

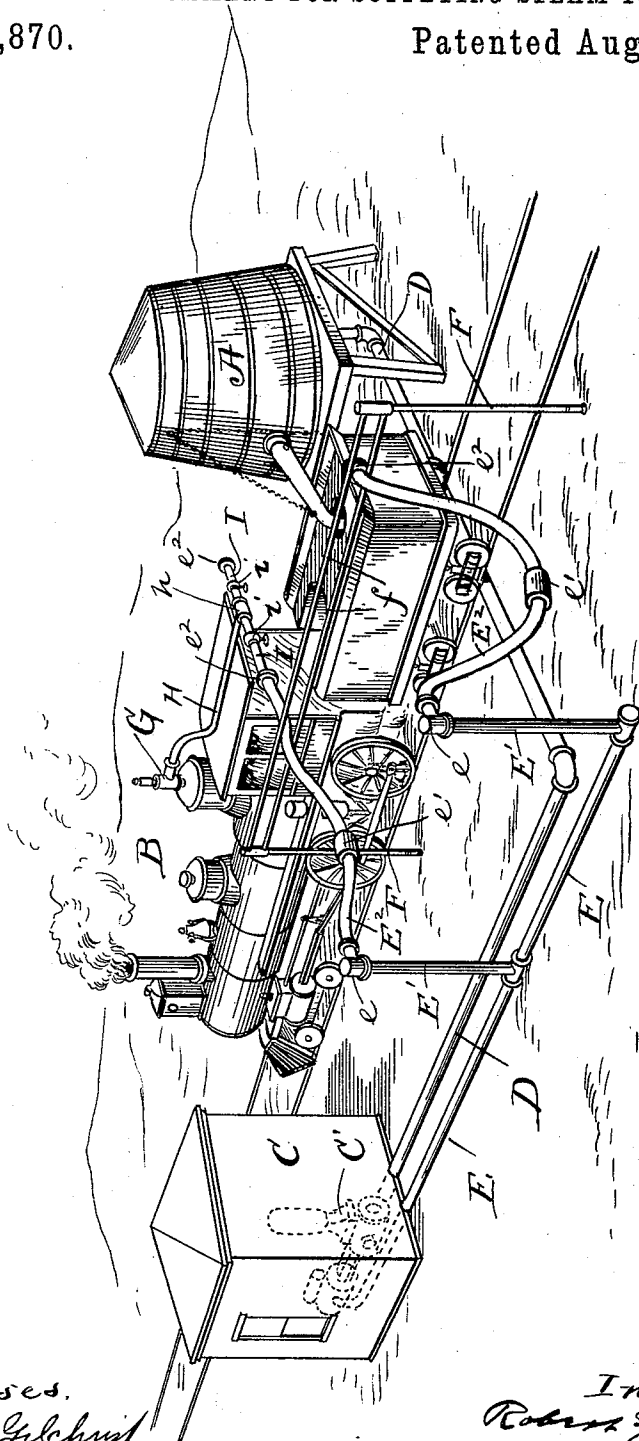
(No Model.)

R. ZINSMAYER.

LOCOMOTIVE ATTACHMENT FOR SUPPLYING STEAM TO PUMPS.

No. 479,870.

Patented Aug. 2, 1892.



Witnesses.

E. Byron Gilchrist

[Signature]

Inventor.

Robert Zinsmayer

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UNITED STATES PATENT OFFICE.

ROBERT ZINSMAYER, OF GALION, OHIO.

LOCOMOTIVE ATTACHMENT FOR SUPPLYING STEAM TO PUMPS.

SPECIFICATION forming part of Letters Patent No. 479,870, dated August 2, 1892.

Application filed October 23, 1891. Serial No. 409,616. (No model.)

To all whom it may concern:

Be it known that I, ROBERT ZINSMAYER, of Galion, in the county of Crawford and State of Ohio, have invented certain new and useful Improvements in Apparatus for Enabling Locomotives to Furnish Steam-Supply for Pumping Apparatus of Locomotive Water-Supply Tanks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to an improvement in locomotive attachments for supplying steam to pumps.

I have devised an apparatus, a preferred form of which is illustrated in the accompanying drawing; that is a view in perspective of said apparatus.

A represents a locomotive water-supply tank, and B represents a locomotive stopping *en route* for a supply of water.

C represents a pump-house, C' the steam-pump located in the pump-house, and D the system of water-pipes that connects the water-discharge of the pump with tank A, as heretofore.

E represents a steam-pipe that is adapted to conduct the steam to the pump for operating the latter. Pipe E has one or more upright branches E' connected therewith, the latter preferably terminating in a check-valve e, that in turn connects with a hose or flexible tubing E², the latter being weighted in any suitable manner—for instance, by an annular or cylindrical casting mounted on said tubing, as shown at e'. The flexible tubing terminates in one member or half of a coupling e², that is held in an elevated position at one side of the railway-track within easy reach of the engineer or fireman from the locomotive by a suitable support—such, for instance, as the rack shown, the same comprising posts F F, connected by horizontal and approximately parallel slats or rods ff at the proper distance from the ground, with the slats or rods located in such proximity to each other that they will readily admit the passage of the hose or flexible tubing between

them, but will not admit the passage of member e², and the latter by means of weight e' aforesaid is normally held against slats or rods ff out of the way of passing trains. The steam-dome of the locomotive, for instance, is provided with a T G, the puppet-valve being elevated from the position it has heretofore occupied and seated at the upper end of T G, the side opening of the T discharging into a pipe H, extending to the back end of the roof of the cab of the locomotive and preferably connecting by means of a T h with two lateral branches I I, that terminate, respectively, in the other half or member of the coupling e², the branch pipes I being each provided with a valve i.

For convenience in accommodating a locomotive *en route* in one direction or the other I prefer the construction shown in the drawing, where the steam-pipe E is extended and provided with the connecting members E' e E², &c., at either side of the water-supply tank A.

With the apparatus hereinbefore described, the steam of the locomotive being used to operate the steam-pump, not only a great saving in fuel is effected, but the attendance of the man heretofore required at the pump-house is dispensed with, water is pumped into the tank at the same time that water is discharged therefrom, keeping the tank amply supplied, and all the additional work devolved upon the engineer or fireman is the connection and disconnection of flexible tubing C² with the respective pipe I and the opening and closing of the respective valve i, and the steam generally blown off can be utilized, if desired.

What I claim is—

The combination, with a locomotive water-supply tank and a steam-pump connected with said tank, of a steam-pipe connected with the steam-pump, said pipe having a hose or flexible tubing connected therewith, and a rack or suitable support located at the side of the track for holding the discharge end of said flexible tubing in an elevated position, substantially as indicated, said flexible tubing having suitable means connected therewith

for normally holding the discharge end of
said tubing against the rack or support afore-
said, said flexible tubing being adapted to be
connected with the steam-supply of a loco-
5 motive, substantially as and for the purpose
set forth.

In testimony whereof I sign this specifica-

tion, in the presence of two witnesses, this 5th
day of October, 1891.

ROBERT ZINSMAYER.

Witnesses:

L. W. BLYTH,
GERTIE KINGSBURY.