

(Model.)

C. A. DUBEY.
RAILROAD CAR CHIMNEY.

No. 266,787.

Patented Oct 31, 1882.

Fig. 1.

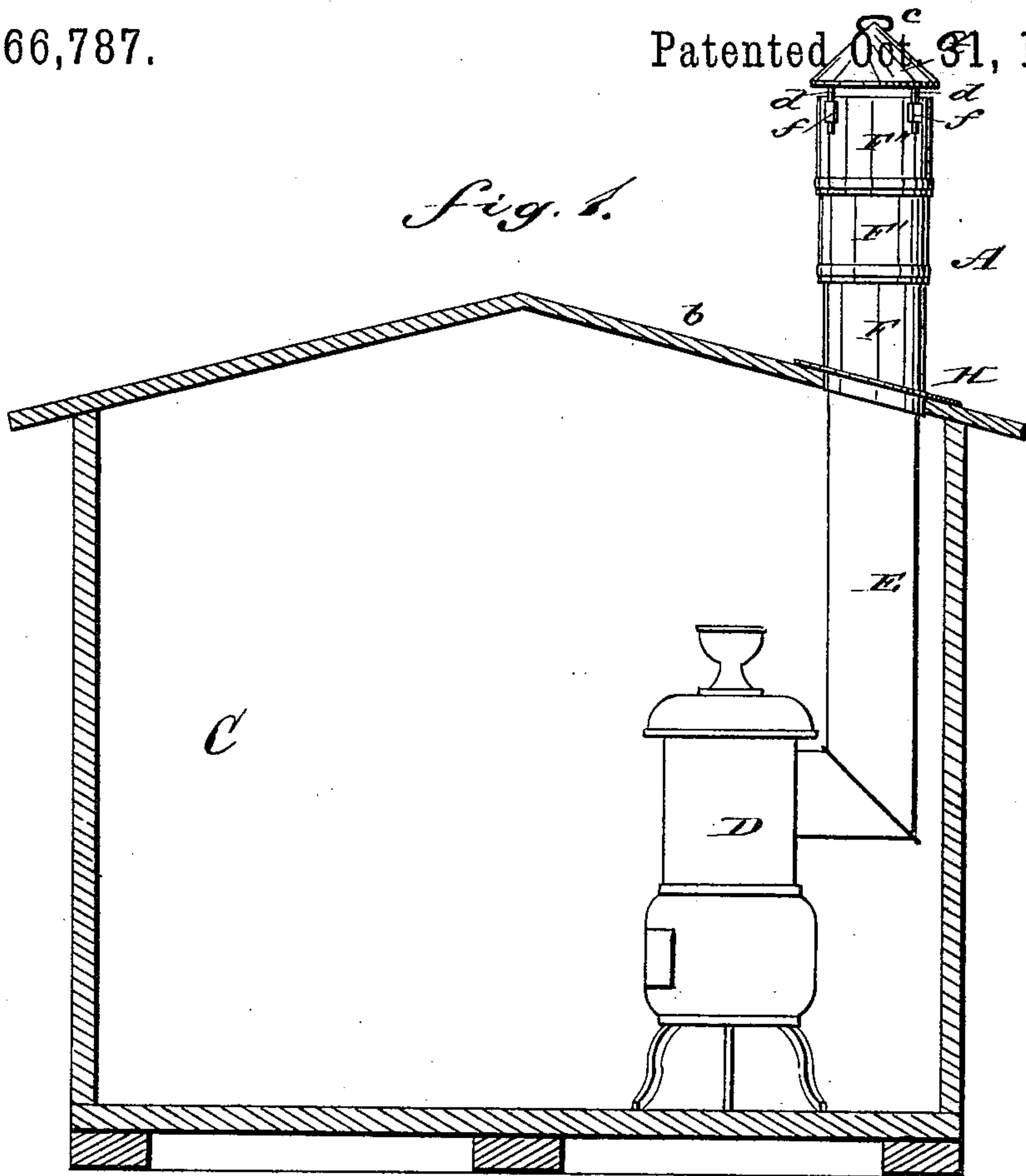
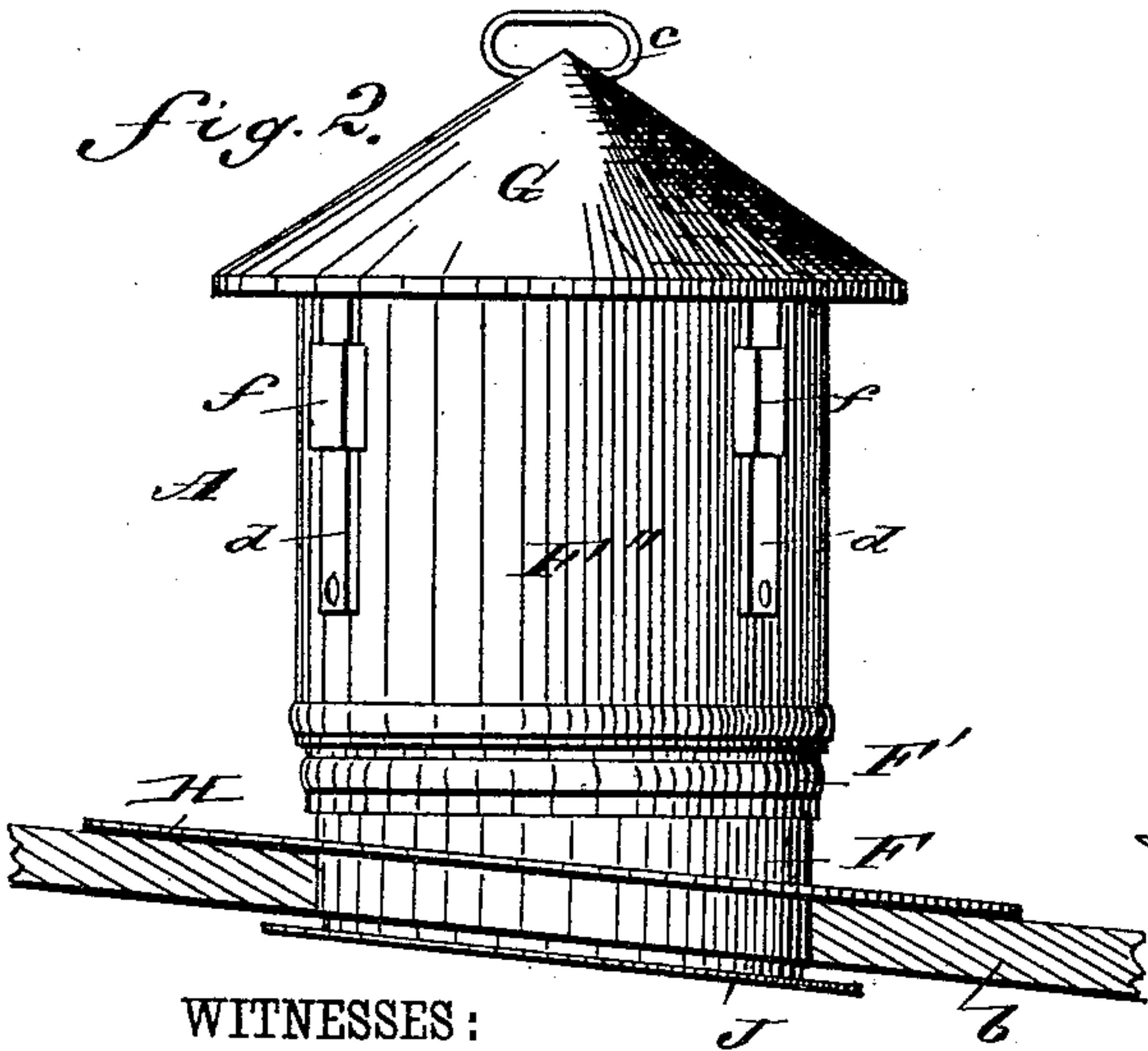


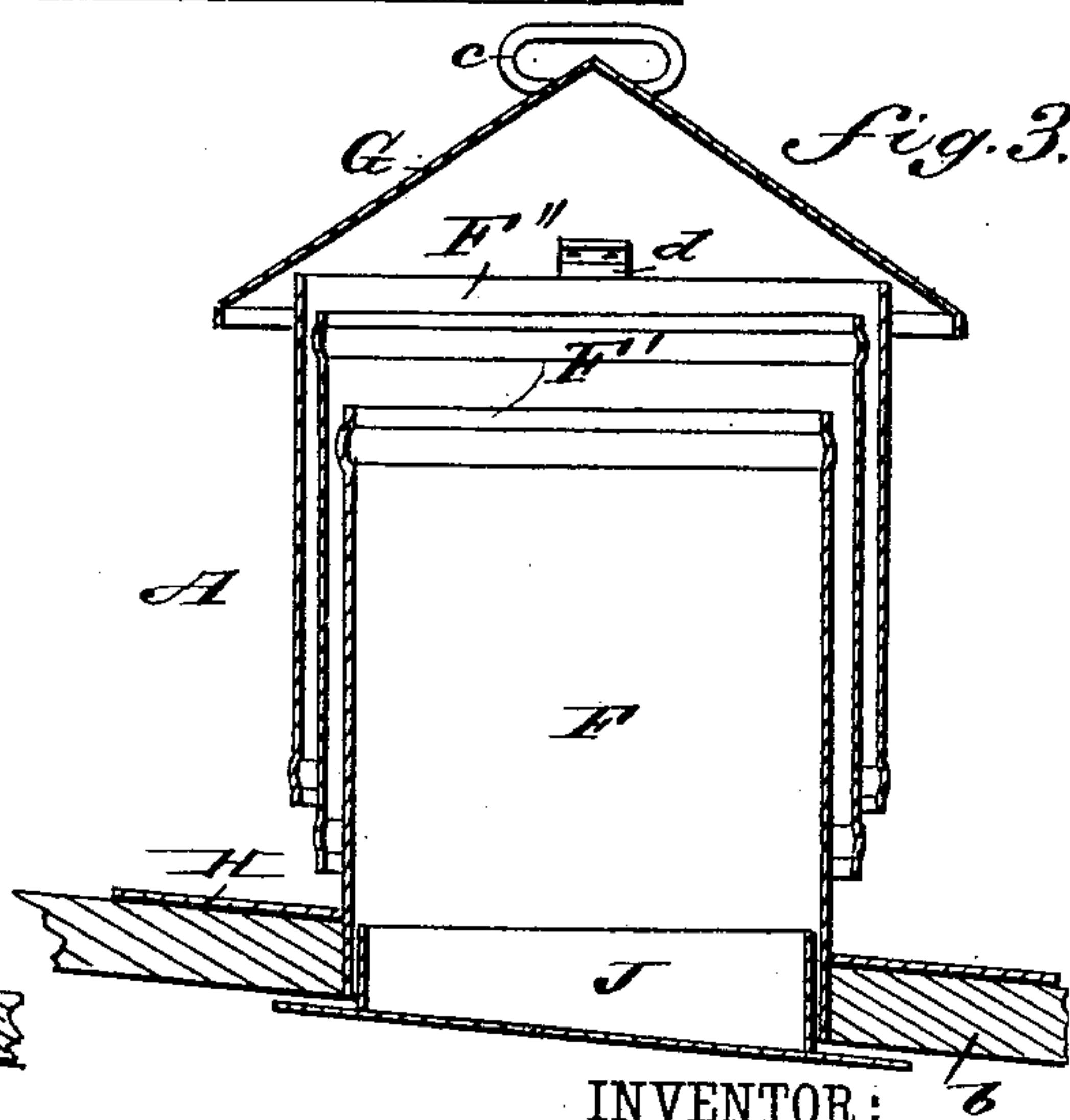
Fig. 2.



WITNESSES:

Wm Beyer
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Fig. 3.



INVENTOR:

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UNITED STATES PATENT OFFICE.

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RAILROAD-CAR CHIMNEY.

SPECIFICATION forming part of Letters Patent No. 266,787, dated October 31, 1882.

Application filed August 22, 1882. (Model.)

To all whom it may concern:

Be it known that I, CHARLES A. DUBEY, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Railroad-Car Chimney, of which the following is a full, clear, and exact description.

Owing to the rude construction of the chimneys now in use on railroad-cars, it is the practice, as soon as the summer season begins and heat is no longer needed in the cars, to remove the chimneys and pack them away, to remain until the cars are again required to be heated, when they are again put in place upon the cars for use.

My invention seeks to provide a railroad-car chimney having such construction that it need not be removed from the car, but may be permanently attached thereto, thus avoiding the labor of removing and replacing the chimneys, and the wear and tear incident thereto and to the packing of the chimneys away.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 shows in front elevation my new and improved railroad-car chimney attached to the car and extended for use. Fig. 2 is a similar view showing the chimney collapsed and closed from the inside; and Fig. 3 is a sectional elevation of the chimney, showing the parts in collapsed position and the chimney closed from the inside.

A represents my new and improved railroad-car chimney placed upon the roof *b* of the car *C*; and *D* represents the stove, and *E* the stove-pipe leading from the stove *D* up to and into the chimney *A*. The chimney *A* is made up of the inner permanent section, *F*, intermediate section, *F'*, and outer section, *F''*, and covering-cone *G*. The sections are put together in telescope form, so that they are adapted either to be closed upon each other, as shown in Figs. 2 and 3, or extended, as shown in Fig. 1. The covering-cone *G* of the chimney is by preference made adjustable by means of the rods *d* and loops *f f*, secured to the outside of the outer section, *F''*, as shown in Figs. 1 and 2, through which loops the rods pass, so that

when the chimney is collapsed or closed the cover may be shoved down to entirely close the top of the chimney, as indicated in Figs. 2 and 3, and when extended raised above the section *F''* to allow the draft, as indicated in Fig. 1. The inner section, *F*, is provided near its lower end with the flange *H*, by which the chimney is secured to the roof of the car, the lower end of the said inner section being adapted to pass through the chimney-opening in the roof, as shown in the drawings.

The chimney being collapsed, in order to put it in condition for use it is only necessary to extend the sections to the position shown in Fig. 1 by taking hold of the handle *c* at the center of the cover *G*, which will at the same time raise the cover off from the upper end of the outer section, *F''*, and open the chimney. The reverse movement will collapse the chimney and close it from the outside. For closing it from the inside I provide the flanged cap *J*, which fits the inner end of the inner section, *F*, and is adapted to be placed therein, as shown in Figs. 2 and 3. This cap may be omitted, if desired.

By securing the chimney to the car by means of the inner section, *F*, and adapting the outer sections to slide upon it, it will be seen that when the chimney is collapsed it will be entirely closed from the weather and will entirely close the chimney-opening in the roof of the car, so that the chimney need not be removed nor extra fitting provided for closing the chimney-openings when the stoves are removed from the cars.

I am aware that it is not broadly new to make a chimney in telescoping sections, so as to slide over one another.

What I claim is—

The chimney for railroad-cars, made substantially as herein shown and described, consisting of the flanged section *F*, sliding outer sections, *F'* *F''*, and the adjustable or sliding cover *G*, as and for the purposes set forth.

CHARLES AUGUSTA DUBEY.

Witnesses:

JOHN THOMPSON,
JOHN BERRY.