(No Model.)

C. P. DEANE.

CONSTRUCTION OF COVERINGS OR HOUSINGS FOR THE STEAM CYLINDERS OF PUMPING ENGINES.

No. 313,479. Patented Mar. 10, 1885.

Fig. 2.

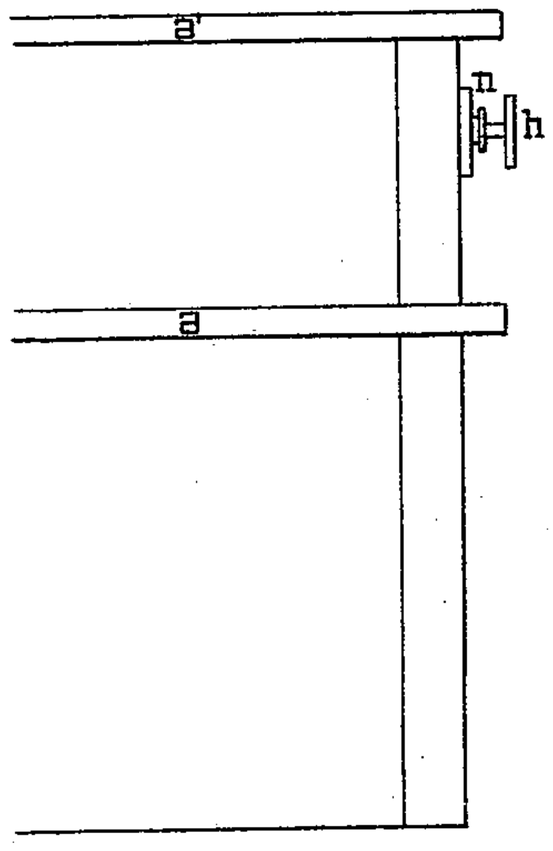
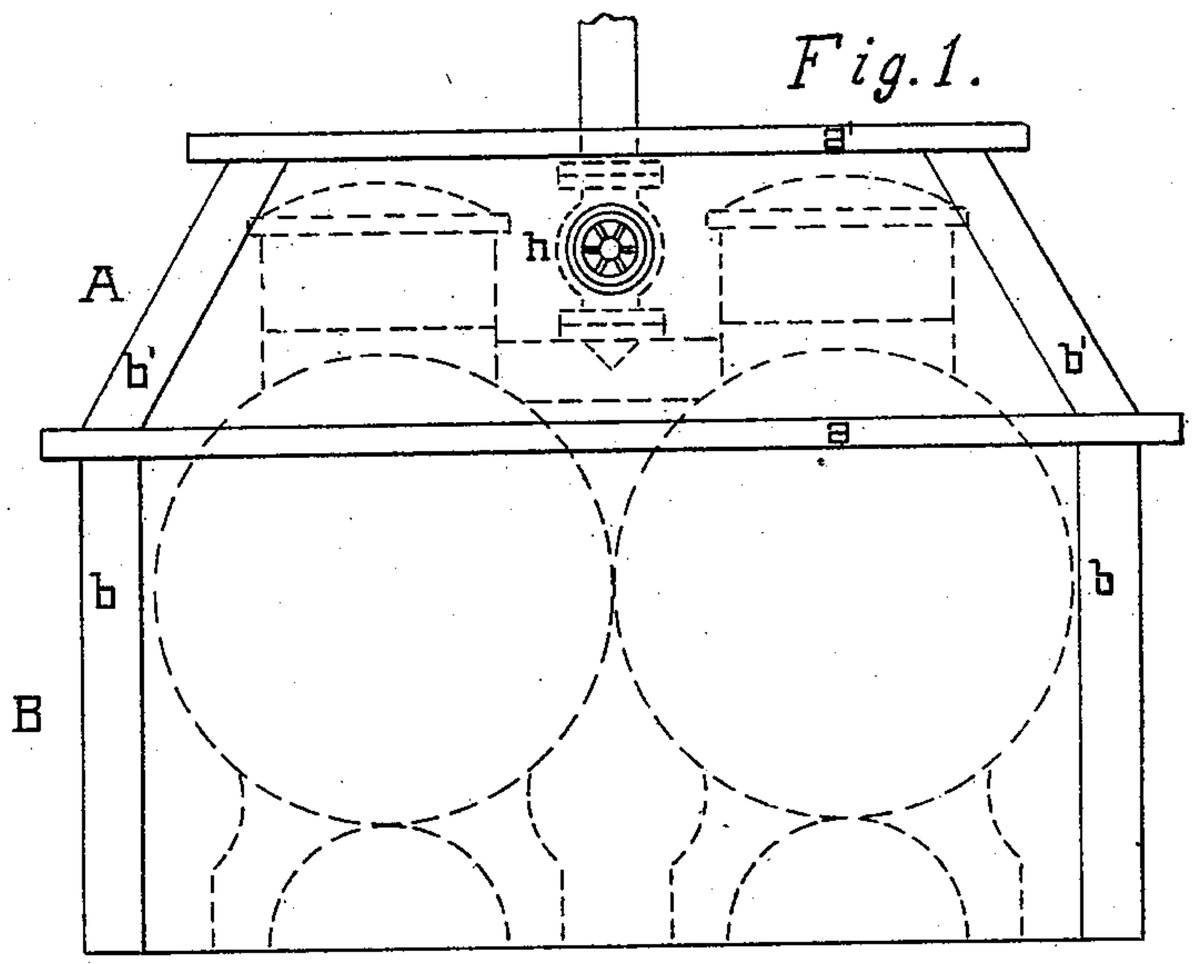


Fig. 1.



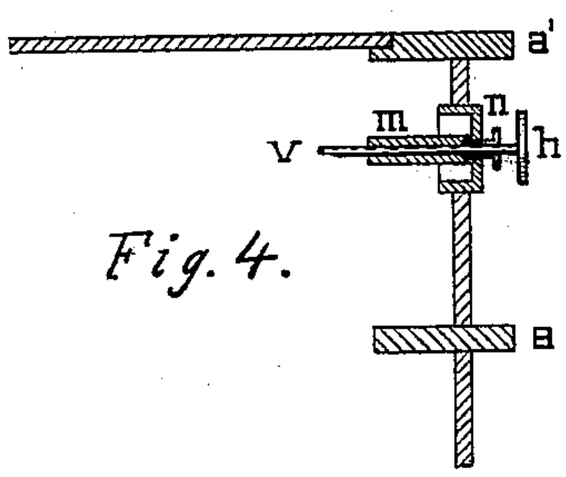
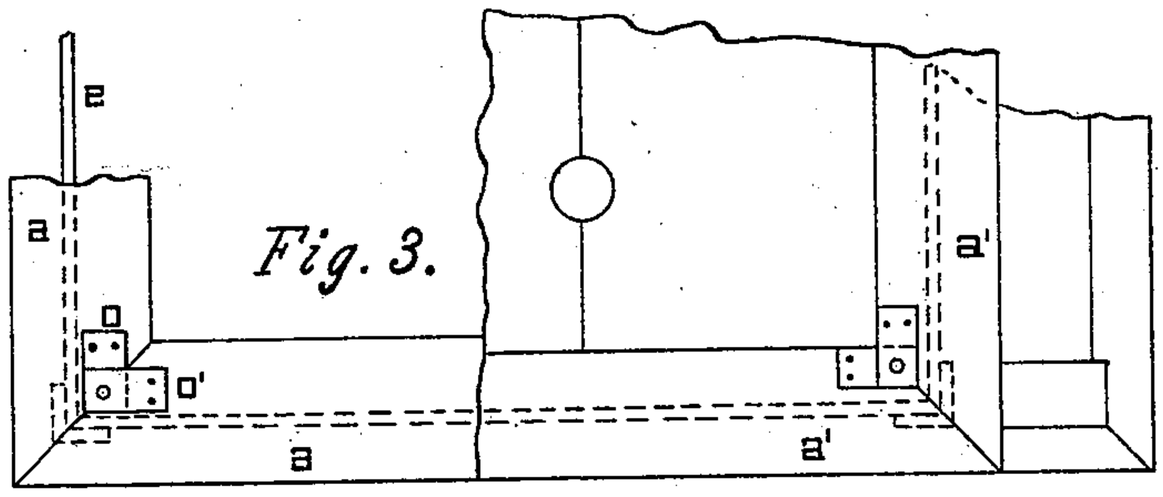


Fig. 4.

Fig. 3.



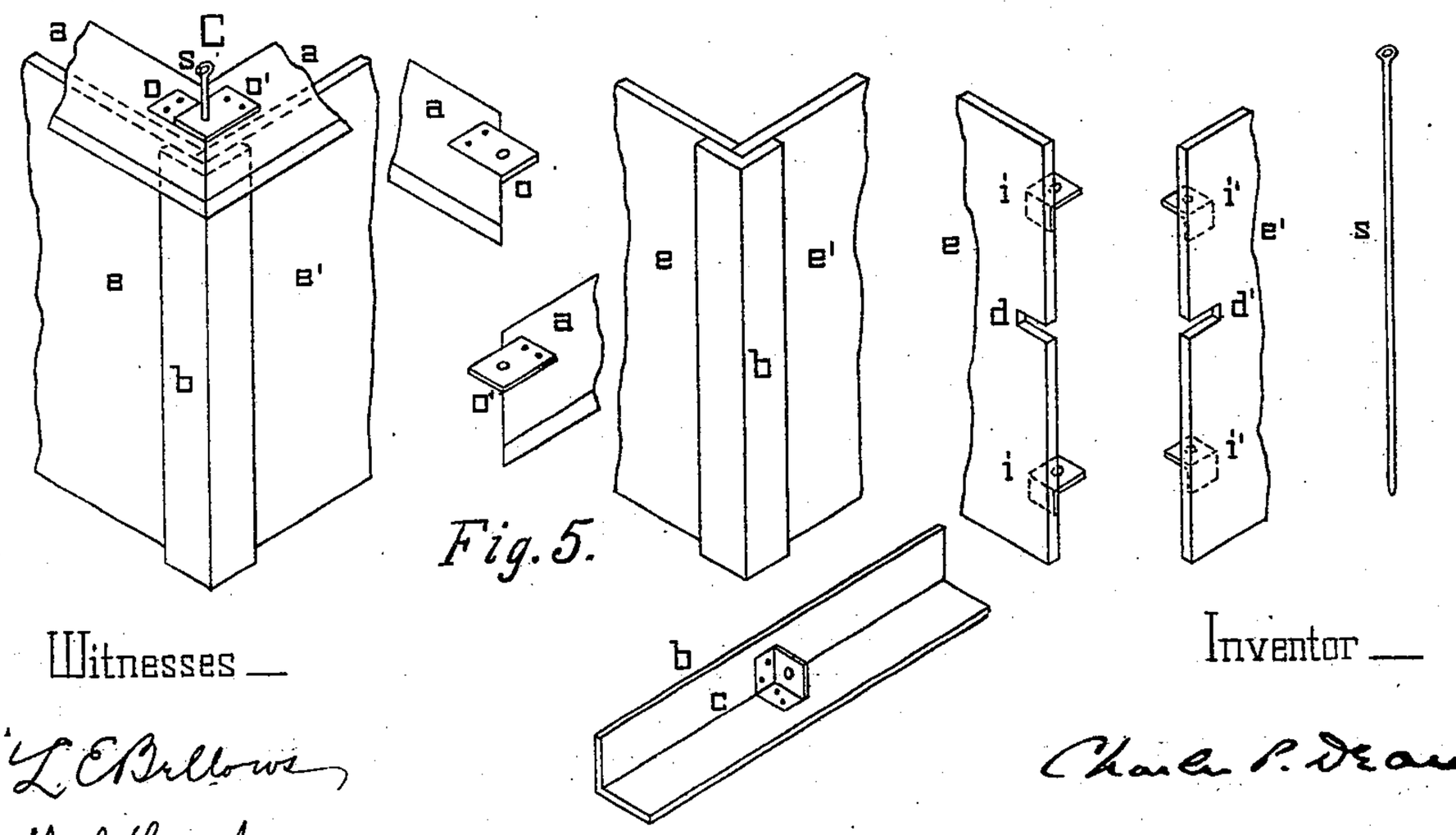


Fig. 5.

Witnesses —

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CONSTRUCTION OF COVERINGS OR HOUSINGS FOR THE STEAM-CYLINDERS OF PUMPING-ENGINES.

SPECIFICATION forming part of Letters Patent No. 313,479, dated March 10, 1885.

Application filed June 16, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHARLES P. DEANE, a citizen of the United States, residing at Springfield, in the county of Hampden and State of Massachusetts, have invented an Improvement in the Construction of Coverings or Housings for the Steam-Cylinders of Pumping-Engines, of which improvement the following is a specification, reference being had to the accompanying drawings, forming a part thereof.

In the larger steam pumping-engines it is usual to cover the steam cylinder or cylinders, as the case may be, with a housing of some colored wood, which, nicely finished, gives a clean and elegant appearance to the machine. My invention relates to the construction of these housings, and to an adaptation of certain valves of the engine to conform thereto.

Hitherto the various pieces of which these housings are composed have been brought together and fastened in a permanent way with numerous screws, so that to remove and replace the covering—necessary in case of accident or need of repairs—requires much time and labor. To save this expense and delay is the object of my invention, and I accomplish it by constructing the house in sections joined together and held firmly in place by devices which I will now describe, whereby the promptest possible removal and replacement are secured.

Figure 1 of the drawings is an end elevation of a "housing" as applied; Fig. 2, a portion of a side elevation thereof; Fig. 3, a top view of same; Fig. 4, a central longitudinal section of a portion of same and of the throttle-valve of the engine, and Fig. 5 presents detail views of parts.

The engine here indicated, Fig. 1, is a double one. The general form of the housing is obvious from Figs. 1, 2, and 3. The sides of the upper part or roof A, as seen in Figs. 1 and 3, are inclined, the end, as seen in Fig. 2, is vertical, and the top flat. A coping, *a*, of suitable breadth, and mitered at the corners, rests on the walls of the lower part or base, B, and on this coping is mounted the roof, which is kept firmly in its place by dowel-pins. At each corner of the structure the side of the base is locked to the end, the corner-piece to these, and the coping to all by a single and instant operation. The device employed is obvious from the detailed drawings, Fig. 5. To the inside of the corner-piece *b* is attached the metallic tie, *c*, (one or more,) an opening for which is provided in the slots *d* and *d'* in the side *e* and end *e'*, and to the inside of these last are attached the ties *i* and *i'*, duly placed with reference to the tie *c*, as shown, and to the upper side of the coping *a* are attached still other ties, *o* and *o'*, placed as shown. It is plain that when the several parts of the base are brought into position, the perforations in the several ties will be in one line, and it will only be necessary to pass the rod *s* through them downward, as seen at C, and the lock will be complete and firm.

The sides and ends of the roof A, its corner-piece, and coping, are locked in the same way as above described, except that the rod *s*, when duly placed, will be inclined in conformity to the inclination of the roof.

It is desirable that the hand-wheels and stuffing-boxes of several necessary valves of the engine should be outside the housing, and my invention further consists in the construction and arrangement plainly shown in Fig. 4, where the neck of the valve-shell is extended outward a little beyond the end section of the housing, as seen at *m n*, and is there enlarged, as shown, to a diameter slightly exceeding that of the handle *h*, and the hole in the housing being of the same diameter allows the handle to pass freely through it as the section is brought to its place, and is yet fitted to a nice finish by the enlargement referred to.

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

1. In coverings or housings for steam-cylinders of pumping-engines, the combination, with a side and end or two sides, as *e* and *e'*, of the corner-piece *b*, the tie or ties *c*, the slots *d* and *d'*, the ties *i* and *i'*, and the rod *s*, substantially as and for the purpose described.

2. The combination of the ties *o* and *o'*, attached to the coping *a* or other superimposed part, with the side and end or two sides, as *e*

and e', the corner-piece b, the tie or ties c, the slots d and d', the ties i and i', and the rod s, substantially as and for the purpose described.

3. The extended neck m of the valve-shell provided, as shown, with an enlargement at n, so gaged and adjusted as to fill the hole in the housing through which, when the latter is set up, the hand-wheel h and the stuffing-box are allowed to pass so as to be accessible on the outside, all substantially as and for the purpose described.

CHARLES P. DEANE.

Witnesses:
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L. E. BELLOWS.