

(No Model.)

2 Sheets—Sheet 1.

A. DOETSCHMANN.

EXTINGUISHING FIRES IN STOVES.

No. 383,283.

Patented May 22, 1888.

FIG. 1.

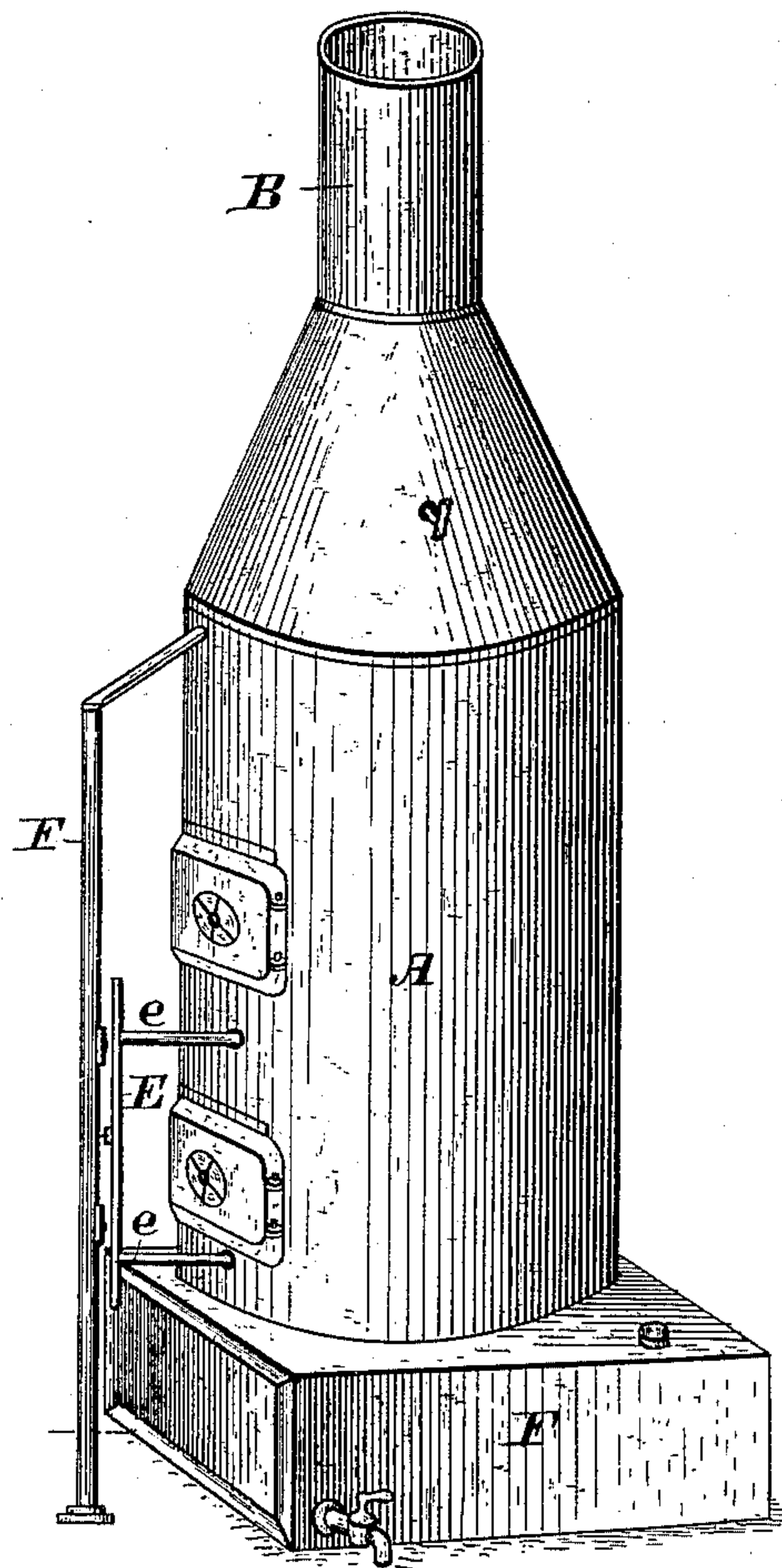
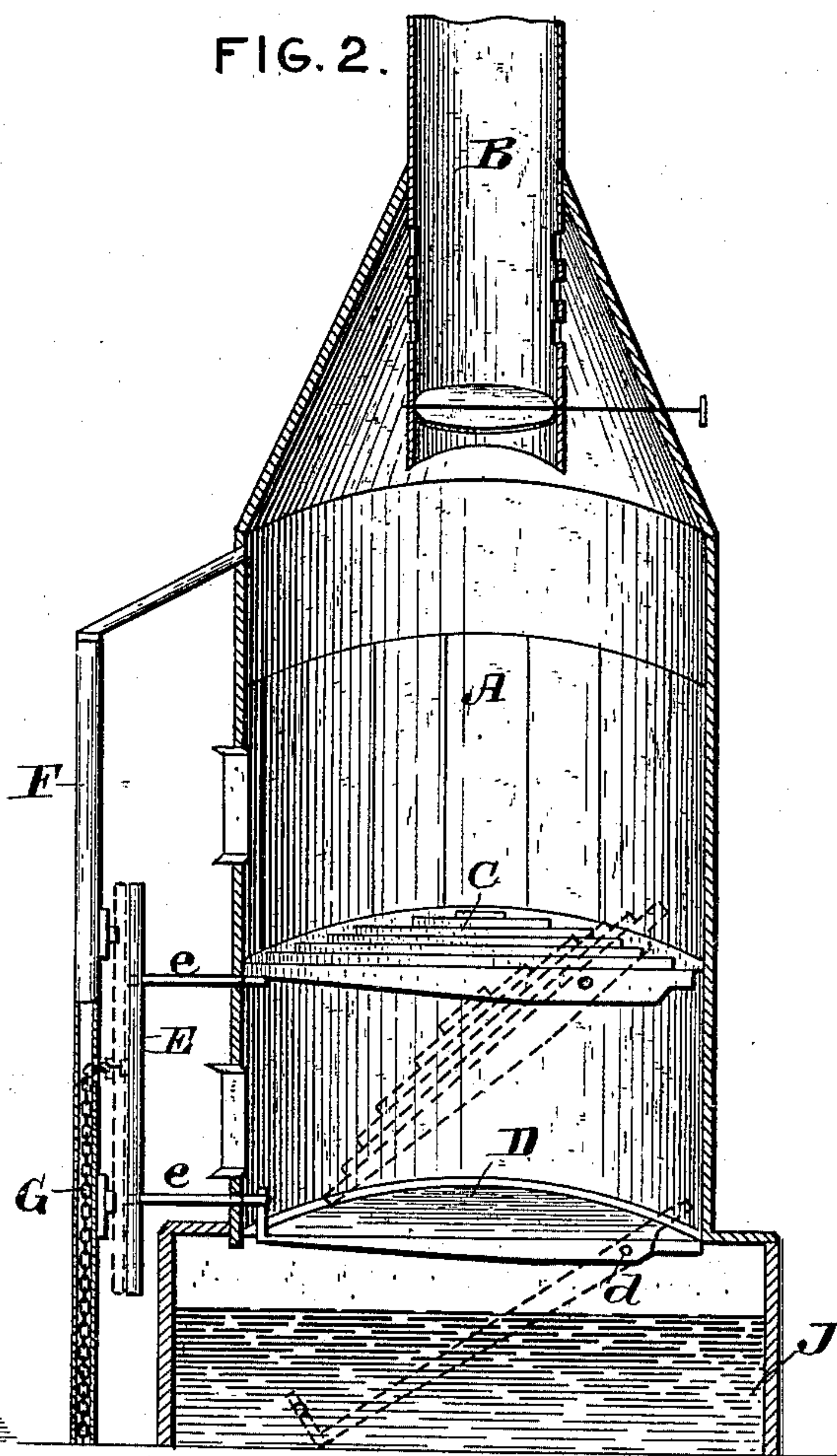


FIG. 2.



ATTEST.

J. Henry Kaiser.
Victor J. Evans.

INVENTOR:

Albert Doetschmann
By J. C. Jones,
Associate Attorney.

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2 Sheets—Sheet 2.

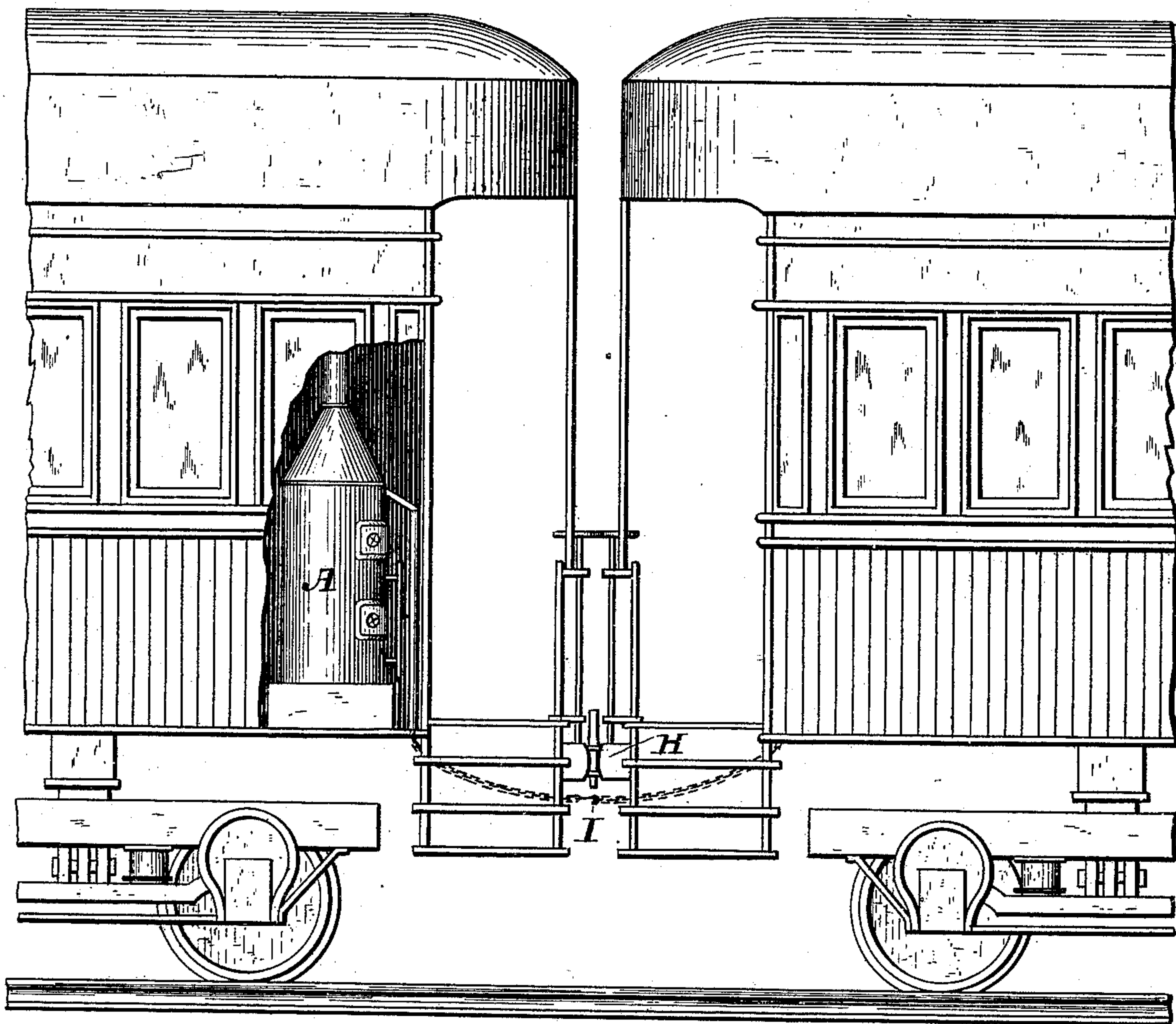
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FIG. 3.



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UNITED STATES PATENT OFFICE.

ALBERT DOETSCHMANN, OF NYACK, NEW YORK.

EXTINGUISHING FIRES IN STOVES.

SPECIFICATION forming part of Letters Patent No. 383,283, dated May 22, 1888.

Application filed March 30, 1887. Serial No. 233,234. (No model.)

To all whom it may concern:

Be it known that I, ALBERT DOETSCHMANN, a citizen of the United States, residing at Nyack, in the county of Rockland and State of New York, have invented certain new and useful Improvements in Car-Stove Fire-Extinguishers, of which the following is a specification.

My invention relates to improvements in devices for extinguishing fires in the stoves of railway-trains and the object thereof is to furnish automatic means for extinguishing such fires when through accident the cars are overturned, though this device may be applied with equally good results to stoves in use at other places with slight modifications.

The following specification describes and the accompanying drawings illustrate what I consider the best means of carrying out my invention.

In the drawings, Figure 1 is a perspective view of a stove embodying my improvements. Fig. 2 is a central vertical section of the same, the grate and ash-pan dumped, being shown in dotted lines; and Fig. 3 is a side elevation of two cars of a railway-train, showing the couplings between them and between my automatic fire-extinguishing device, one car being broken away to show the stove therein with my improvements attached.

Similar letters of reference have been applied to corresponding parts in the several figures.

A designates a stove of any approved construction, having a smoke-pipe, B, a grate, C, and an ash-pit, D. The grate and ash-pan are pivoted upon pivots *c* and *d*, respectively, near the rear of the stove, and at their forward ends are supported by studs *e*, projecting at right angles from a vertical bar, E. Said studs slide in openings in the body of the stove, and by their friction therein support the bar E.

Arranged vertically in front of the stove is a pipe, F, which extends to and opens through the floor of the car. Within this pipe is disposed a light chain, G, which at its upper end passes through a lateral hole in the pipe F and is connected to the bar E about midway

between the studs *e*. Passing out the lower end of the pipe, it is led through suitable pulleys or eyes (not shown) beneath the platform of the car and below the coupling H, where it is provided with a suitable coupling, I. Directly below the ash-pan is disposed a tank, J, which is to be kept filled with water.

The operation of the device is as follows: The stove being placed in position and the fire lighted therein, access may be had to the interior thereof through the door K in the usual manner. When two cars come together and are coupled in the ordinary manner, the couplings I at the ends of the chain are connected, or if but one of the cars is provided with my fire-extinguishing device the chain thereof is attached to any portion of the platform of the other car. In event of accident to the cars, whereby one or both of them are overturned or derailed and the coupling H is broken, the separating of the cars while the couplings I are yet unbroken will draw the chain or chains G slightly outward. This motion will be communicated to the bar E, and the studs *e* thereon will be withdrawn from beneath the forward ends of the grate C and ash-pan D, which they respectively support, thus permitting them to fall. This motion will dump the fire upon the grate and the hot coals within the ash-pan directly into the water in the tank J, thus extinguishing it instantly and avoiding all possibility of communicating it to the wreck of the overturned or derailed cars.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The car, the stove A, and the grate and ash-pan therein, each supported near its rear edge upon a pivot, in combination with the bar E, having studs projecting into the stove, upon which the forward edges of said grate and ash-pan are supported, vertical tube F, disposed in front of said bar, and a chain passing down said tube and connecting said bar with the next car of the train, substantially as described.

2. The stove having a grate and ash-pan, each supported near its rear edge upon a

pivot, said stove being provided with openings for permitting access to both said grate and ash-pan, in combination with the water-tank J, entirely below and independent of
5 said ash-pan, the bar E, having studs projecting into the stove, upon which the forward edges of said grate and ash-pan are supported,

and a chain whereby both the grate and ash-pan may be dumped simultaneously, substantially as described.

ALBERT DOETSCHMANN.

Witnesses:

WM. J. GREEN,
FRED W. GREEN.