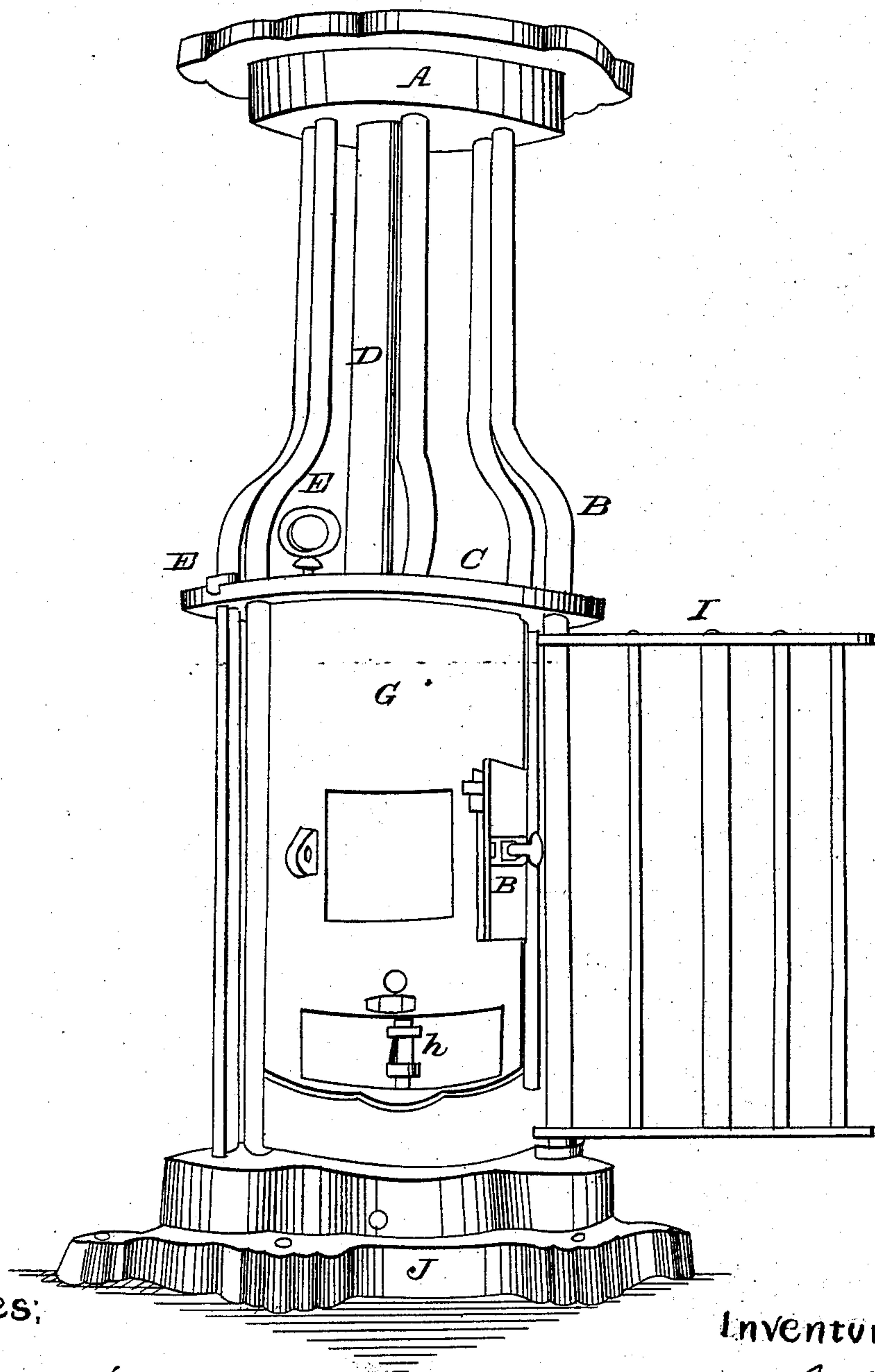


M. J. CLARK.

Car Heater.

No. 80,393.

Patented July 28, 1868.



Witnesses;

James D. Aston

Inventor:

M. J. Clark

United States Patent Office.

M. J. CLARK, OF NEW RICHMOND, OHIO.

Letters Patent No. 80,393, dated July 28, 1868.

RAILROAD-CAR STOVE.

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, M. J. CLARK, of the vicinity of New Richmond, in the county of Clermont, and State of Ohio, have invented a new and improved stove, to be known and recognized as the "Fire-Proof-Car Stove;" and I hereby declare the following to be an exact description thereof, reference being had to the accompanying drawing.

The nature of my invention consists in the construction of a stove, composed almost wholly of wrought or malleable iron, strongly manufactured, secured, and guarded in such manner as to prevent, even under circumstances of most terrible railroad-collision, the communication of fire to surrounding objects, thus mitigating largely the horrors of railroad-disaster.

The drawing shows a perspective view of my invention. J represents the base, composed of malleable iron, constructed with three steps or platforms, rising one above another, and to be secured to floor of car by strong iron bolts.

G represents the barrel of the stove, composed of wrought iron, three-eighths of an inch thick, the ends of the sheet from which it is made being securely riveted together; the bottom also to be secured by rivets, while the top is put on with bolts.

C represents the top cap or fender-spread, composed of malleable iron. Its utility is twofold: first, by adding greater strength to top of stove, and also to large fenders; second, by securing stove-pipe.

B represents the large fenders, made of one-and-three-quarter-inch bars of wrought iron, firmly secured to base J, and, after passing through the upper cap C, for additional strength, connecting with and securely attached to the upper base A.

F represents small fenders, composed of three-quarter-inch bars of wrought iron, having heads on one end, and threads cut on the other, passing downward through top cap C, and screwing into base J, threads being cut into the base itself. The rods are to be operated by wrench, applied to heads directly above cap C.

H and h represent the door and ash-pan fastenings, composed of wrought-iron bolts, secured by screw-keys.

A represents the upper base, composed of malleable iron, made so as to slide easily up or down on large fenders, and to be securely attached to roof of car by bolts.

I represents the fender-door, composed of bars of wrought iron, similar to and corresponding with permanent fenders B and F.

What I claim as new, and desire to secure by Letters Patent, is—

1. A railroad-car stove, composed of upper and lower bases J and C, connected by fenders F and B, substantially as described.
2. The cap A and fenders B, combined and arranged as herein shown and described.
3. The door and pan-lock, consisting of a bolt and screw-key, substantially as described.
4. The fender-door I and screw-fastening E, as specified.

M. J. CLARK.

Witnesses:

JAMES D. ASTON,

WILLIAM R. CLARK.