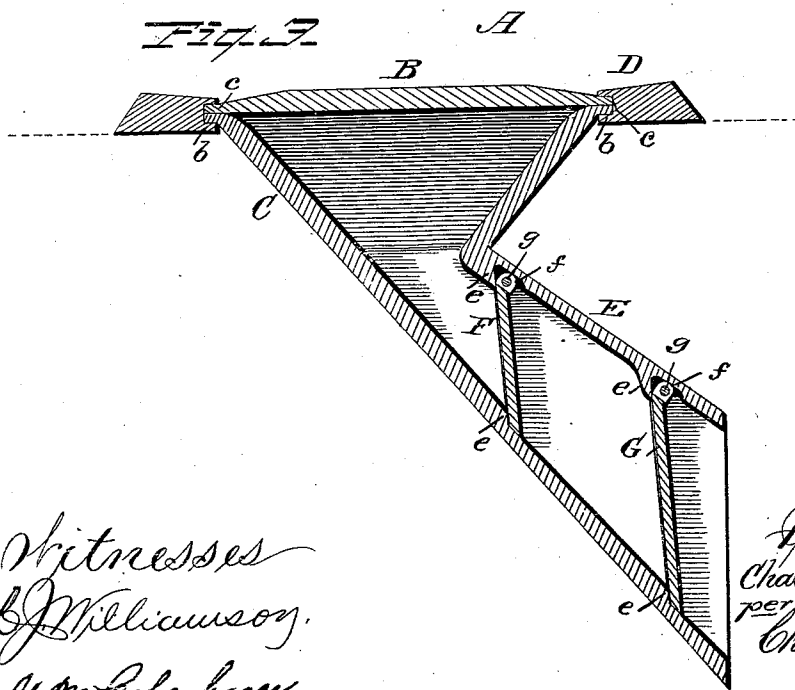


Fig. 3.



Witnesses
J. Williamson.
J. M. Copeland.

Inventor.
Chas. F. Overhiser.
per
Chas. H. Fowler.
Attorney.

UNITED STATES PATENT OFFICE.

CHARLES F. OVERHISER, OF WILLIAMSPORT, PENNSYLVANIA.

CUSPIDOR.

SPECIFICATION forming part of Letters Patent No. 540,840, dated June 11, 1895.

Application filed February 25, 1895. Serial No. 539,555. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. OVERHISER, a citizen of the United States, residing at Williamsport, in the county of Lycoming and State of Pennsylvania, have invented certain new and useful Improvements in Stationary Spittoons or Cuspidors; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

The present invention has relation to stationary spittoons or cuspidors and the object thereof is to provide such a device as will be simple in construction, easily fixed in the floor of a railroad car, steamboat, carriage or other vehicle, or in the floor of a theater, public hall, or in the floor of a public house, factory, or any other place where a spittoon or cuspidor would be found of advantage.

The invention consists in a spittoon or cuspidor constructed substantially as shown in the drawings and hereinafter described and claimed.

Figure 1 of the drawings represents an interior view of a railroad-car, showing the position of my improved spittoon or cuspidor in the floor of the car and its relative position to the car-seat; Fig. 2, a perspective view, in detail, of the spittoon or cuspidor, showing the lid or cover thereof in an open position; Fig. 3, a vertical central section showing the cover in a closed position.

In describing the invention, I have shown in Fig. 1 of the drawings the spittoon or cuspidor applied to the floor of a railroad car and in front of the car-seat, but I wish it understood, previous to a detailed description of the invention, that a railroad car is one of many structures to which my improved device may be applied and therefore do not wish to be confined thereto.

In the accompanying drawings I have designated the complete spittoon or cuspidor by the reference letter A, and B the cover or lid thereof.

The body C of the spittoon or cuspidor is preferably made funnel shaped or flaring but may be of any suitable form or shape found most desirable and of any preferred metal. The body C is cast with an outwardly pro-

jecting flange *a* around its sides to receive the groove *b* upon the inner sides of a detachable frame D. The groove *b* is of sufficient depth to form a guide-groove for the flange *c* of the cover or lid B, whereby said cover or lid is confined to the frame D but allowed to freely slide back and forth in opening and closing the spittoon or cuspidor, a stop *d* upon the under side of the cover or lid preventing the same from being detached, the stop coming against the side wall of the body C when the cover or lid is in an open position as indicated in Fig. 2 of the drawings. This cover or lid may be a sliding one as shown in the drawings or may be hinged or otherwise connected to the spittoon or cuspidor, such changes being left entirely to the manufacturer, although a sliding cover or lid is considered the most simple and practical.

The body C of the spittoon or cuspidor is cast in one piece with the chute E, which chute admits the escape of the saliva or other substances deposited in the body C. This chute is preferably flaring, increasing in size from its juncture with the body of the spittoon or cuspidor in a direction toward its lower or discharge end and thereby prevents any danger of clogging and interfering with the operation of the valves.

The chute E upon its interior sides, is cast with bearing shoulder *e* to form stops for the swinging valves F G whereby said valves are required to assume an upright position when closed, as shown in Fig. 3 of the drawings. These valves may be of any suitable form and construction and hinged or pivoted to the side walls of the chute E in any preferred and well known manner. In the present instance I have shown what I consider the most simple means of hinging the valves to the chute, in casting or otherwise providing the valves with lugs or eyes *f*, forming holes in the side-walls of the chute and passing rods *g* therethrough and through the lugs or eyes, which provides a most simple and practical means of hinging or pivotally suspending the valves in the chute. If desired one end of the rods may be screw threaded to receive nuts so as to allow the rods to be withdrawn when it is desired to remove the valves.

If preferred the interior of the body C and chute E of the spittoon or cuspidor may be

enameled to form a glossy or smooth surface in order that the surface may be more readily cleaned. The chute may be of any form and construction and have any degree of incline desired.

The object of employing the double valves is to form an air space between the two so as to deaden the sound when the cover or lid is open, this being especially desirable when the spittoon or cuspidor is used in connection with railroad cars, carriages, or other moving conveyance.

When the railroad car or other conveyance is in motion, the noise occasioned thereby will be very audible and unpleasant to the occupants, for the reason that the opening through the floor of the car or conveyance forms means whereby the sound is concentrated and conducted upward therein, and notwithstanding a single valve is employed and in a closed position, it will not serve the purpose of deadening the sound that is so unpleasant to the traveler. To remedy this defect in spittoons or cuspidors of this class, the double valves have been employed which provide an air space which serves the purpose of a non-conductor of sound, thus enabling this character of spittoon or cuspidor to be used in railroad cars and other moving vehicles without any unpleasant results.

The body C and chute E of the spittoon or cuspidor are below the level or surface of the floor when the same are attached thereto, and the only parts being exposed to view are the frame D and the cover or lid B, and for this reason it is desirable to make the frame separate from the body and chute for the reason that any design of frame may be used, either ornamental or plain, and of brass, nickel plated, or any metal found most desirable may be employed in the construction of the frame and also the cover or lid.

After the spittoon or cuspidor is placed in position through an opening in the floor, and the frame and cover or lid in place as indicated in Fig. 2 of the drawings, the frame is fastened to the floor by means of screws which enter holes in the frame, or any other means of fastening may be resorted to, as found best adapted to the purpose.

In connecting the frame D to the body C of the spittoon or cuspidor, the frame is simply

slid over the flange c of said body, the cover or lid B being first connected to the frame, and the fastening of the frame to the floor will hold the body and chute suspended through the opening in the floor.

In using the device, the passenger or traveler, seated in the car or other vehicle, places his foot upon the cover or lid and moves it in the proper direction to expose the opening in the body of the spittoon or cuspidor, and when any object sufficiently heavy is deposited, the valves will automatically open by the weight thereof and allow the discharge of such object or the accumulation of saliva, matches, stumps of cigars and the like.

The valves are very sensitive in their movement and will open when a very slight weight is brought against them and automatically close by gravity.

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

1. A spittoon or cuspidor, consisting of a suitable body terminating in a chute, and two swinging valves located within the chute, the valves operating independently of each other and both of which open and close automatically, said valves being located a suitable distance from each other to form a dead air space between them when in a closed position, substantially as and for the purpose set forth.

2. A spittoon or cuspidor consisting of a suitable body which terminates in a chute, automatically operating valves located within the chute, frame detachably connected to the body and a suitable cover or lid therefor, substantially as and for the purpose described.

3. A spittoon or cuspidor consisting of a suitable body having outwardly extending flanges and terminating in a chute, valves located within the chute, a frame having grooves to engage with the flanges of the body, and a cover or lid connected to the frame, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

CHARLES F. OVERHISER.

Witnesses:

GEO. M. COPENHAVER,
WM. H. DE LACY.