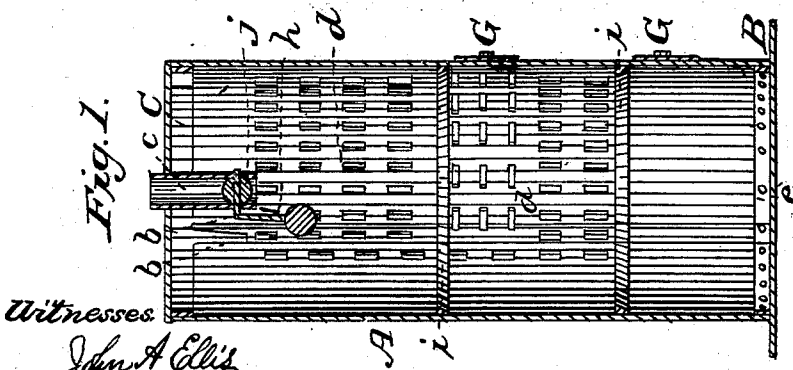
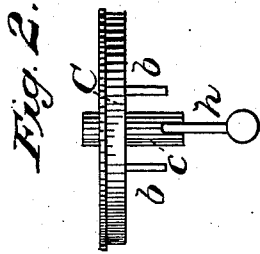
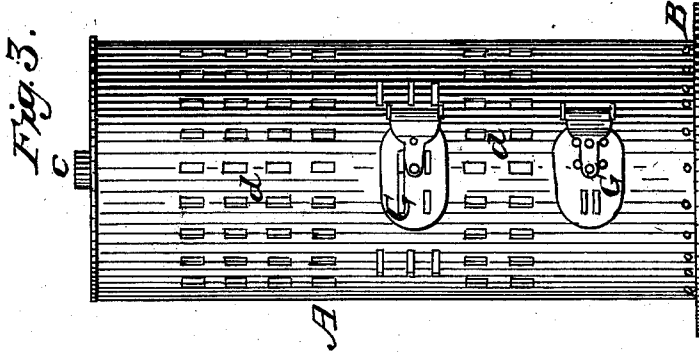


S. L. DENNEY.
Railway-Car Stove.

No. 80,927.

Patented Aug. 11, 1868.



Witnesses.

John A. Ellis
J. W. Meister

Inventor
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No. 80,927

United States Patent Office.

S. L. DENNEY, OF CHRISTIANA, PENNSYLVANIA.

Letters Patent No. 80,927, dated August 11, 1868; antedated July 30, 1868.

CASING FOR RAILWAY-CAR STOVES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, S. L. DENNEY, of Christiana, in the county of Lancaster, and State of Pennsylvania, have invented certain new and useful Improvements in Stove-Cases for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification, in which—

Figure 1 is a central section,

Figure 2 a side elevation, and

Figure 3 a side view of the top part of the casing, showing its valve or damper-attachment.

The object of this invention is to provide against the horrible disasters that sometimes occur from the burning of cars, when a collision has taken place, or they have been thrown off the track, and the nature of it consists in securing a casing over the stove, so constructed as to deflect the heat, yet, in the event of an accident, to prevent the escape of fire, or ignition to the car or fragments thereof.

To enable others skilled in the art to avail themselves of the benefit of my invention, I will now describe its construction.

A represents a metal casing or cylinder, provided with apertures, *d d*, for the more perfect radiation of the heat. These apertures are made sufficiently small to prevent the escape of coals of fire, should the cars be upset. B represents the base, furnished with the collar *e*. Through this collar, perforations are made for the purpose of securing it to the floor, by means of screws, bolts, or any other effective manner. C represents the top or cap; and in order to guard against the escape of fire through the stove-pipe hole, I provide said top with the valve or damper *g*. To this valve is attached the weighted arm *h*, and upon each side of said arm are the jaws *b b*. These jaws are constructed with a slightly flared slot, as seen in fig. 1, or they may be a little elastic, so that when the weighted arm *h* falls into the slot on either side, it will be retained in that position, and thus close the stove-flue or pipe-hole. It is intended, of course, to firmly secure the top or cover to the cylinder A.

The pipe *e*, in the top of the cylinder or casing, should only be of sufficient length to contain the valve, and connect with the ordinary stove-pipe. G G are two doors in the casing A, which, with the stove-door, are intended to be kept locked by the person in charge, so that in the event of a violent shock, they will not be opened and allow the escape of fire into the car. *i i* represent ribs. Said ribs are formed broad at their base, and then taper to an edge, as seen in fig. 1. The object of these devices is twofold: first, they tend in a great measure to strengthen the cylinder A, to which they are secured; and second, they prevent the stove from resting against the cylinder, and thus cause a more thorough radiation of heat.

In the construction of the cylinder, as well as the cap and base, my intention is to make them out of rolled iron, Bessemer steel, or any material which will combine the greatest strength with the least weight.

My invention is used as follows: I first secure the base to the floor, then set the stove in the base, and secure it thereto. I then place the cylinder over the stove, and secure it also to the base. Thus it will be seen that in the event of an accident which causes the car to upset, the stove will be retained in position, while all possibility of ignition from the stove will be avoided, while the weighted arm *h* will fall into the jaws, and effectually prevent the escape of fire through the pipe-hole.

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

1. The casing A, provided with ribs *i i*, in combination with a railroad-car stove, substantially for the purpose set forth.

2. The combination of base B with casing A, as and for the purpose described.

3. The weighted arm or lever *h* operating in the manner and for the purpose specified.

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

S. L. DENNEY.

Witnesses:

LEWIS BRINTON,
MARY BRINTON.