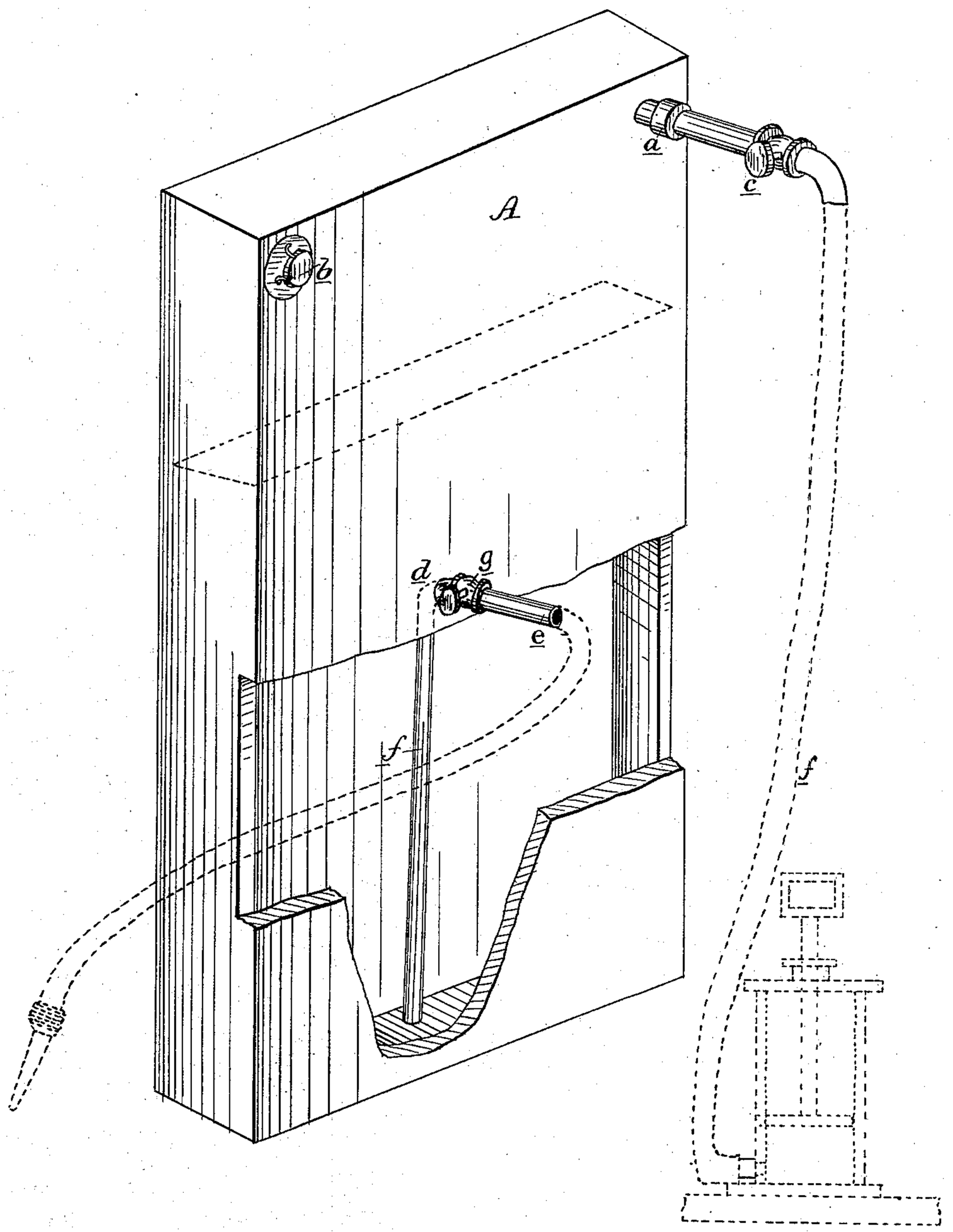
(No Model.)

M. WALKER.

FIRE EXTINGUISHING DEVICE.

No. 263,080. Patented Aug. 22, 1882.



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UNITED STATES PATENT OFFICE.

MICIAH WALKER, OF PORT HURON, MICHIGAN.

FIRE-EXTINGUISHING DEVICE.

SPECIFICATION forming part of Letters Patent No. 263,080, dated August 22, 1882.

Application filed March 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, MICIAH WALKER, of Port Huron, in the county of St. Clair and State of Michigan, have invented new and useful Improvements in Fire-Extinguishing Devices; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, which forms a part of this specification.

The nature of this invention relates to certain new and useful improvements in the construction of devices for extinguishing fires. This invention is especially designed to be used in railway-cars for the extinguishing of fires, which so frequently occur, to the great loss of life and property, from collisions or other accidents.

The invention consists in providing means for throwing water upon such fires by means of atmospheric pressure, substantially as hereinafter described.

In the accompanying drawing my invention is shown in perspective partially in section and detached from any surroundings, although I should prefer locating it in some part of the car where it would be out of the way—for instance, as in the water-closet, which is found in all passenger-coaches.

A represents an iron tank the form and shape of which is made to conform to the particular locality in the car where it is designed to be placed. This tank, for instance, should be about seven or eight feet high, about three feet wide, and eight or ten inches in the opposite direction. This tank is provided with an air-inlet, *a*, and a water-inlet, *b*, which latter is provided with a suitable cock or valve, to be kept closed except when water is being put into the tank. To the air-inlet a suitable hose is secured, the opposite end of which is designed to be attached by any of the known methods of forming such connections to the air-pipe of the air-brake or directly to an air-pump, as shown in dotted lines in the drawing, where the air-brake is not employed, and in this connecting-hose there is secured a proper cut-off, *c*. About the vertical center of this tank there is provided a water-outlet, *d*, to which a hose, *e*, should be kept constantly attached and provided with a suitable nozzle and cut-off or valve, *g*. Upon the inside of the tank and to this water-outlet there is secured another hose, *f*, of suitable length to reach to the top or bottom of the tank. A tank thus constructed and set up within the car should be filled about two-thirds full of water, and by means of the air-connection air should be forced into the tank, which should be of proper strength to withstand the pressure until the atmospheric pressure represents sixty or seventy pounds to the square inch, when the cut-off in the air-pipe should be closed to retain the pressure in the tank. When required for use the operator simply takes the hose, which is evenly coiled, and, directing the nozzle to the fire, opens the valve or cut-off *g*, when the pressure in the tank gives sufficient force for the discharge of the water. If the car should be overturned, the utility of the tank still remains, as the pendent hose or pipe in the same will drop its end into the water to the lowest point, no matter what the position of the tank may be. As a matter of course the hose leading from the tank should be of sufficient length to reach any part of the car in which it may be situated, and would be still better if it were double that length.

What I claim as my invention is—

1. As a means for extinguishing fires in railroad-cars, a tank having air and water inlets, with pipe-connections, a water-outlet, and a pendent pipe extending from the water-outlet in the interior of the tank and of sufficient length to reach any portion of the tank whatever its position, as set forth.

2. The tank A, having air-inlet *a*, water-inlet *b*, and water-outlet *d*, combined with the hose *e f* and the cut-off *c*, all arranged and adapted to serve as and for the purpose set forth.

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Witnesses:
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