

No. 611,598.

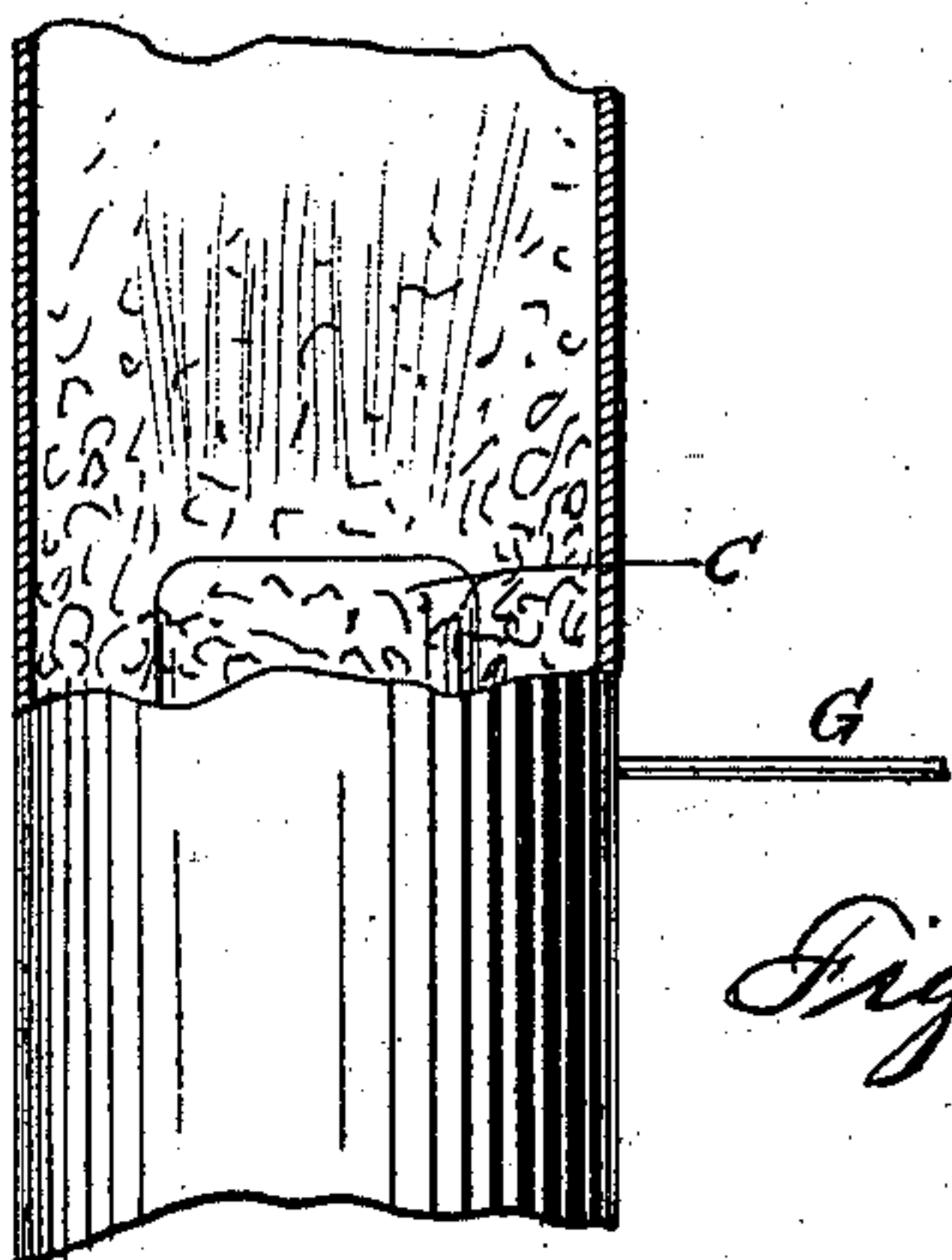
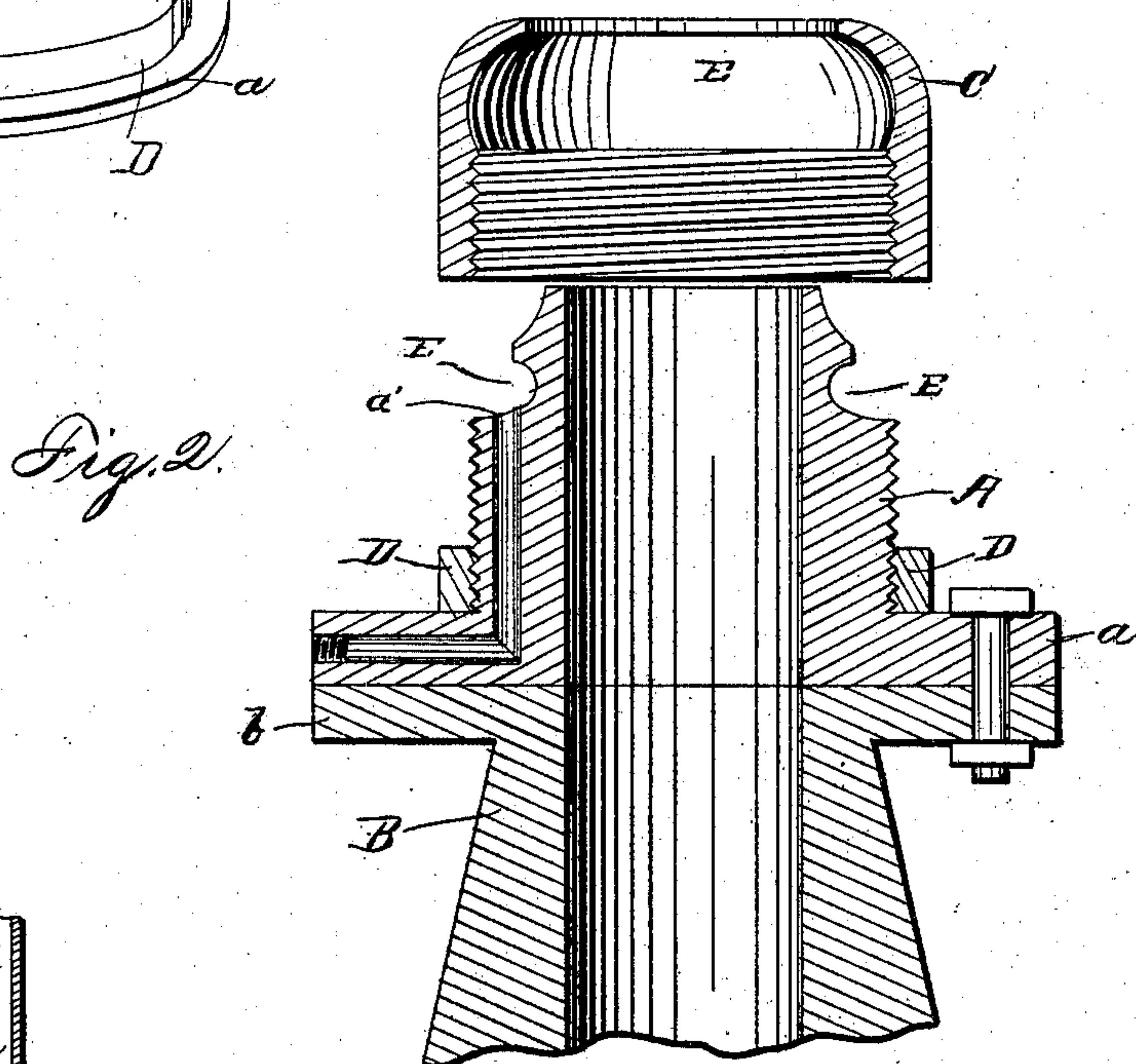
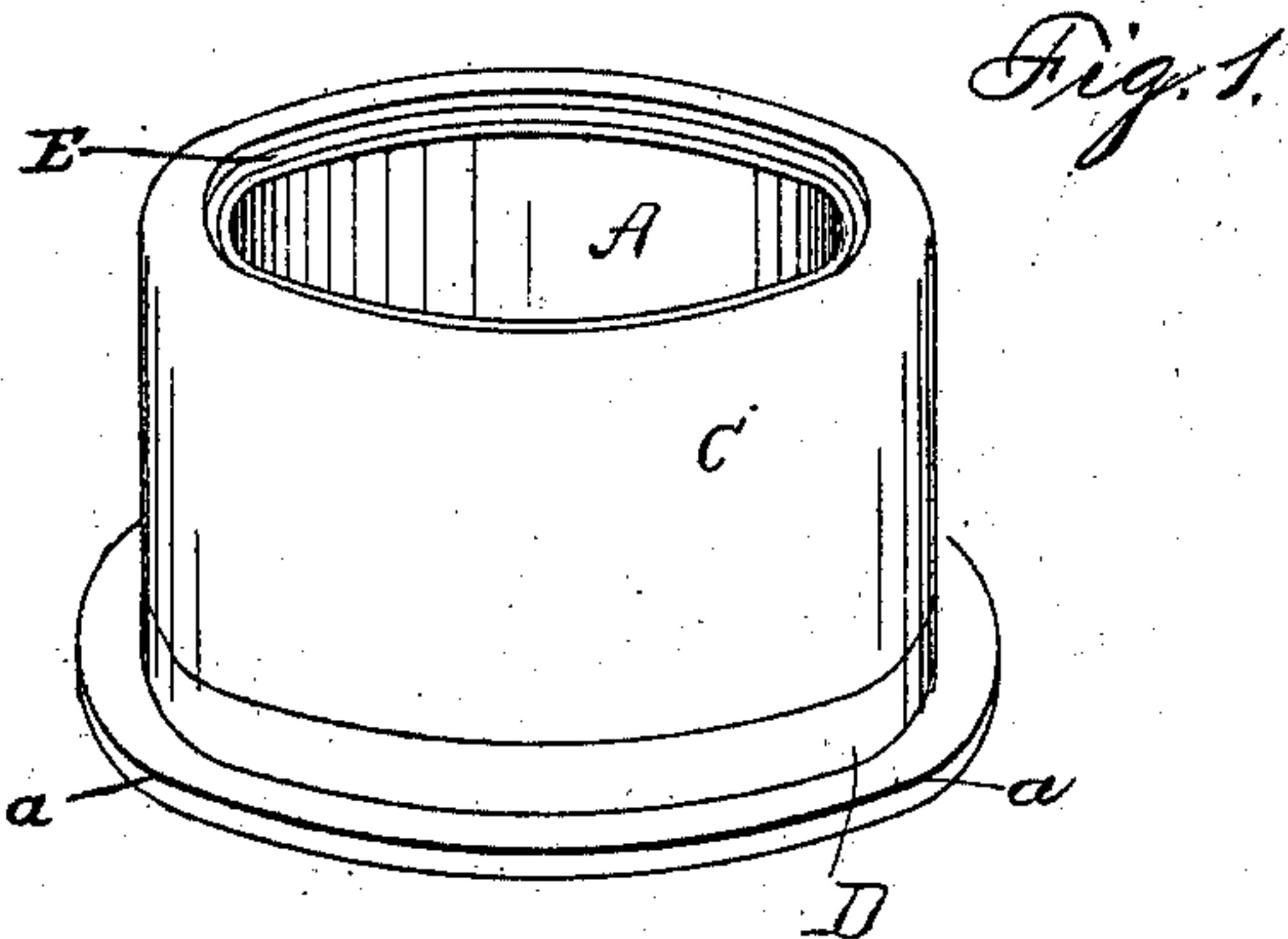
Patented Oct. 4, 1898.

J. G. BAXTER.

FIRE EXTINGUISHER AND BLOWER FOR TRACTION ENGINES.

(Application filed Mar. 1, 1898.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN G. BAXTER, OF EMPORIA, KANSAS, ASSIGNOR OF ONE-HALF TO  
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## FIRE-EXTINGUISHER AND BLOWER FOR TRACTION-ENGINES.

SPECIFICATION forming part of Letters Patent No. 611,598, dated October 4, 1898.

Application filed March 1, 1898. Serial No. 672,131. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN G. BAXTER, a citizen of the United States, residing at Emporia, in the county of Lyon and State of Kansas, have invented a certain new and useful Combined Fire-Extinguisher and Blower for Locomotive or Traction Engines; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to make an attachment for the nozzle of the exhaust-pipe of a locomotive or traction engine by which the sparks may be extinguished and which will also serve as a blower.

Figure 1 of the drawings is a perspective view showing the attachment with the cap fitted upon it; Fig. 2, a vertical section showing it detached from the exhaust-nozzle, and Fig. 3 an elevation showing its use as a blower.

In the drawings, A represents the body of the attachment with the flange *a*, which is bolted to the flange *b* of the exhaust-nozzle B. On the body screws a cap C, and below it the locking-ring D, while in the cap and body are corresponding annular cavities, which form a hot-water chamber E. The cap may be so screwed down as to allow a greater or less thin sheet of water to escape between it and the body A, this water mixing with the

exhaust-steam as it ascends and extinguishing the sparks in the smoke-stack before they leave it. The chamber E is connected by a channel *a'* with a pipe which communicates with the boiler by a globe or other valve, which is operated by the engineer when sparks are likely to be produced.

G is a pipe extending from the attachment to the cab, running along the outside of the boiler and connecting with a steam-pipe and a cab-valve, so that the attachment may also serve as a blower, in order to give a better draft.

As an extinguisher my attachment fills the smoke-stack with a watery mist, which quenches all fire in the products of combustion, while the wire-netting in smoke-box can remain there. The screw-cap C is first adjusted as desired on the body A and then the ring D screwed up against it, so as to form a lock at that particular adjustment.

What I claim as new is—

An attachment for the nozzle of the exhaust-pipe of an engine, consisting of the body A, cap C screwing thereon, and the screw-ring D, the chamber E and channel *a'* being formed; whereby it may be used in the manner and for the purposes specified.

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

JOHN G. BAXTER.

Witnesses:

D. L. MURPHY,  
J. W. HOBBS.