

W. S. JONES.
Railroad-Car Stoves.

No. 140,831.

Patented July 15, 1873.

Fig. 1.

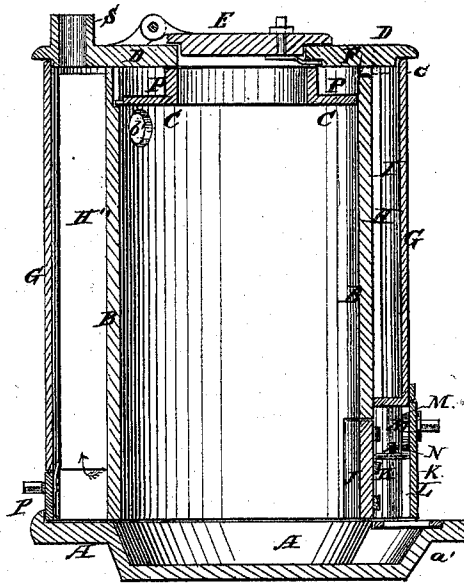


Fig. 2.

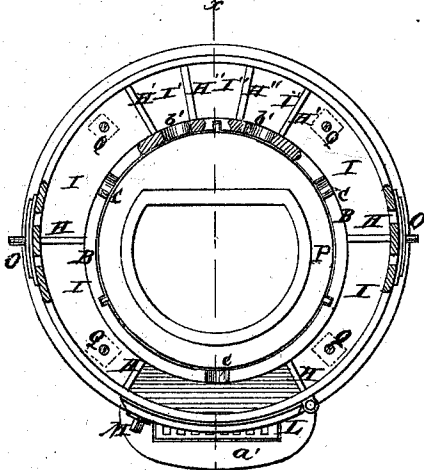
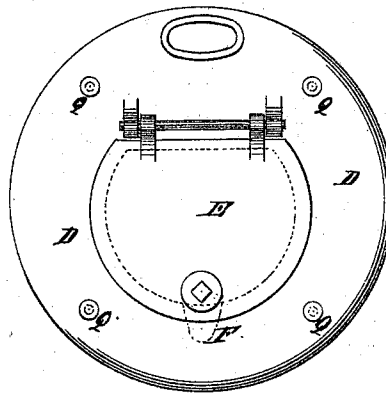


Fig. 3.



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UNITED STATES PATENT OFFICE.

WARREN S. JONES, OF DAMARISCOTTA MILLS, MAINE.

IMPROVEMENT IN RAILROAD-CAR STOVES.

Specification forming part of Letters Patent No. **140,831**, dated July 15, 1873; application filed March 29, 1873.

To all whom it may concern:

Be it known that I, WARREN S. JONES, of Damariscotta Mills, in the county of Lincoln and State of Maine, have invented a new and useful Improvement in Railroad-Car Stoves, of which the following is a specification:

Figure 1 is a vertical section of my improved stove taken through the line *xx*, Fig. 2. Fig. 2 is a top view of the same, the upper part of the double top being removed. Fig. 3 is a detail view of the top of the stove.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved stove, designed for use in railroad cars, and which shall be so constructed as not to be liable to set fire to the car should it be accidentally overturned. The invention consists in an improved railroad stove, formed of the bottom, the double top, the double walls, the partitions, the doors, and the lock-pin, said parts being constructed and arranged to operate, in connection with each other, as hereinafter more fully described.

A is the bottom of the stove, which is made with a narrow hearth, *a'*, and is recessed to serve as an ash-pit, said recess extending out into the hearth *a'*, so that the air to support combustion may pass into the stove beneath the doors. B is the inner wall of the stove-body, which is provided with a cover or top, C, having a hole through its middle part for the insertion of fuel, around which hole, and around the outer edge of said top or cover, are formed flanges, upon the upper edges of which the outer top or cover D rests. The outer top D is provided with a hole corresponding in size, form, and position with the hole through the inner top C. The holes through the tops C D are closed by a door, E, hinged at one edge to the top D, and secured, when closed, with a button, F, placed upon its inner side, and operated by a key placed upon the squared outer end of its pivot, which projects through a hole in the said door E of the stove. The space between the walls B G is divided into a number of compartments, I, I', and I'', by partitions H H' H''. The three rear compartments I' I'' are designed for smoke-flues.

The smoke and other products of combustion escape through holes *b'* in the upper part of the rear side of the inner wall B, into

the upper part of the side compartments I', and pass into the lower part of the central compartment I'', around the lower ends of the partitions H'' that separate said compartments. The smoke passes into the smoke-pipe through a hole in the top D.

The other or air compartments I are connected with each other by the annular channel P between the tops C D, into which the air passes through notches or holes *c* in the upper edge of the inner wall B, or in the outer flange of the inner top C. The door J of the inner wall is secured, when closed, by a latch, K. The door L of the outer wall G is secured, when closed, by a button, M, upon its inner side, which is operated by a key placed upon the squared outer end of its pivot, which projects through a hole in said door L. To the inner side of the door L is secured a pin, N, in such a position that when the doors J L are closed its forward end may rest against the door J just above the latch K, so that it will be impossible for the inner door J to open without the outer door L being first opened.

The space between the walls B G, at the sides of the doors J L, is left open, so that air can pass into the air-compartments I beneath the outer door L. The heated air escapes from the air-compartments I through holes in the upper part of the outer wall G, and its escape is regulated by registers O.

In the lower part of the outer wall G, at the lower end of the central smoke-flue I'', is formed a hole, closed with a small door, P, for convenience in removing ashes and soot that may collect in flues I' I''.

The bottom A and top D are secured to each other, clasping the walls B G between them, by long bolts Q passing through said bottom and top between the said walls.

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

An improved railroad-car stove, formed of the bottom A, double top C D, double walls B G, partitions H H' H'', collar S, doors E J L, and lock-pin N, said parts being constructed and arranged to operate, in connection with each other, substantially as herein shown and described.

WARREN S. JONES.

Witnesses:

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