(No Model.)

T. J. PROSSER.

RAILWAY WATER TANK.

No. 528,110. Patented Oct. 23, 1894.

Fig. I.

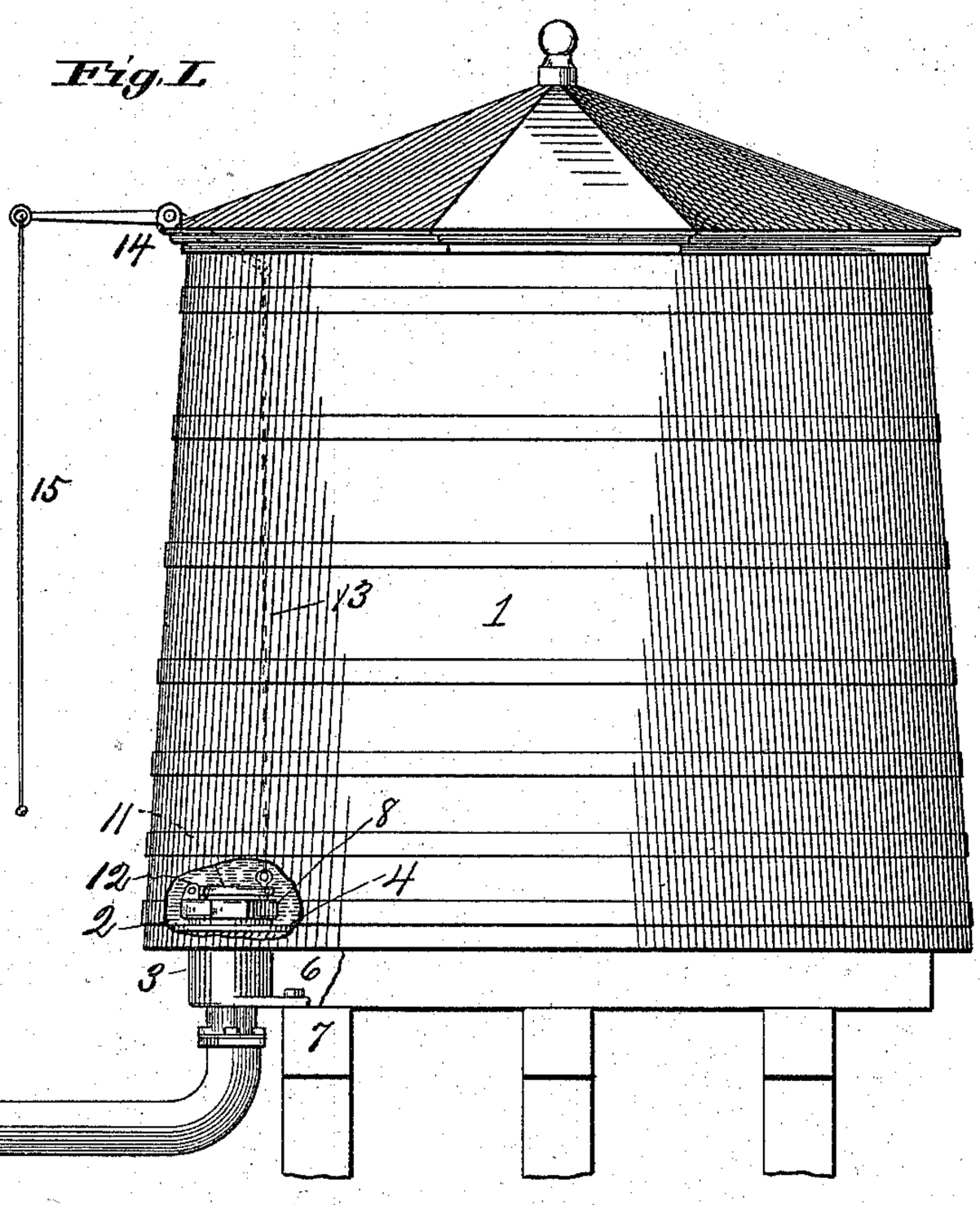


Fig. II.

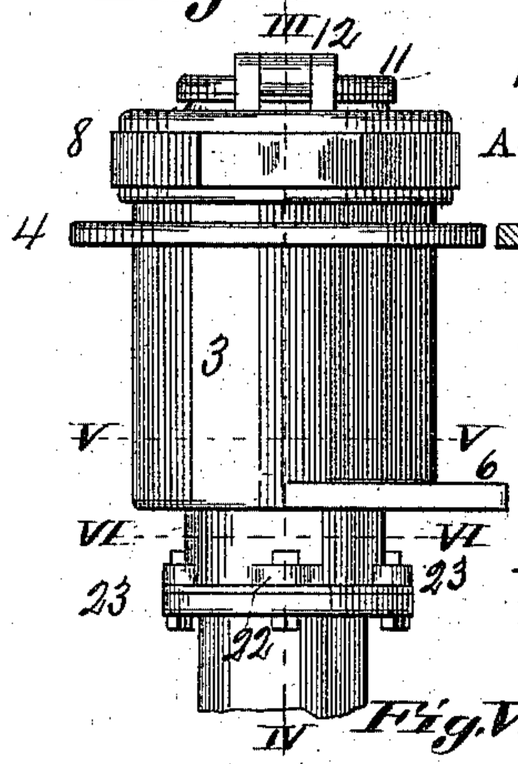


Fig. III.

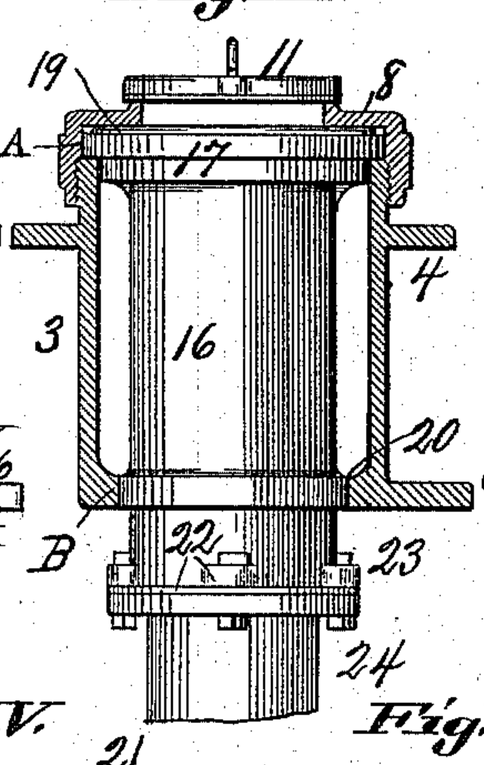


Fig. IV.

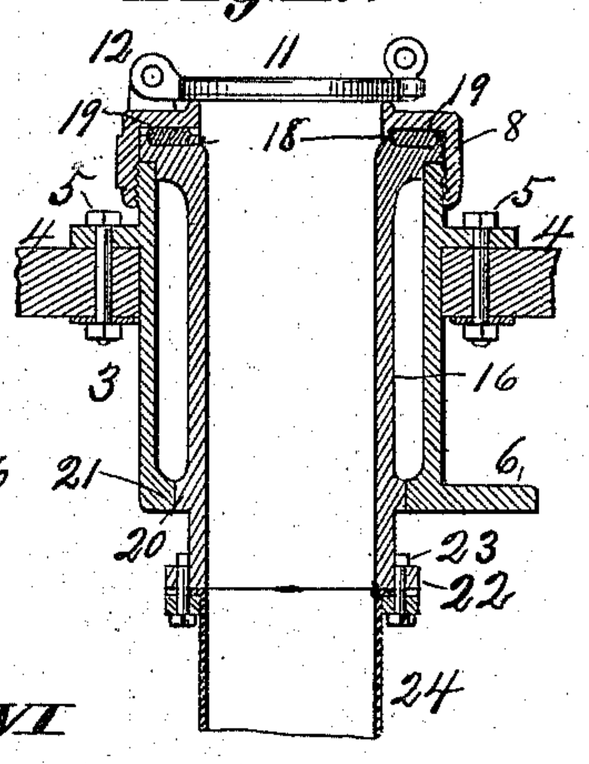


Fig. V.

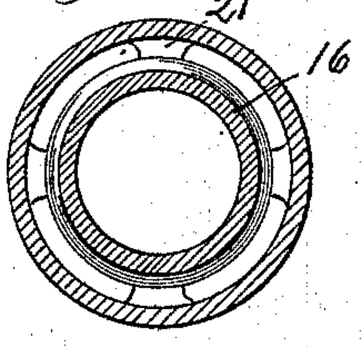
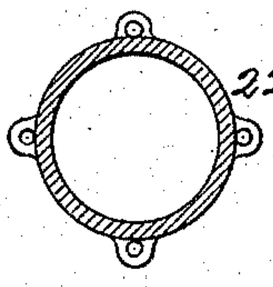


Fig. VI.



Attest;
A. M. Ebersole
G. E. Ebersole.

Inventor;
Thomas J. Prosser
By Knight Bros.
attys.

UNITED STATES PATENT OFFICE.

THOMAS J. PROSSER, OF ST. LOUIS, MISSOURI.

RAILWAY WATER-TANK.

SPECIFICATION forming part of Letters Patent No. 528,110, dated October 23, 1894.

Application filed March 12, 1894. Serial No. 503,302. (No model.)

To all whom it may concern:

Be it known that I, THOMAS J. PROSSER, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Railway Water-Tanks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to that class of railway water tanks having a valve located within the tank with means for operating it, and in a pipe adjustably secured in the tank for conveying the water to the tender.

My invention consists in features of novelty hereinafter fully described and pointed out in the claims.

Figure I is a side elevation of the water tank, a portion of which is broken away to more fully illustrate my invention. Fig. II is a side elevation of my improved device, removed from the tank. Fig. III is a vertical section of the casing taken on line III—IV, Fig. II, the discharge pipe being shown in elevation. Fig. IV is a vertical section taken on line III—IV, Fig. II. Fig. V is a transverse section taken on line V—V, Fig. II. Fig. VI is a transverse section taken on line VI—VI, Fig. II.

Referring to the drawings, 1 represents a water tank having a perforation 2 formed in its bottom in which a cylindrical casing 3 fits.

4 represents a flange formed on the casing through which, and through the floor of the tank, are passed bolts 5 for securing the casing to the tank.

6 represents a lug formed on the lower end of the casing for attaching its lower end to a cross bar 7 of the frame work on which the tank rests.

8 represents a cap threaded onto the upper end of the casing.

11 represents a valve hinged at 12 to the cap.

13 represents a rod or chain the lower end of which is secured to the valve 11 and the upper end of which is secured to the inner end of a lever 14 to the outer end of which is secured a pull cord 15 that hangs therefrom.

16 represents a section of the discharge pipe, the upper end of which has a flange 17, bearing on the upper end of the casing 3, and on which it fits and works.

18 represents a recess formed in the upper end of the section 16 within which a suitable packing 19 is placed, for the purpose of preventing leakage.

20 represents a flange formed on the section 16 and which fits within lugs 21 formed on the lower end of the casing 3. On the lower end of the section 16 is a flange or lugs 22 to which is secured by bolts 23, a similar flange formed on the inner end of the discharge pipe 24.

The discharge pipe is formed in two parts, 16 and 24, so that if it is desired to remove it from the tank for any purpose it may be readily accomplished by removing the bolts 23 and the cap 8 when the upper section may be drawn up and out of its casing.

When the discharge pipe is in its using position as shown in Fig. I it may be rotated by taking hold of the outer end of the pipe and giving it a slight push or pull, the section 16 rotating in its bearings at A and B Fig. III.

My improved device is durable, inexpensive, prevents leakage and waste of water and may be readily attached to or removed from the tank.

I claim as my invention—

1. In a railway water tank, the combination of a casing secured in the tank, a discharge pipe section located within the casing, and having a flange on its upper end resting upon the upper end of said casing and above the bottom of the tank, and a flange at its lower end bearing against said casing, a cap threaded onto the upper end of the housing and covering the upper end of the pipe section, a valve hinged to the cap, a packing located between the cap and the upper flange of the pipe section and a discharge pipe removably secured to the lower end of said section, substantially as set forth.

2. In a railway water tank, the combination of a casing secured to the tank and formed with lugs at its lower end, a revoluble discharge pipe section located within the casing and removable therefrom and a flange on the lower end of the pipe section and adapted to bear against the lugs on the casing, substantially as and for the purpose set forth.

3. In a railway water tank, the combination of a casing secured to the tank, a revoluble discharge pipe section located within the casing and removable therefrom and a suitable bearing between the said casing and pipe sections at their lower ends in order to allow the escape of all water between the casing and pipe section, substantially as shown and described.

THOMAS J. PROSSER.

In presence of—
A. M. EBERSOLE,
C. G. EDUARDS.