I. A. GAY.

ASH TRAY.

APPLICATION FILED JAN. 3, 1920.

1,404,755. Patented Jan. 31, 1922.

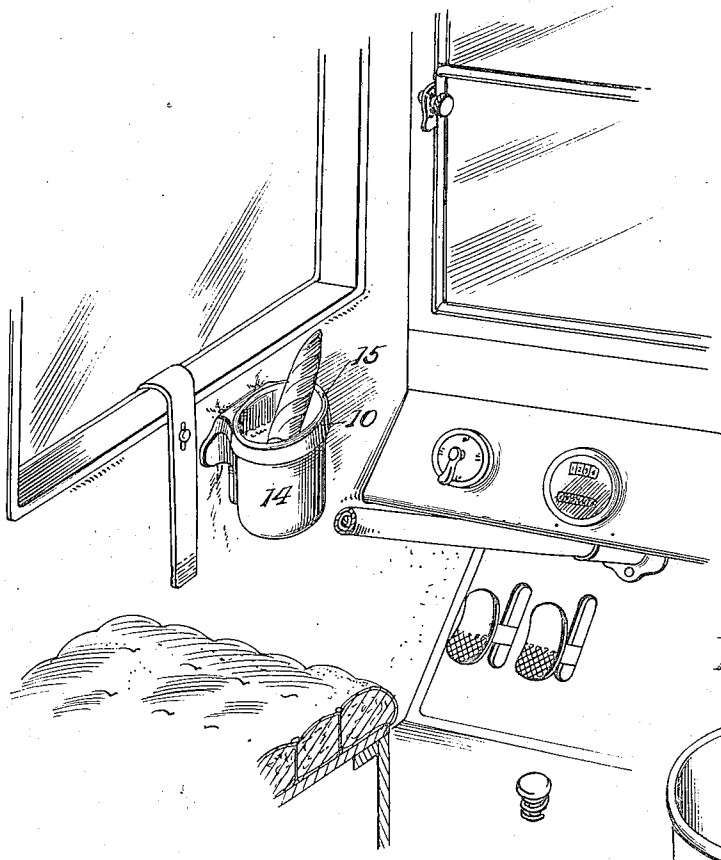


Fig. 1.

Fig. 3.

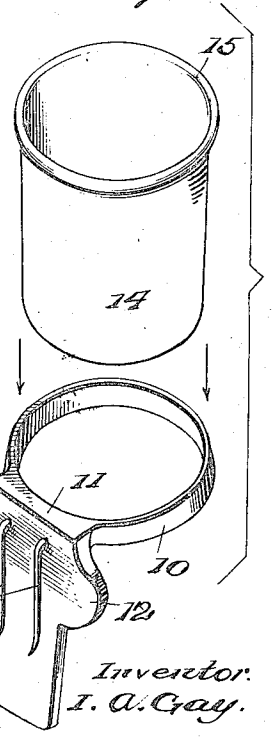
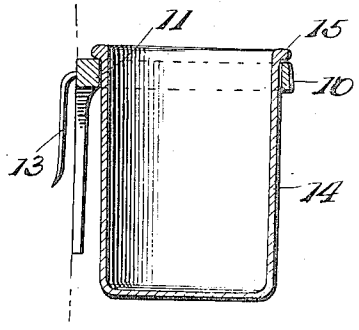


Fig. 2.



Inventor:
I. A. Gay.

by Lacey & Lacey, Atty's
his

UNITED STATES PATENT OFFICE.

IRA A. GAY, OF CHICAGO, ILLINOIS, ASSIGNOR TO BACKUS NOVELTY COMPANY, OF SMETHPORT, PENNSYLVANIA.

ASH TRAY.

1,404,755. Specification of Letters Patent. Patented Jan. 31, 1922.

Application filed January 3, 1920. Serial No. 349,217.

To all whom it may concern:

Be it known that I, IRA A. GAY, citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Ash Trays, of which the following is a specification.

This invention relates to an improved ash tray and has as one of its principal objects to provide a neat and attractive novelty of this character especially adapted to be employed in limousines or other fabric upholstered automobiles.

The invention has as a further object to provide an ash tray which may be connected to the upholstery of the vehicle so that the tray will be supported in convenient position and wherein the tray may be easily detached so that the location of the device may, when desired, be readily changed.

And the invention has as a further object to provide a device wherein the receptacle of the tray may, without molesting the position of the holder therefor, be readily displaced and emptied.

Other and incidental objects will appear hereinafter.

In the drawings:

Figure 1 is a perspective view showing my improved ash tray mounted within a limousine of conventional type,

Figure 2 is a vertical section taken centrally through the device, and

Figure 3 is a perspective view showing the device in detail, the cup employed being shown detached from its holder.

In carrying the invention into effect, I employ a preferably annular holder 10 the major diameter of which is slightly reduced toward the upper edge of the holder, the upper edge of the holder being flat. Formed on the holder at one side thereof is a depending substantially cruciform base 11 having a flat rear face lying in tangential relation to the holder, the holder being thickened somewhat at the juncture of the base therewith. In a plane immediately beneath the lower edge of the holder the base is provided at its side edges with lateral wings 12 while the lower end portion of the base extends downwardly from between these wings to form a depending foot. If desired, the rear face of the base may be milled or otherwise roughened. Embedded in or otherwise secured at their upper ends to the upper portion of the base, preferably in a plane above the upper edges of the wings 12, are spaced vertical attaching prongs 13. These prongs are preferably resilient and extend for the major portion of their length in spaced parallel relation to the rear flat face of the base as well as in parallel relation to each other. At their lower ends the prongs are provided with rearwardly deflected piercing points curving away from the base and, as will be observed, the lower ends of the prongs terminate in a plane cutting the base at a point substantially midway between the ends thereof. The holder 10 is formed to receive a receptacle or cup 14. This receptacle may be formed of metal or other approved material and normally fits freely through the holder to be supported thereon by an overhanging lip 15 at the upper edge of the cup, the lip seating against the flat upper edge of the holder for sustaining the cup. Thus, as will be seen, the cup may be readily fitted upon the holder or may be as easily removed therefrom.

As previously intimated, the present device is particularly designed for use in limousines or other motor vehicles where the vehicle body is cloth upholstered and in Figure 1, I have shown the device so employed, the portion of the vehicle illustrated being of conventional construction. As will be readily apparent in view of the preceding description, the prongs 13 of the holder may, as suggested in Figures 1 and 2 of the drawings, be engaged at some convenient point with the upholstery of the vehicle body for connecting the holder to a side wall of the body. In thus mounting the holder the pointed ends of the prongs are, of course, first caused to pierce the fabric of the upholstery when the holder is shifted downwardly to sink the prongs into the upholstery until downward movement of the holder is stopped by the upper ends of the prongs. When the prongs are thus embedded, the rear flat face of the base 11 will, of course, seat against the outer face of the upholstery cloth while the wings 12 will coact with the upholstery to provide lateral abutment braces supporting the holder against sidewise rocking movement. Also, the foot formed by the lower end portion of the base below the wings will

coact with the upholstery for supporting the holder to extend at substantially right angles to the wall of the vehicle body and sustaining the leverage thrust exerted by the weight of the cup upon the holder, it being observed in this connection, that the base is of a length to extend downwardly to a plane near the bottom of the cup. By this arrangement the foot will prevent any longitudinal bending stress upon the prongs to thus obviate tearing of the upholstery or separation of the upholstery threads thereby as well as distortion of the prongs. After the holder has been arranged in place the cup 14 may then be engaged through the holder so that said cup will be supported in convenient position within the vehicle body. Since the cup may be freely removed from the holder, the cup may be readily emptied from time to time as occasion may demand and, as will be appreciated, the location of the tray within the vehicle body may also be easily changed by simply disengaging the holder and arranging the device in the new position desired. I accordingly provide a particularly simple and convenient device for the purpose set forth and while I have indicated that the device is particularly designed for use in limousines or other cloth upholstered vehicles, still, as will be readily appreciated, the device may be employed in any situation where the device could be mounted by means of its attaching prongs.

Having thus described the invention, what is claimed as new is:

1. In an ash tray, the combination of a base having an annulus, an attaching device secured to and extending longitudinally of the base, and a receptacle fitting through the annulus and provided with a lip coacting with the annulus for sustaining the receptacle thereon.

2. In an ash tray, the combination of an oblong base having an annulus extending from one end thereof at substantially right angles to the base, an attaching prong secured at one end to the upper end portion of the base and extending longitudinally thereof, the base being formed near its upper end with oppositely directed lateral ears extending beyond the side edges of the base whereby to increase the effective width of the upper end portion of the base, and a receptacle fitting through said annulus sustained thereby.

3. In an ash tray, the combination of a substantially cruciform base having an annulus extending forwardly from the upper end thereof at substantially right angles to the base, an attaching prong secured at one end to the upper end portion of the base extending longitudinally at the rear side of the base, and a receptacle fitting through the annulus sustained thereby.

In testimony whereof I affix my signature.

IRA A. GAY. [L. S.]