

J. MINOR.
Car Heater.

No. 85,750.

Patented Jan. 12, 1869.

Fig. 1.

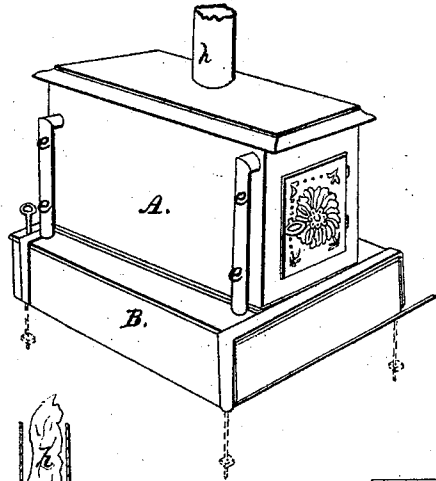


Fig. 2.

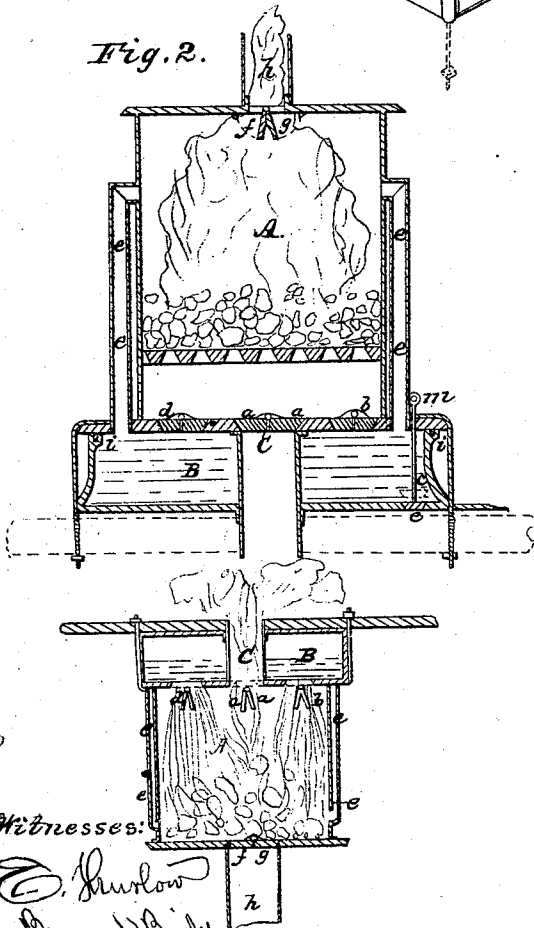
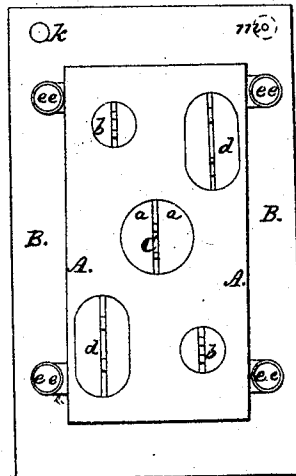


Fig. 3.



Witnesses:

E. Shulow
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Inventor.

J. Minor

United States Patent Office.

JOHN MINOR, OF PEORIA, ILLINOIS.

Letters Patent No. 85,750, dated January 12, 1869.

SELF-EXTINGUISHING RAILROAD-CAR STOVE.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, JOHN MINOR, of the city and county of Peoria, and State of Illinois, have invented a new and useful Self-Extinguishing Car-Stove; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view.

Figure 2 is a vertical section.

Figure 3 is a plan view.

Figure 4 is a view of the stove upset.

Like letters in the different figures of the drawings indicate like parts.

My invention has in view the extinguishing of fires in stoves in railroad-cars, &c., in case the same are upset by accidents; and

It consists of a reservoir, at the bottom of the stove, having proper openings, provided with self-adjusting valves, by means of which water is admitted to and extinguishes the fire. Also, a valve in the throat of the smoke-pipe prevents the escape of the fire into the car, and openings in the bottom of the stove and car, provided with proper valves, allow the steam and smoke to escape outside of the car.

A represents the stove, and

B, the reservoir.

C is an opening through the reservoir and car-floor for the escape of steam and smoke through the bottom of the car, and

a is a valve to the opening C.

b and d represent openings and valves for the passage of water from the reservoir into the fire in the stove, in case the same is upset.

e e are pipes connecting with the reservoir and the stove, near the top thereof, for admitting water; also for further stifling the fire.

m is a rod attached to a valve, e, for emptying the reservoir when required, as, for instance, in cold weather to prevent the freezing of the water.

f g is a valve in the throat of the stove-pipe, for closing the pipe and preventing the escape of gas and smoke into the car, in case of an upset.

i i are water-tight joints between the surface-plate and the body of the reservoir, and

k is an opening for filling the same.

The reservoir may be of wood, iron, or other materials, and of such size as to contain a sufficient supply of water, and the stove is permanently secured to the surface or top of the reservoir, the latter being fastened to the floor of the car, the top forming the ash-pit of the stove, having the holes and valves as seen in fig. 3.

The operation of this device is as follows:

The reservoir is filled at k, and the hole covered by a cap provided for that purpose. On the occurrence of an accident, causing an inclination or overturning of the stove, the valves are opened by their own weight and that of the water, allowing the water to pour into and extinguish the fire; the valve f g, in the throat of the pipe h, closing also, and preventing the escape of steam and smoke into the car, while the valve a, in opening C, is opened, allowing the steam and smoke to escape through the reservoir and floor, and out of the car, thus preventing the firing of the car, and the scalding or burning of passengers.

The pipes e e may be placed, one at each corner of the reservoir, and opening into the upper part of the stove.

Having thus fully described my invention,

What I claim therein as new, and desire to secure by Letters Patent, is—

The combination of the reverse escape-flue or opening C, valves a a, b b, d d, and f g, and pipes e e, with stove A and reservoir B, substantially as described.

JOHN MINOR.

Witnesses:

E. THURLOW,
BERNARD BAILY.