

(No Model.)

2 Sheets—Sheet 1.

C. T. HOLLOWAY.  
CHEMICAL FIRE ENGINE.

No. 493,028.

Patented Mar. 7, 1893.

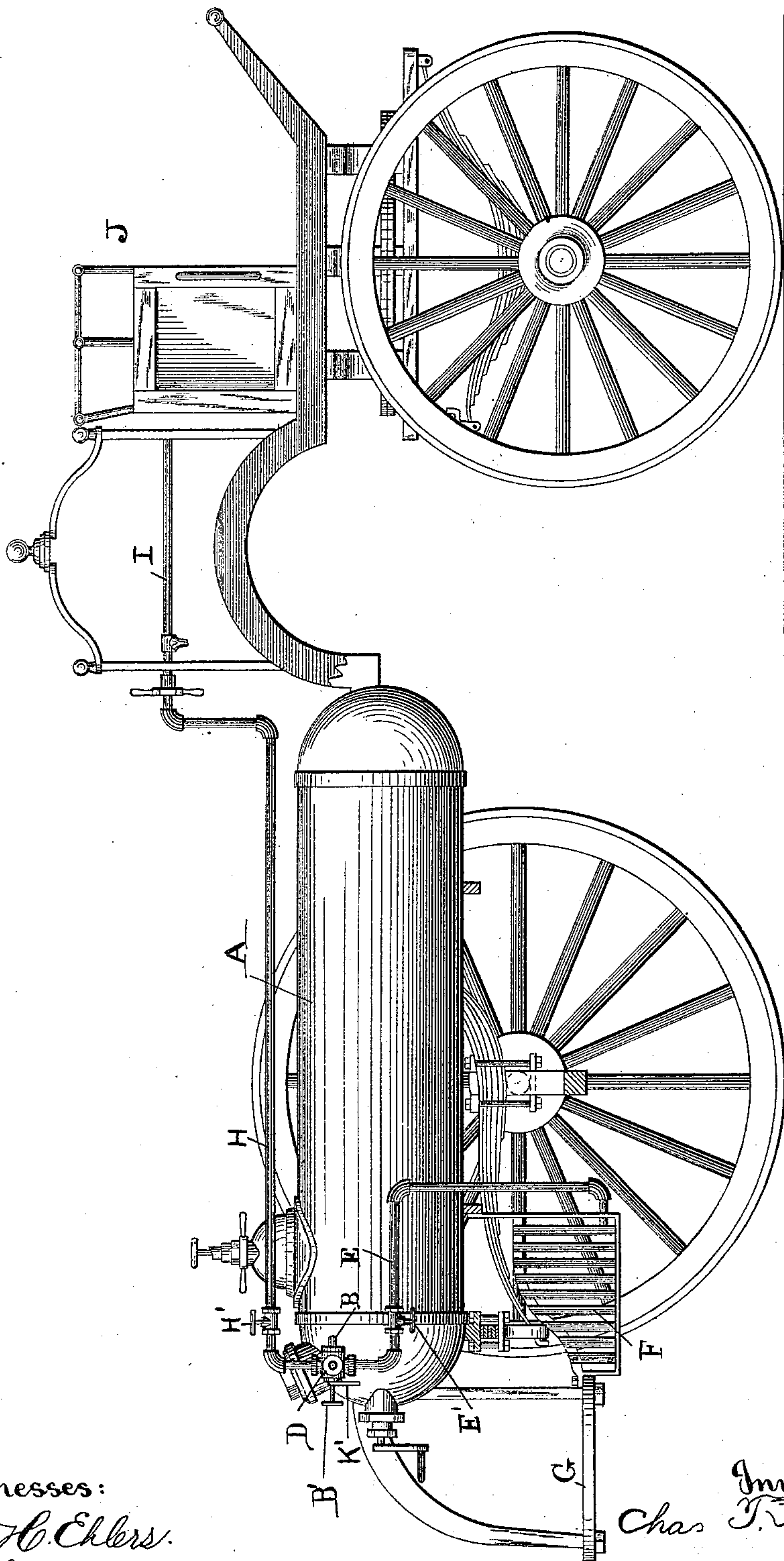


Fig. 1--

Witnesses:  
*Otto H. Ehlers.*  
*Frank P. Davis.*

Inventor:  
*Chas. T. Holloway*

By *Chas. B. Mann*  
Attorney.

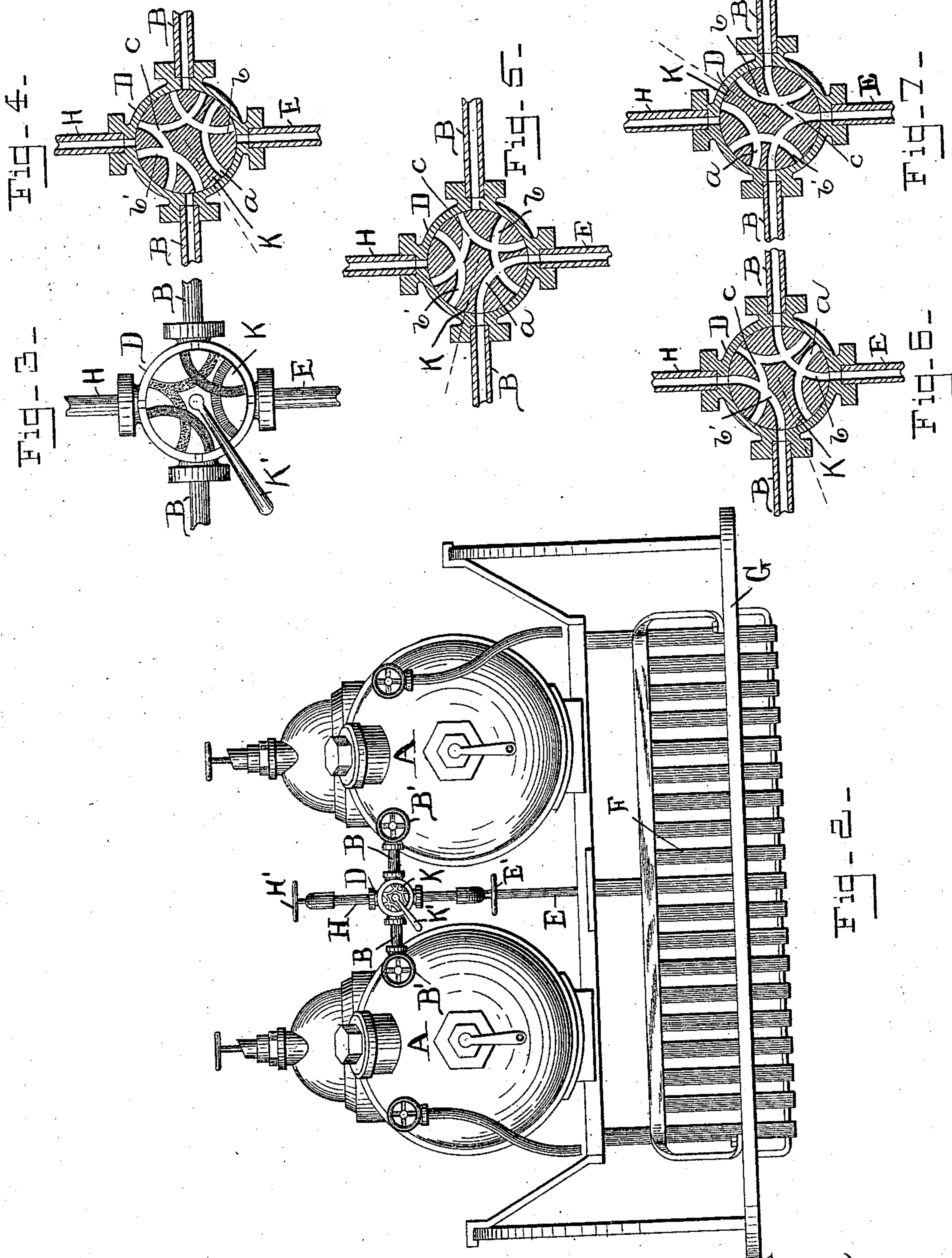
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Attorney.



# UNITED STATES PATENT OFFICE.

CHARLES T. HOLLOWAY, OF BALTIMORE, MARYLAND.

## CHEMICAL FIRE-ENGINE.

SPECIFICATION forming part of Letters Patent No. 493,028, dated March 7, 1893.

Application filed December 17, 1891. Serial No. 415,354. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES T. HOLLOWAY, a citizen of the United States, residing at Baltimore, Maryland, have invented certain new and useful Improvements in Chemical Fire-Engines, of which the following is a specification.

This invention relates to an improvement in chemical fire engines, and the object is to provide a front and rear discharge from the tanks both controlled from the rear end of the engine.

To this end the invention may be said to consist in the novel features of construction and combinations of parts hereinafter described and claimed.

The invention is illustrated in the accompanying drawings, in which,—

Figure 1 is a longitudinal section through the middle of the engine; Fig. 2, a rear end view without the wheels, springs, &c.; Fig. 3, an enlarged outside view of a valve which is located at the junction of the discharge-pipes; and Figs. 4, 5, 6, and 7, section views of said valve showing its different positions.

The letter, A, designates the tanks of the engine, which are provided with the usual appurtenances. Out of the rear end of each tank extends a pipe, B, and these two pipes are connected by a four-way coupling, D, at the middle. A discharge-pipe, E, extends downward from this coupling and thence forward and again downward to a hose-basket, F, adjoining the rear step, G. Another discharge-pipe, H, extends from the coupling, D, first upward and then forward to the front of the engine where it enters the hollow axle, I, of a hose-reel located behind the front seat, J.

In the coupling, D, is a rotary plug-valve, K, having a number of passages, *a, b, b', c*. The single passage, *a*, is arranged to form a communication between any two adjacent pipes leading into the coupling; the two similar passages, *b, b'*, are arranged to form communications between two pairs of adjacent pipes at the same time; and the branching double passage, *c*, is arranged to form communication between any three pipes. The closed position of the valve is as shown in Figs. 3 and 4, when all the pipes are cut out. When it is

desired to discharge from either tank into one of the discharge pipes the valve is turned to put the passage, *a*, into communication with the tank and discharge pipes the other pipes remaining cut out, as shown in Fig. 5. When it is desired to discharge from both tanks into separate discharge pipes the valve is turned to bring the passages, *b, b'*, into communication with the tank and discharge pipes, as shown in Fig. 6. When it is desired to discharge from both tanks into one pipe or from one tank into both discharge pipes, the valve is turned to bring the branching double passage, *c*, into communication with the tank and discharge pipes, as shown in Fig. 7. The cock or valve, K, has a suitable handle, K', by means of which it is shifted, and on the outside of the valve the passages are traced as illustrated in Fig. 3, to show their position at different adjustments of the valve. Each pipe is provided with an ordinary cock, B', E', H', which cocks serve as additional means for governing the discharge. By my arrangement as herein described one attendant at the rear end of the engine can control both the front and rear discharges.

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

In a chemical engine the combination of a pair of tanks; a pipe leading out of the rear end of each; a coupling between said pipes; a rear discharge-pipe extending downward from said coupling to connect with the hose carried at the rear end of the engine; a front discharge-pipe extending forward from said coupling to connect with hose carried at the front of the engine; and a cock or valve in said coupling having passages so arranged that communication may be had between any two adjacent pipes, between two pairs of adjacent pipes, or between any three pipes, substantially in the manner described.

In testimony whereof I affix my signature in the presence of two witnesses.

CHARLES T. HOLLOWAY.

Witnesses:

R. ROSS HOLLOWAY,  
H. H. ALLEN.