

L. S. MOORE.
 ASH PAN FOR LOCOMOTIVES.
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1,012,215.

Patented Dec. 19, 1911

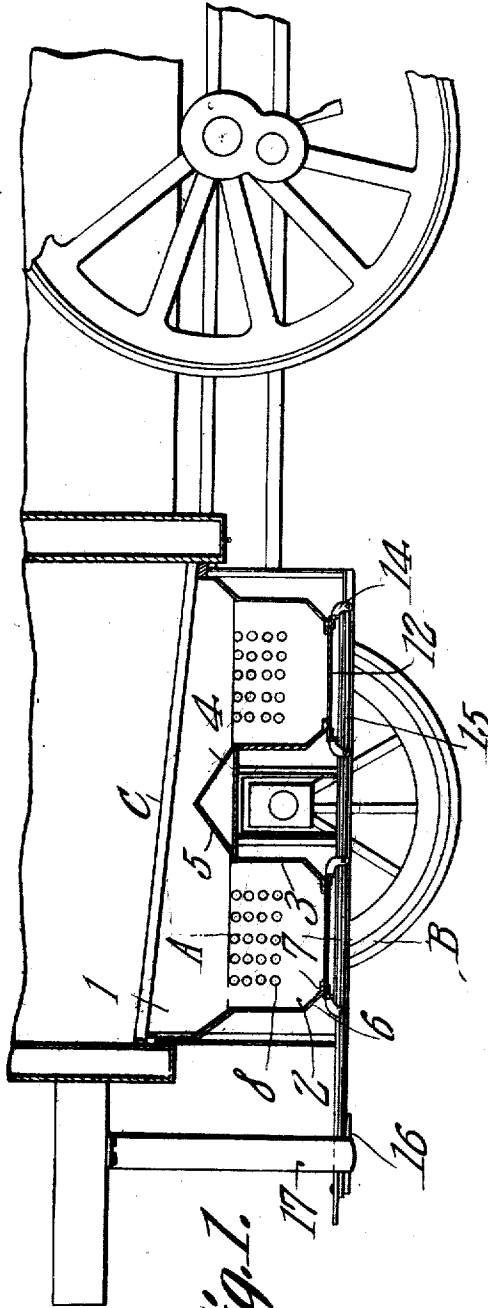


Fig. 1.

Witnesses
E. J. Martin
Arthur Lawson

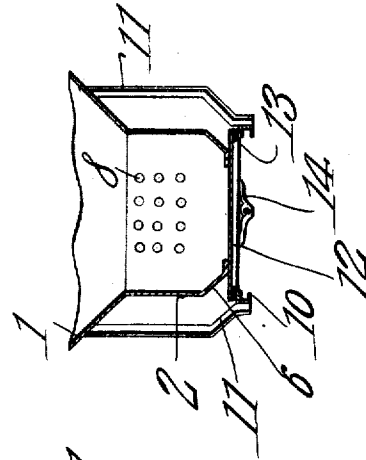


Fig. 3.

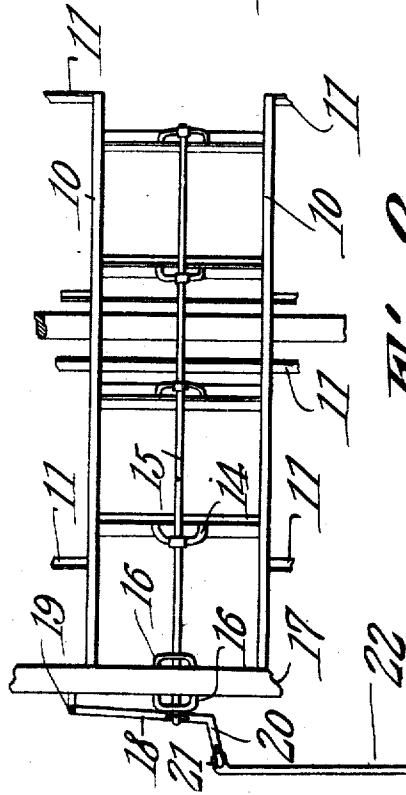


Fig. 2.

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LOUIS S. MOORE, OF MONTGOMERY, ALABAMA, ASSIGNOR OF FOUR-FIFTHS TO J. I. MCKINNEY, L. C. CAMPBELL, J. E. STEVENS, AND WASHINGTON ELDRIDGE, ALL OF MONTGOMERY, ALABAMA.

ASH-PAN FOR LOCOMOTIVES.

1,012,215.

Specification of Letters Patent.

Patented Dec. 19, 1911.

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To all whom it may concern:

Be it known that I, LOUIS S. MOORE, a citizen of the United States, residing at Montgomery, in the county of Montgomery and State of Alabama, have invented a new and useful Ash-Pan for Locomotives, of which the following is a specification:

This invention relates to ash pans for locomotives and its object is to provide a simple and compact structure of this character having improved means whereby the contents thereof can be readily dumped without requiring the fireman to go under or back of the locomotive in order to operate the device.

Another object is to provide improved means for supporting the slidable closures of the hopper sections of the pan, the supporting means being located where they will not be affected by the heat radiating from the hot ashes in the pan and from the fuel upon the grate.

Another object is to provide improved means whereby the movable closures of the hopper sections of the pan can be readily manipulated.

With these and other objects in view the invention consists in certain novel details of construction and the combinations of parts hereinafter more fully described and pointed out in the claims.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings, Figure 1 is a central vertical longitudinal section through an ash pan embodying the present improvements. Fig. 2 is a bottom plan view thereof. Fig. 3 is a section on line A—B Fig. 1.

Referring to the figures by characters of reference 1 designates the upper portion of the ash pan, the same being secured in any suitable manner to the wall of the furnace and below the grate C, the walls of this body portion being inclined inwardly and merging into the walls of hopper like receivers 2 spaced apart, having their intermediate transverse walls 3 connected at their upper ends by an intermediate horizontal wall 4 above which is located an inverted V-shaped dividing or separating plate 5 whereby ashes, deposited at the center of the pan, are directed either into one or the other of the receivers. The lower portions of the walls of each receiver converge downwardly

as indicated at 6 and are provided with inwardly extending flanges 7 constituting abutments for the sliding bottoms of the pan. Draft openings 8 are formed in the side and end walls of the receivers and the space between the intermediate walls 3 is such as to readily receive one of the axles of the locomotive. Parallel channel irons 10 are supported below and beyond the sides of the receivers of the ash pan by hangers 11 which depend from the frame of the locomotive. These channel irons constitute supports and guides for the slidable closures 12 of the receivers, each closure being formed of heavy metal reinforced along its edges by angle irons 13. Brackets 14 extend downwardly from the ends of each of the closures and these brackets are secured to an actuating bar 15 extending longitudinally under the centers of the closures and also under the axle of the locomotive. The bar 15 is also slidably mounted within supporting loops or brackets 16 carried by a hanger 17 and the end of said bar is pivotally attached to a lever 18 which is fulcrumed upon the hanger 17 as shown at 19, one end of the lever being provided with an outwardly extending arm 20. The end of this arm is designed to be received by a socket 21 formed in one end of an elongated handle 22 which can be readily removed from engagement with the arm 20 and which is of sufficient length to project beyond the side of the locomotive where it can be reached and manipulated by the fireman. It is to be understood that the slidable closures 12 when mounted on the supporting irons 10, are held in contact with the flanges 7 and thus prevent leakage of ashes from the receivers of the pan.

Ashes dropping from the furnace will of course be directed into one or the other of the receivers and will be supported therein by the closures 12 of the pan. When it is desired to dump the contents of the pan the handle 22 is placed in engagement with the arm 20 and swung away from the hanger 17 so as to cause lever 18 to swing about its fulcrum 19 and draw the bar 15 longitudinally. The closures 12 will thus be shifted longitudinally upon the supporting irons 10 and from under the receivers of the pan and permit the ashes to drop. When the handle 22 is in engagement with the arm 20, it ex-

tends laterally beyond the locomotive and it can be manipulated without the necessity of the fireman getting under the locomotive. The handle can be readily placed on the arm and, when it is not in use, it can be removed therefrom and hung within the cab.

Importance is attached to the fact that the irons which support the sliding closures 12 are located at points removed from the ash pan and where they cannot become warped or otherwise injured as a result of the intense heat radiating from the pan and from the furnace. Moreover, inasmuch as the bar 15 is spaced from the bottoms of the pan, it will also be maintained cool under all conditions, this being true in view of the fact that air is free to circulate above and around it.

Various changes can of course be made in the construction and arrangement of the parts without departing from the spirit or sacrificing any of the advantages of the invention.

What is claimed is:—

1. An ash pan for locomotives including a body having spaced ash receivers depending therefrom, each receiver being open at the bottom, hangers outside of and spaced from the receivers, supporting rails carried by the hangers and located below and at the sides of the receivers, closures slidably mounted on said rails and normally contact-

ing with the bottoms of the receivers, brackets depending from the closures, an actuating bar secured to the brackets and extending under the closures, said bar being spaced from the closures, and means adjacent one end of the pan for actuating the bar to simultaneously open or close the closures, said closures being movable together in the same direction.

2. An ash pan for locomotives, including a body having spaced ash receivers depending therefrom, each receiver being open at the bottom, slidable closures normally contacting with the bottoms of the receivers, means spaced from the body for supporting said closures, an actuating bar extending under and connected to the closures, said bar being spaced from the closures, a lever pivotally connected between its ends to the bar, and means removably engaging the lever for shifting said lever and bar to simultaneously open or close the closures, said closures being movable together in the same direction.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

LOUIS S. MOORE.

Witnesses:

DANIEL PARTRIDGE, Jr.,
C. S. PARTRIDGE.