

(No Model.)

A. BEÖTHY.
LOCOMOTIVE BOILER.

No. 429,003.

Patented May 27, 1890.

Fig. 3

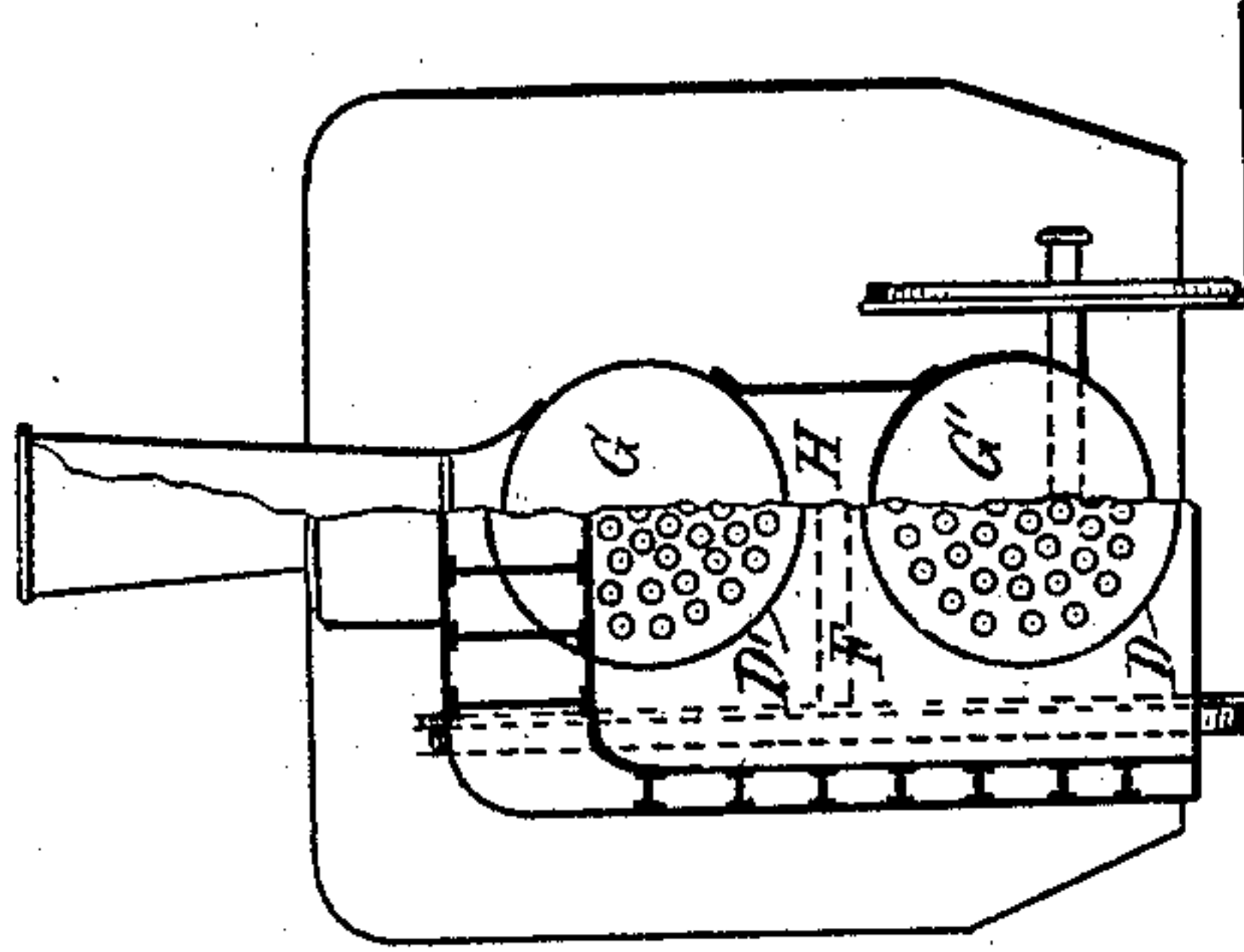


Fig. 1.

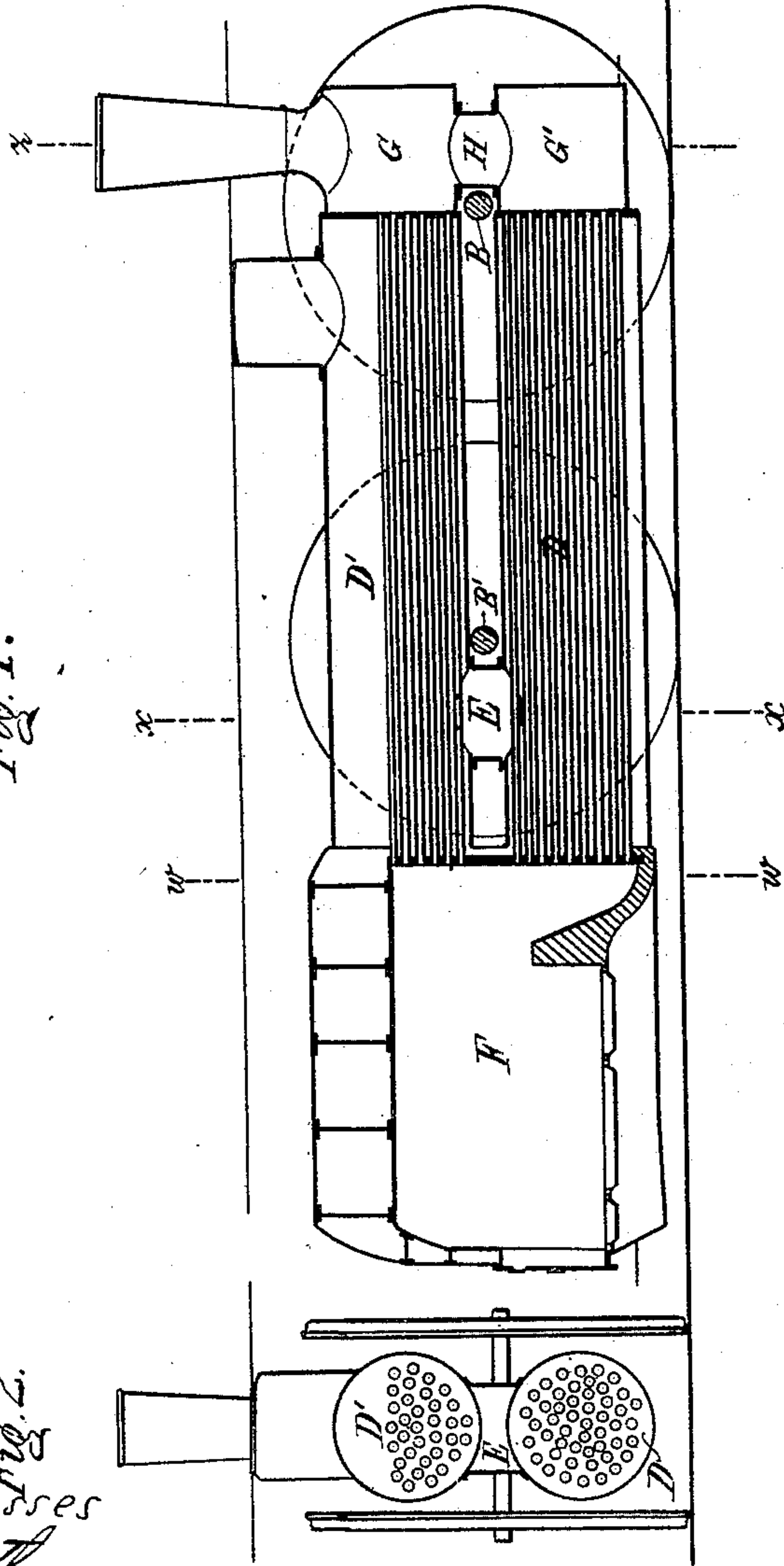


Fig. 2.

Witnesses

G. Smith

Albert B. Blackwood

Inventor-
Ala Beöthy
By Connolly Bros
Atty's

UNITED STATES PATENT OFFICE.

ALA BEÖTHY, OF BUDA-PESTH, AUSTRIA-HUNGARY.

LOCOMOTIVE-BOILER.

SPECIFICATION forming part of Letters Patent No. 429,003, dated May 27, 1890.

Application filed May 3, 1889. Serial No. 309,465. (No model.)

To all whom it may concern:

Be it known that I, ALA BEÖTHY, a subject of the King of Hungary, and a resident of the city of Buda-Pesth, in the Empire of Austria-Hungary, have invented certain new and useful Improvements in Locomotive-Boilers, of which the following is a specification.

This invention relates to a construction of locomotive-boiler, more particularly for use with express-trains, by means of which greater speed can be obtained than was heretofore possible without reducing the stability.

Figure 1 is a longitudinal vertical sectional view of a locomotive-boiler embodying my improvements. Fig. 2 is a cross-section of the same on line $x x$ of Fig. 1. Fig. 3 is a cross-section taken on the right-hand side on the line $z z$ and on the left-hand side on the line $w w$ of Fig. 1.

The boiler consists of two cylindrical shells $D D'$, of which the one is situated above and the other below the driving-axles, and these shells are connected by a branch E , situated behind the rear driving-axle. The fire-box F is common to both boiler-shells, and the

smoke-boxes $G G'$ of both are connected by a vertical branch pipe H in front of the front driving-axle. This connecting branch is fixed by screw-bolts and can be removed, so as to enable the boiler to be removed from the framing when required, and also to facilitate the removal of the axles.

I claim—

An improved construction of locomotive-boiler, which boiler consists of two cylindrical shells $D D'$, one of which is situated above and the other below the driving-axles, and which have a fire-box F common to both, and are connected together by a branch E , situated behind the rear driving-axle, B' , while the two smoke-boxes $G G'$ are connected by a branch H in front of the front driving-axle, substantially as herein described with reference to the drawings.

In testimony whereof I have affixed my signature in presence of two witnesses.

ALA BEÖTHY.

Witnesses:

JOS. WALBERN,
BRENGL LAJOS.