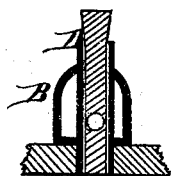
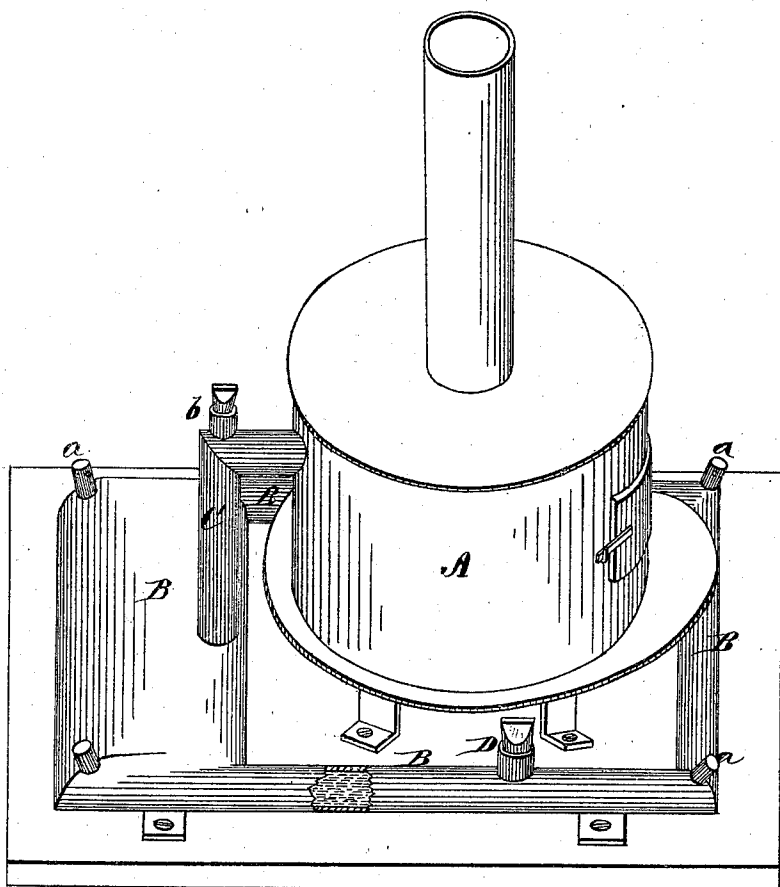


M. MOONEY, T. D. VAN DORN & C. C. WINTERBERG.
Railroad Car-Stoves.

No. 143,526.

Patented Oct. 7, 1873.



Witness:
Frank S. Curant
L. L. Everett

Inventor.
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per *Samuel Mason*
Attorneys.

UNITED STATES PATENT OFFICE.

MARION MOONEY, TUNIS D. VAN DORN, AND CHARLES C. WINTERBERG, OF
EDINBURG, INDIANA.

IMPROVEMENT IN RAILROAD-CAR STOVES.

Specification forming part of Letters Patent No. **143,526**, dated October 7, 1873; application filed
February 21, 1873.

To all whom it may concern:

Be it known that we, MARION MOONEY, TUNIS D. VAN DORN, and CHARLES C. WINTERBERG, of Edinburg, in the county of Johnson and in the State of Indiana, have invented certain new and useful Improvements in Stove for Railroad-Cars; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

Our invention consists of a shallow water-reservoir bolted to the car-floor, and provided with a space in its center, within which the stove is placed, the reservoir and stove being connected together by an elbow-pipe, so that in case of accident to the car the water in the reservoir will flow through the elbow-pipe into the stove and extinguish the fire therein, all as more fully hereinafter set forth.

In order to enable others skilled in the art to which our invention appertains to make and use the same, we will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a railroad-car stove with our invention attached.

A represents a stove of any pattern, shape, or form used in railroad-cars. This stove is provided with suitable feet or bolts, and connected to the floor of the car. Upon the floor of the car, entirely surrounding the stove, is placed the water-reservoir B. This reservoir is constructed in the form of a shallow box, of metal, larger at one end than at the other, or the sides, leaving a rectangular open space in its center, and provided with flanges, by which means it is connected to the floor of the stove. The reservoir thus formed is made and put down entirely independent of the stove, and can be used with a stove of any known form or construction by making an orifice in its side,

by which means the elbow-pipe C, which extends upward from the reservoir, is inserted. The elbow-pipe C extends upward from the large portion of the reservoir, so that it enters the stove-body above the fire-line, and when, in case of accident to the car, it is thrown on either side or end, the water in the reservoir will pass into the fire through the pipe C and extinguish it. In each corner of the base-tubes B is a vent, *a*, for the purpose of admitting atmosphere to give free flow of water and allow any steam generated to escape, the said base-tubes being supplied with water at the elbow of the connecting-tube C through the mouth *b*. The base-tube B, on one side, is provided with a faucet, D, passing through the base-tube and floor, for the purpose of discharging the water, to prevent freezing when the car or coach is not in use.

We are aware that a water-reservoir attached to a car-stove is not new; hence we disclaim such as being, broadly, our invention.

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

The shallow water-reservoir B, secured to the car-floor, and provided with an open space, into which the stove A is placed, and the elbow-pipe C, connecting the stove and the reservoir, all combined substantially as and for the uses set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 15th day of February, 1873.

MARION MOONEY.
TUNIS D. VAN DORN.
CHARLES C. WINTERBERG.

Witnesses:

H. A. BELL,
JOSEPH H. CLARKE.