(No Model.)

W. H. BALDWIN.

CAR STOVE.

No. 258,542. Patented May 30, 1882.

Fig. 1.

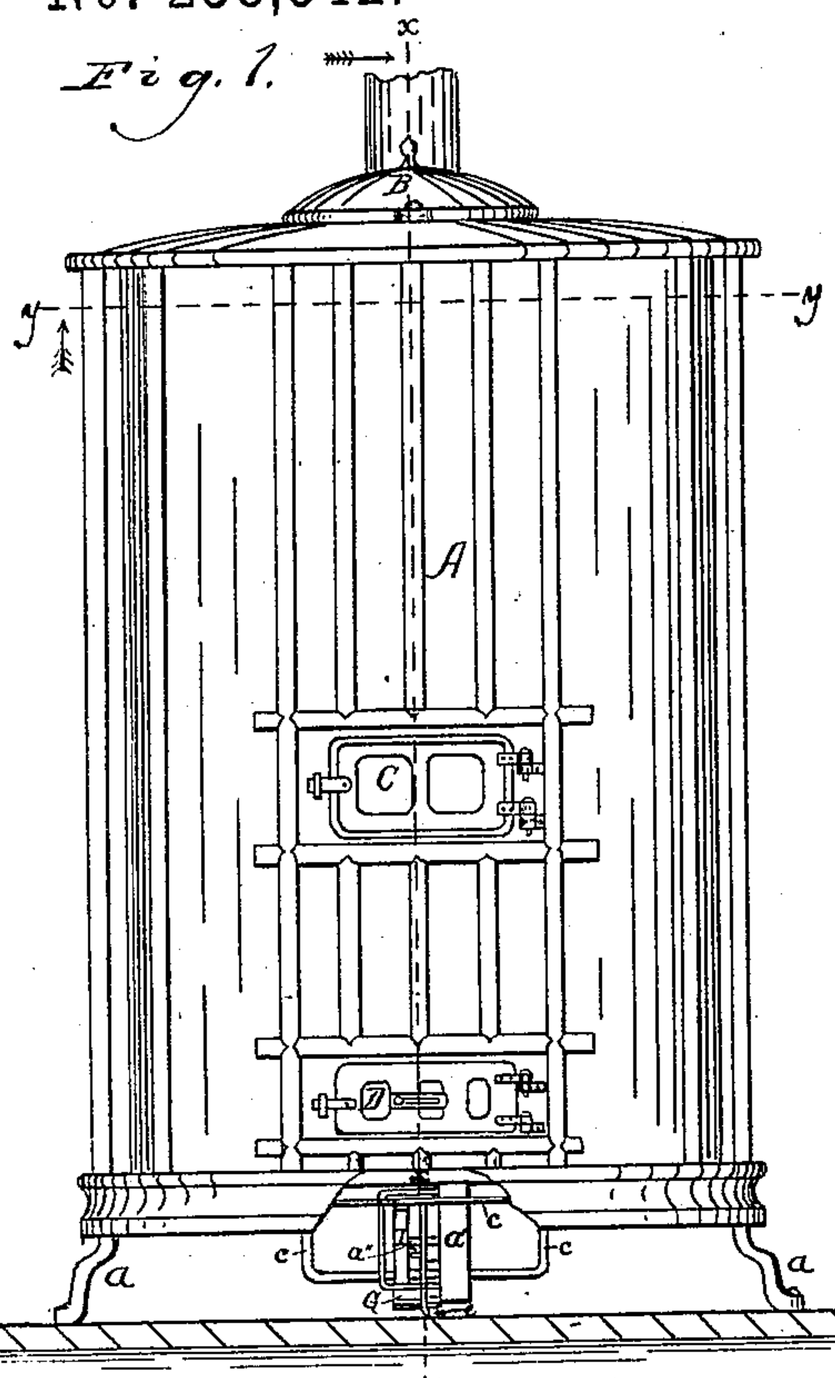


Fig. 2.

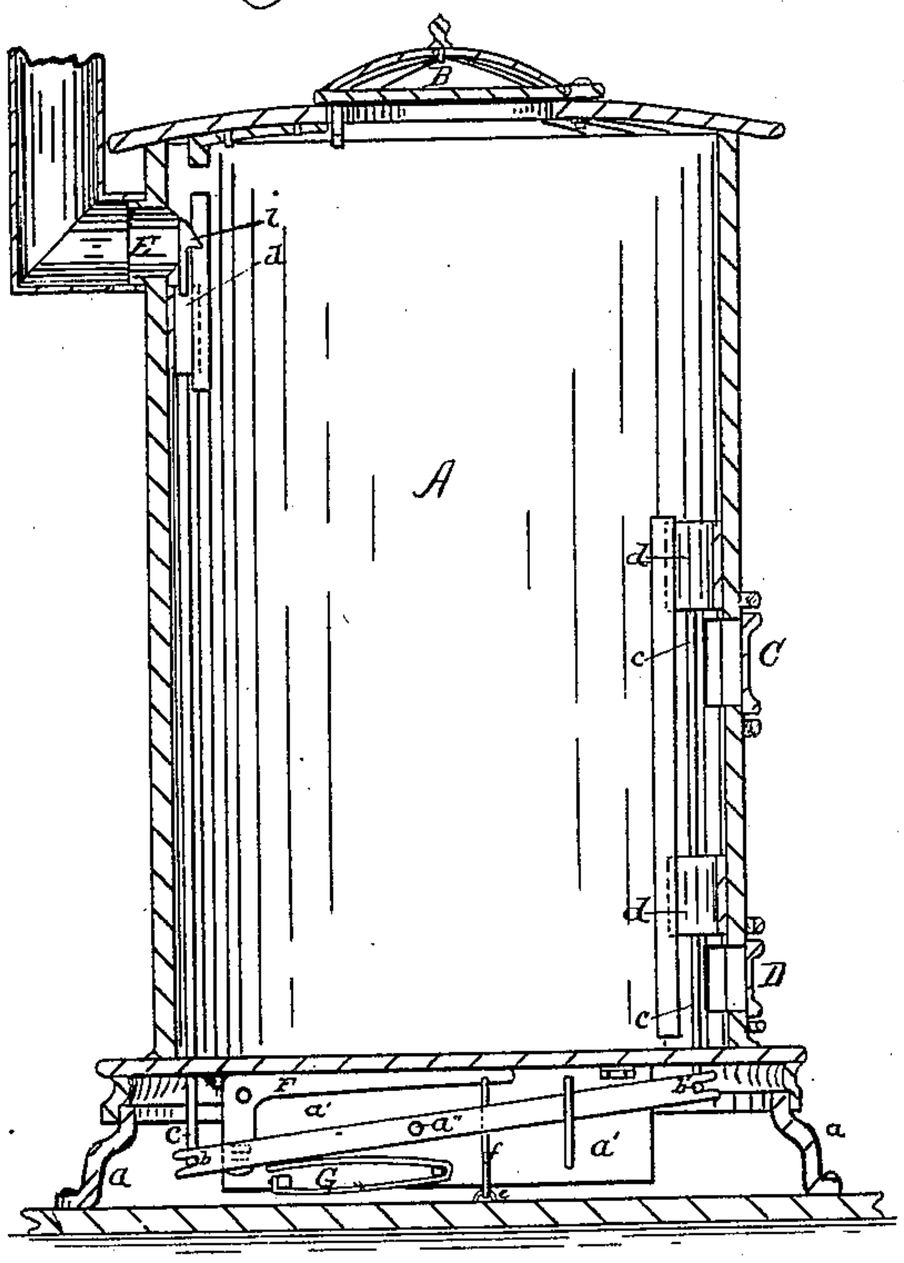


Fig. 3.

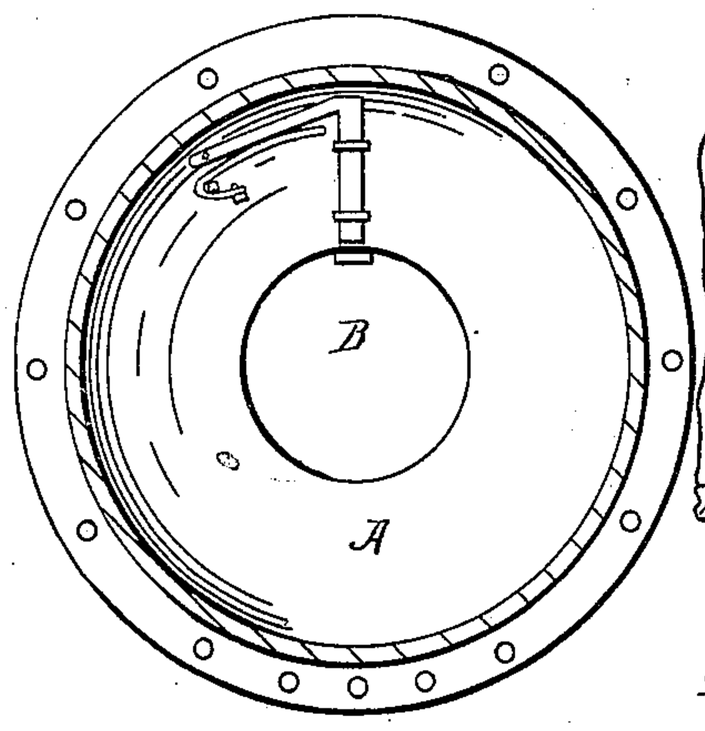
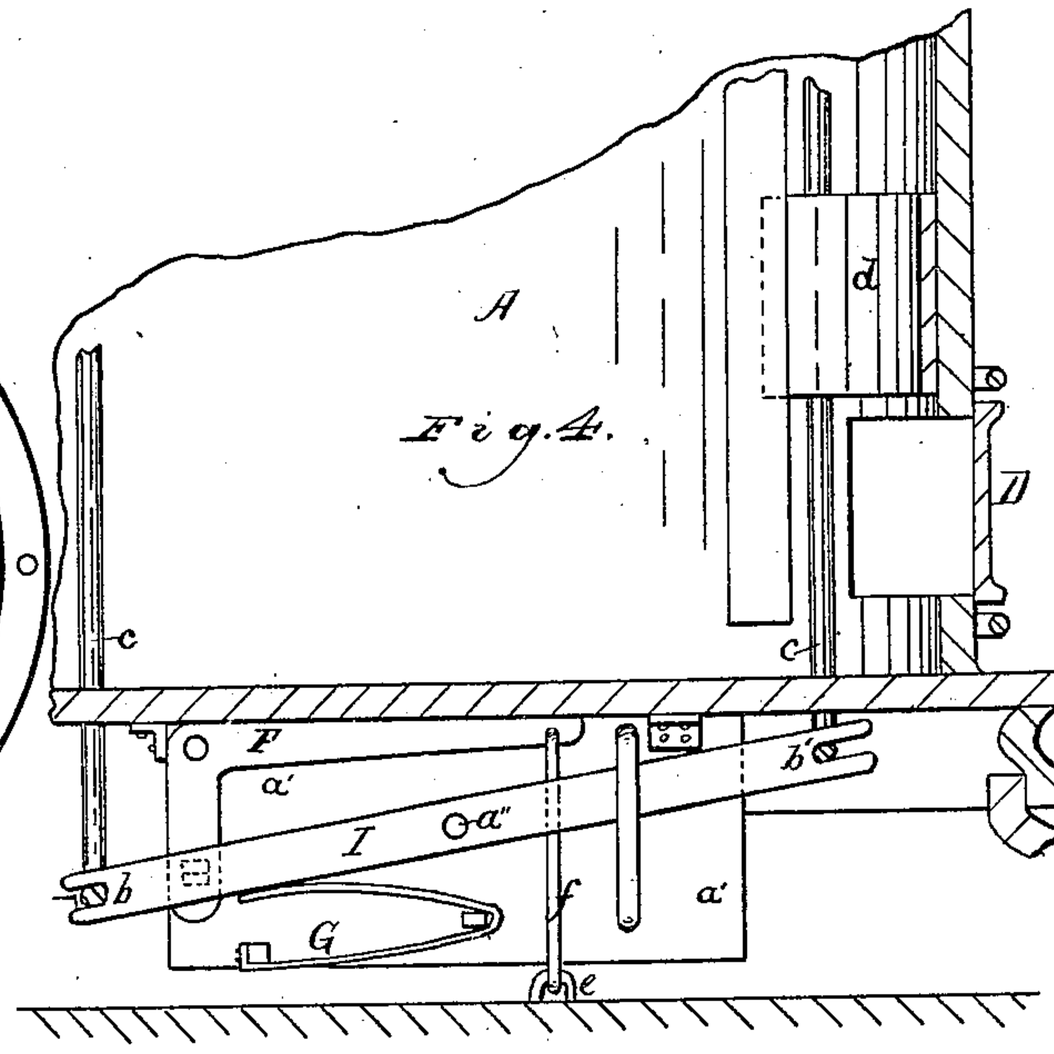


Fig. 4.



Witnesses.
Henry Frankfurter,
Geo. L. McBride.

William H. Baldwin
Inventor.
per. Henry C. Whitney
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM H. BALDWIN, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO HENRY C. WHITNEY, OF SAME PLACE.

CAR-STOVE.

SPECIFICATION forming part of Letters Patent No. 258,542, dated May 30, 1882.

Application filed April 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. BALDWIN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Railway Heating-Stoves, of which the following is a specification.

The object of my invention is to cause all apertures in railway heating-stoves to be closed up by automatic mechanism when the stove is displaced from its base by accident, so that the ignited fuel will be confined therein.

Figure 1 is a front elevation of a stove with my device attached thereto. Fig. 2 is a section of the same on line *x x* of Fig. 1, looking in direction indicated by arrows. Fig. 3 is a section on line *y y*, looking in direction indicated by arrows. Fig. 4 is a detail of automatic closing mechanism.

A is a railway-stove, of any design, for burning either wood or coal. B is a top lid thereof. C is the fire-box door. D is the ash-box door. E is the smoke-flue. *a a* are stove-supports. *a'* is a frame, of iron or any suitable material, securely attached to the bottom of the stove in a perpendicular line. An iron bolt or pivot *a''* projects from the frame *a'*, at a point near its center and at right angles to the plane of the surface of the frame *a'*. A bar I is suspended upon the bolt or pivot *a''*, so as to freely rotate upon said pivot. The bar I, in ordinary use, remains at an angle, one end, *b'*, touching the bottom of the stove and the other end being depressed to any suitable distance. Each end of the bar I is notched, so as to receive and engage a process issuing from the lower ends of the rods *c c*.

To the rods *c c* are attached slides *d d*, whose superficial areas are respectively sufficient to entirely cover and close up the apertures in the stove. When the device is not in use the slides in the front part of the stove, or those adjacent to the fire-box and the ash-box apertures, are above the apertures, and those in the rear of the stove are below the apertures; or their relative positions may be reversed, so that the slides in the front may be below the apertures and those in the rear above.

The bar I is armed with a spur at its point of contact with the lower arm of the lever F, which engages a corresponding spur on the arm of the lever F, and while the stove remains in its normal position the bar I is held in an oblique position by the corresponding spur on the lower arm of the lever F, and by the positions of the rods *c c* the slides *d d* do not interfere with the apertures C, D, and E; but when the stove A is rocked or torn from its normal position the rod or chain *f*, adherent to the fixed staple *e*, depresses the lever F and throws out of engagement the spur which engages the corresponding spur on the bar I, leaving the spring G free to act against the bar I, and the elevation of the bar I at its end *b*, and its corresponding depression at its end *b'*, by the pressure of the spring G force the rods *c c* up and down respectively, causing the slides *d d* to cover and close up the apertures in the stove.

i is a latch attached to the rod *c*, which engages a catch on the lid B and securely fastens it when the device is called into action. There may be a corresponding latch on the opposite rod *c* to operate on the opposite edge of the lid, if required.

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

1. In an automatic mechanism for closing the apertures in a railway heating-stove, the combination of the frame *a'*, the bar I, the rods *c*, the slides *d*, the latch *i*, the spring G, the lever F, and the chain or rod *f*, attached to the staple *e*, arranged in the manner and operating substantially as set forth.

2. The bar I, attached to the frame *a'*, held in position by the lever F, in combination with the rods *c c*, and the slides *d d*, and the latch *i*, and corresponding catch on the lid, substantially as set forth and described.

3. The slides *d d*, and the latch *i*, operated by the spring G, the rod or chain *f*, attached to the fixed staple *e*, the lever F, and the bar I, arranged and operating in the manner substantially as set forth.

WM. H. BALDWIN.

Witnesses:
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R. H. BARNARD.