

T. W. FLYNN.

WATER SUPPLYING DEVICE FOR LOCOMOTIVE TENDERS.

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1,009,733.

Patented Nov. 28, 1911.

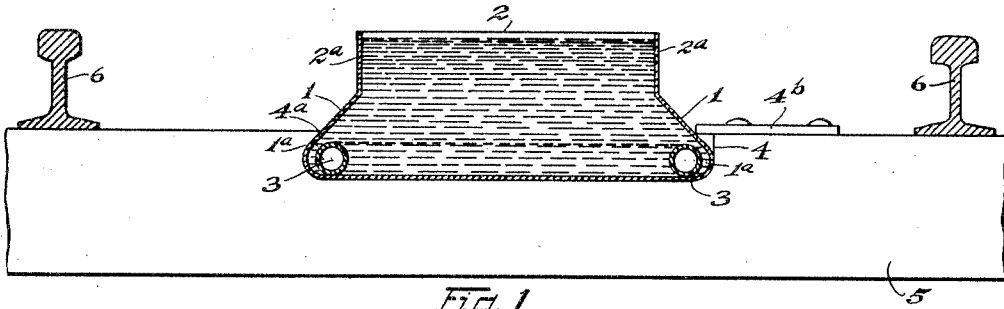


FIG. 1

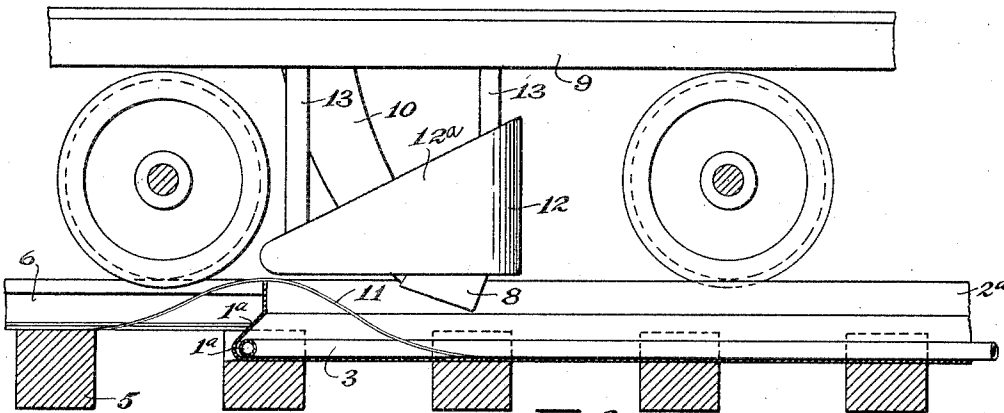


FIG. 2

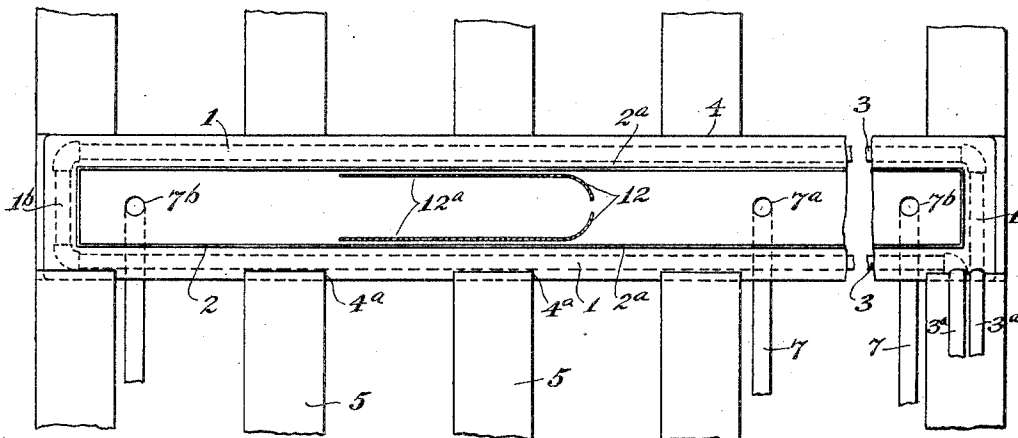


FIG. 3

Witnesses:
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UNITED STATES PATENT OFFICE.

THOMAS W. FLYNN, OF PAINESVILLE, OHIO.

WATER-SUPPLYING DEVICE FOR LOCOMOTIVE-TENDERS.

1,009,733.

Specification of Letters Patent.

Patented Nov. 28, 1911.

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To all whom it may concern:

Be it known that I, THOMAS W. FLYNN, a citizen of the United States, residing at Painesville, in the county of Lake and State of Ohio, have invented certain new and useful Improvements in Water-Supplying Devices for Locomotive-Tenders, of which the following is a specification.

My invention relates to improved means for supplying water to locomotive tenders, the primary object being to provide a generally improved track-pan and water scoop and shield adapted to coöperate with each other during the operation of the scoop in the trough in delivering water from the latter to the tender whereby to eliminate the overflow and loss of water incident to the use of the devices now commonly employed for this purpose.

A further object is to provide an improved open shield adapted to extend about and in front of the scoop in coöperative relation to the scoop and open portion of the subjacent trough whereby to receive the water splashed from the trough by the scoop forwardly and laterally of the scoop and trough during the forward or operative movement of the scoop in the trough, thereby directly returning the splashed water through the open portion of the shield to the subjacent open portion of the trough.

A still further object of the invention is to provide generally improved means for heating the water in the trough during the winter season to prevent freezing or the accumulation of ice along the sides of the trough, together with improved means for mounting the trough in the track-way and supplying water thereto.

With the above mentioned and other ends in view, the invention consists in the novel construction, arrangement, and combination of parts, hereinafter described, illustrated in one of its embodiments in the accompanying drawings, and particularly pointed out in the appended claims.

Referring to the drawings forming a part of this specification, Figure 1, is a cross sectional view of the improved trough or track-pan as it appears mounted in the track-way between the rails thereof. Fig. 2, a side elevation of the tender scoop and improved shield in connection with a longitudinal sectional view of one end of the improved trough or track-pan. Fig. 3, a top plan view of the improved trough or track-pan,

illustrating the arrangement of the water heating and water supply pipes, together with a horizontal cross sectional view of the improved shield in its relation to the scoop receiving open portion of the trough.

Similar numerals of reference designate like parts throughout all the figures of the drawings.

The improved track-pan or trough comprises bottom and lateral walls provided with marginal or outstanding portions 1, forming laterally extending open water passages 1^a, in open communication with the main body portion of the trough and outside of the vertical planes or sides 2^a, of the scoop receiving open portion 2, of the improved trough or track-pan. The marginal or outstanding portions 1, forming the marginal water circulating passages 1^a, preferably extend about the ends 1^b, as shown most clearly in Fig. 3 of the drawings, thus forming continuous laterally extending water circulating passages, said passages 1^a, being adapted to receive and contain water heating pipes 3, disposed therein and outside of the vertical planes of the sides 2^a, of the scoop receiving opening 2. The water heating pipes 3, are connected at one end of the trough to suitable inlet and outlet pipes 3^a, and the base and outstanding portions 1, of the trough are adapted to be received and contained in suitable recesses or cut out portions 4, in the tie members or timbers 5, of the track-way and centrally or midway between the rails 6 of the track-way. One end of the cut out portions 4, may be undercut as at 4^a, to receive and take over the correspondingly formed outstanding portion 1, of the trough and the other may be provided with a suitable clamping cleat or member 4^b, as illustrated most clearly in Fig. 1 of the drawings.

The trough or track-pan may be supplied or replenished with water by means of water inlet pipes 7 communicating with a suitable source of supply and provided with suitable valve mechanism, said inlet pipes preferably communicating with the middle and end portions of the trough or pan through suitable inlet openings or ports 7^a and 7^b, respectively, said ports being preferably formed in the bottom portion of the trough or pan as shown.

A water scoop 8, communicates with the locomotive tender 9, through the medium of a pipe 10, said scoop being adapted to be

lowered into and elevated out of the scoop receiving open portion of the trough in a well known and understood manner; and as a means for enabling the scoop 8 to smoothly enter and leave the trough at each end thereof, a curved guide member 11, is provided and is adapted to bridge over the end as illustrated in Fig. 2 of the drawings and over which the scoop 8, may rise in entering and leaving the trough in a well known and understood manner.

As a means for receiving or catching any splashed water which may be directed or splashed from the trough forwardly and laterally from the scoop and the trough during the forward or water receiving movement of the scoop in the trough, a splash or water receiving open shield 12, is provided, said shield having curved front portions extending in front of the scoop and side walls or members 12^a, extending on each side of the scoop and carried above and within the vertical planes of the open portion of the trough or pan as illustrated most clearly in Fig. 3 of the drawings, the open bottom portion of the shield being immediately above and in close proximity to the scoop receiving portion of the trough so that any splashed water is immediately returned thereto. The shield 12, is carried by the tender and maintained in proper position in any suitable and convenient manner, as for example,—by means of the supporting members 13.

From the foregoing description, taken in connection with the accompanying drawings, the operation and advantages of my invention will be readily understood.

Having thus described my invention what

I claim and desire to secure by Letters Patent is,—

1. A track-pan having continuous laterally extending open water passages in its side walls, and heating pipes disposed within said passages.

2. The combination with a track-pan having a scoop receiving opening and provided with undercut water passages in its lateral walls; of heating pipes mounted within said passages.

3. A track-pan comprising bottom and lateral walls formed with open water passages extending beyond the vertical planes of the scoop receiving portion of the pan, heating pipes in said passages, and water inlet pipes communicating with the middle and end portions of said pan.

4. In a water supplying device for locomotive tenders, the combination with a track-pan, and a tender carrying a scoop adapted to cooperate with said pan; of an open shield having side walls carried above and within the vertical planes of the open portion of said pan.

5. A water supplying device for locomotive tenders, comprising a tender, a water scoop communicating therewith, a track trough adapted to receive said scoop, and an open splash shield extending about said scoop and provided with said walls extending above and within the planes of the open portion of said trough.

In testimony whereof I have affixed my signature in presence of two witnesses.

THOMAS FLYNN.

Witnesses:

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