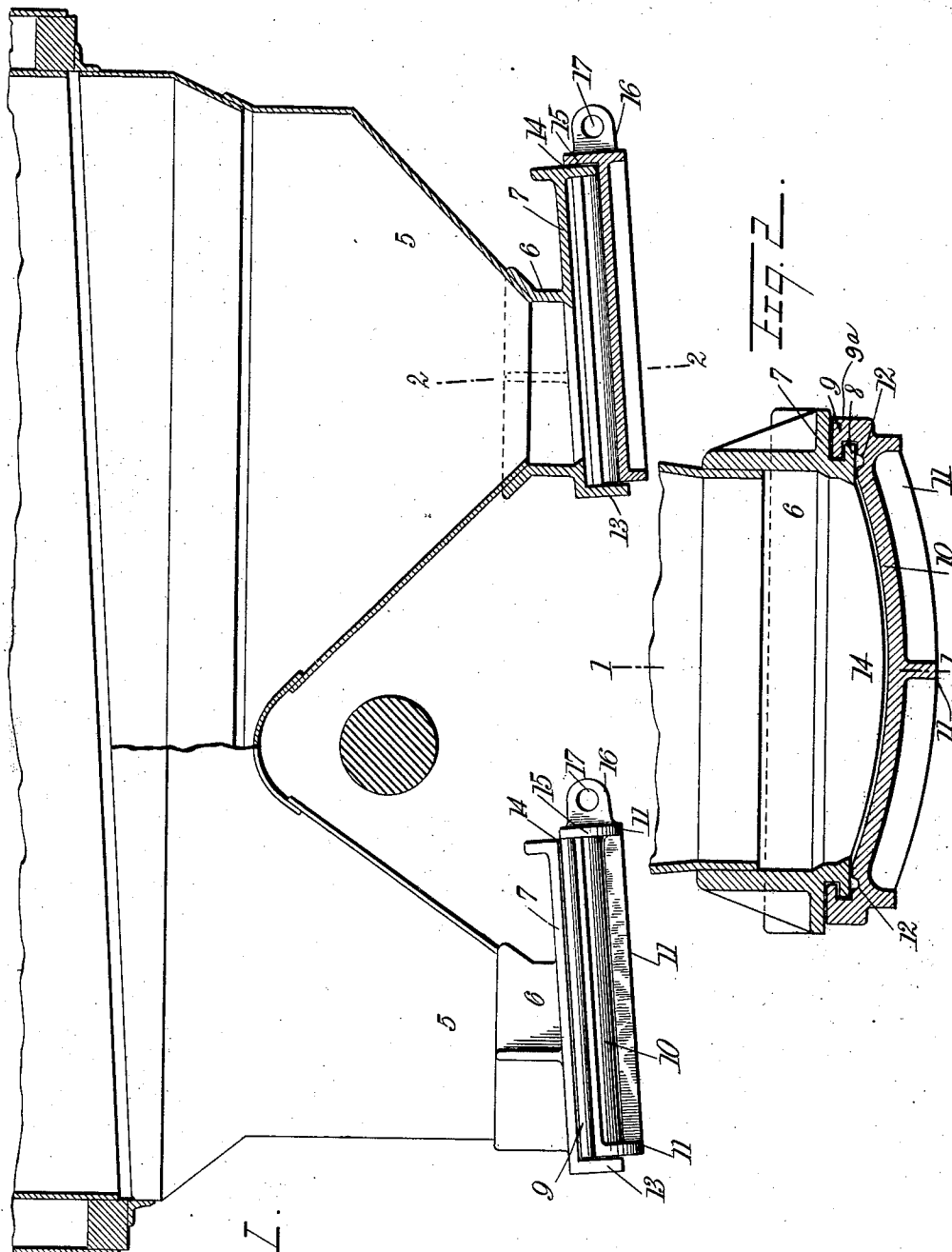


J. F. DUNN.
LOCOMOTIVE ASH PAN.
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1,021,668.

Patented Mar. 26, 1912.



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JAMES F. DUNN, OF SALT LAKE CITY, UTAH.

LOCOMOTIVE ASH-PAN.

1,021,668.

Specification of Letters Patent.

Patented Mar. 26, 1912.

Application filed August 1, 1911. Serial No. 641,716.

To all whom it may concern:

Be it known that I, JAMES F. DUNN, a citizen of the United States, and a resident of Salt Lake City, in the county of Salt Lake and State of Utah, have invented a new and Improved Locomotive Ash-Pan, of which the following is a full, clear, and exact description.

My invention relates to ashpans, and more especially to those used on locomotives, and has for its object to provide one having a guide member secured to the bottom of a hopper, the guide member having inclined outer slide bearings and depending end members, a door for closing the hopper, having bearing members for engaging the slide bearings on the guide member, and an end member for engaging the upper depending end member on the guide member, the lower depending end member on the guide member serving to prevent the ashes from falling off the door when the door is closed, and the upper depending end member on the guide member serving to push the ashes off the door as the door is opened.

Other objects of the invention will appear in the following specification, in which the preferred form of my invention is described.

Similar reference characters refer to similar parts in both views of the drawings, in which—

Figure 1 is an elevation of the invention showing certain features in section on the line 1—1 of Fig. 2. Fig. 2 is a sectional view on the line 2—2 of Fig. 1.

By referring to the drawings it will be seen that the ashpans 5 are of the hopper type, and that to them are secured collars 6 on guide members 7. These guide members 7 may be used horizontally, but they are preferably inclined, which better provides for drainage, and which also tends to close the slide bearings 8 which are engaged by the bearing flanges 9 on the sides 9^a of the doors 10, which are provided for closing the bottom of the hoppers. The bottoms of these doors 10 are preferably curved in cross section, and they have depending transverse and longitudinal reinforcing angle members 11. By constructing the door 10 in this way I find that it will stand severe usage.

Clearance grooves 12 are made in the sides of the door 10, to assist in its operation. As the door 10 is curved in cross section, and

as the slide bearings 8 on the guide member 7 are disposed outwardly, there is practically no danger of water accumulating in the pan from reaching the bearings, which, in winter weather, would freeze up and become inoperative, as would be the case with inside bearings. The slide bearings in the outer side of the guide member also prevent the ashes and dirt from fouling the bearings.

The guide members 7 have depending end members 13 at their lower ends and depending end members 14 at their upper ends, the depending end members 13 serving to prevent the ashes from falling off the doors 10 when the doors are closed, and the depending end members 14 serving to push the ashes off the doors 10 while the doors are being opened. The doors 10 have end members 15, which normally rest against the outer sides of the end members 14. To these end members 15 there are secured flanges 16, with openings 17, by which the doors 10 may be readily opened or closed, either by hand or power.

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

1. In a locomotive ash pan a hopper, oppositely disposed guide members at the sides of the hopper each having two outwardly extending parallel flanges, one disposed over the other with the upper flanges extending outwardly beyond the lower flanges, at the sides of the device, a door for closing the hopper having faces disposed against the bottom of the lower flanges, and side members disposed at the outer sides of the lower flanges, and covered by the upper flanges, and inwardly extending bearing flanges on the side members disposed for traveling between the flanges on the guide members.

2. In a locomotive ash pan a hopper, oppositely disposed guide members at the sides of the hopper each having two outwardly extending parallel flanges, one disposed over the other, with the upper flanges extending outwardly beyond the lower flanges at the sides of the device, a door for the hopper having faces disposed against the bottom of the lower flanges and side members disposed at the outer sides of the lower flanges, and covered by the upper flanges, inwardly extending bearing flanges on the side members disposed for traveling between the flanges on the guide members, two members

spaced apart and depending from the hop-
per, one of the depending members serving
to prevent the ashes from falling off the
door when the door is closed, and the other
5 depending member serving to push the ashes
off the door when the door is opened.

In testimony whereof I have signed my

name to this specification in the presence of
two subscribing witnesses.

JAMES F. DUNN.

Witnesses:

G. E. WILSON,
R. F. BATLEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."