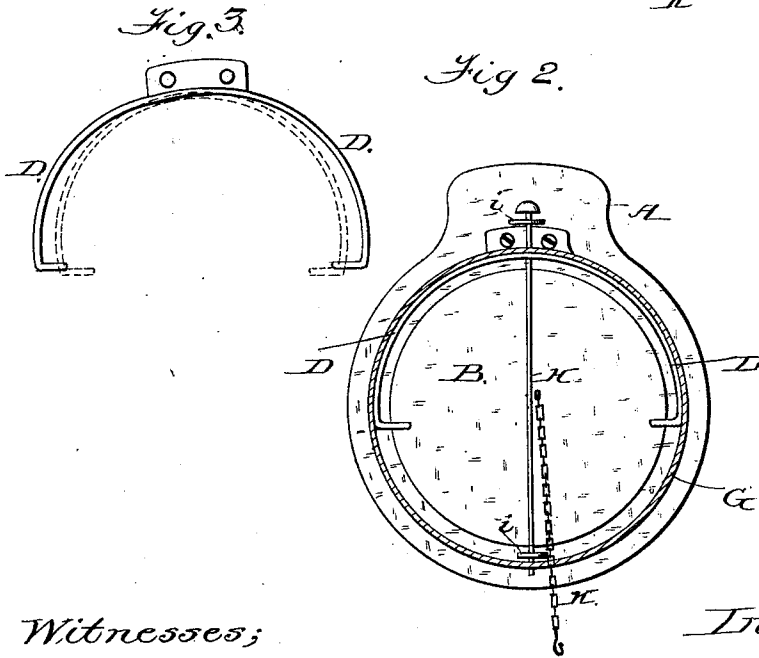
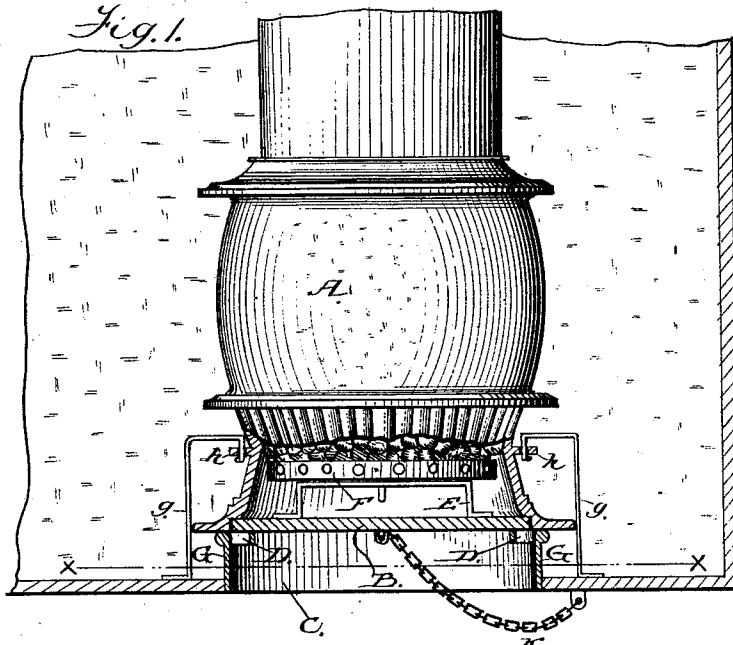


(No Model.)

E. H. MAY.
Stove for Railway Cars.
No. 242,014. Patented May 24, 1881.



Witnesses;

Shaler Fowler,
W. E. Chaffee

Inventor;

Edward H. May

UNITED STATES PATENT OFFICE.

EDWARD H. MAY, OF WASHINGTON, DISTRICT OF COLUMBIA.

STOVE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 242,014, dated May 24, 1881.

Application filed March 18, 1881. (No model.)

To all whom it may concern:

Be it known that I, EDWARD H. MAY, a citizen of the United States, residing at the city of Washington, District of Columbia, have invented a new and useful device to prevent railway-cars from being burned with their contents, as in case of collision or overturning, by emptying the coals or fire from the stove through an opening in the floor of the car, as will be hereinafter more fully set forth.

My invention consists in having a removable bottom of a stove, (held in place by a bar of metal until the stove is placed in position; when in position the bar is removed and can be used for stirring the fire,) and in certain details, which will be fully set forth in the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation of a stove, with my improvements attached, in section. Fig. 2 is a section view on line *x x*, Fig. 1. Fig. 3 is a plan view of springs D.

Similar letters of reference indicate corresponding parts.

Referring to the drawings, A represents a stove of ordinary construction, except that the bottom B of the same is made removable and is held within the opening C (formed in the floor of the car) by means of springs D. The tendency of these springs is to spread outward, as shown in Fig. 3, so that when the bottom B is being put in place the ring or support G will press the springs D under the bottom B, as shown in Fig. 1. The bar H is then removed, and it will be seen that the upsetting of the

stove will release these springs and allow the grate to fall through the opening C, and thus deposit the coals on the outside of the car.

Upon the upper surface of the bottom plate, B, is a support, E, for the grate F. A chain or its equivalent is connected to the under side of B and to the floor of the car, thereby preventing the parts from becoming lost.

h h is a ring formed on the stove to receive the ends of rods *g g*. These rods, although they prevent the stove from turning all the way over, allow it to turn far enough to release the springs D.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a stove for railway-cars, the movable bottom B, in combination with springs D, ring G, support E, and grate F, as and for the purpose set forth.

2. In a stove for railway-cars, the movable bottom B, constructed as described, in combination with an opening, C, formed in the car, springs D D, and ring or support G, all constructed as described, and for the purpose set forth.

3. The springs D, adapted to hold the removable bottom B of a railway-car, and arranged as described, to allow the said bottom to fall through the opening in case of collision.

EDWARD H. MAY.

Witnesses:

C. S. DEURY,

JOHN W. DUNBAR.