

No. 709,376.

Patented Sept. 16, 1902.

J. W. THOMAS, JR.
STAND PIPE FOR RAILWAY USES.

(Application filed Jan. 22, 1902.)

(No Model.)

2 Sheets—Sheet 1.

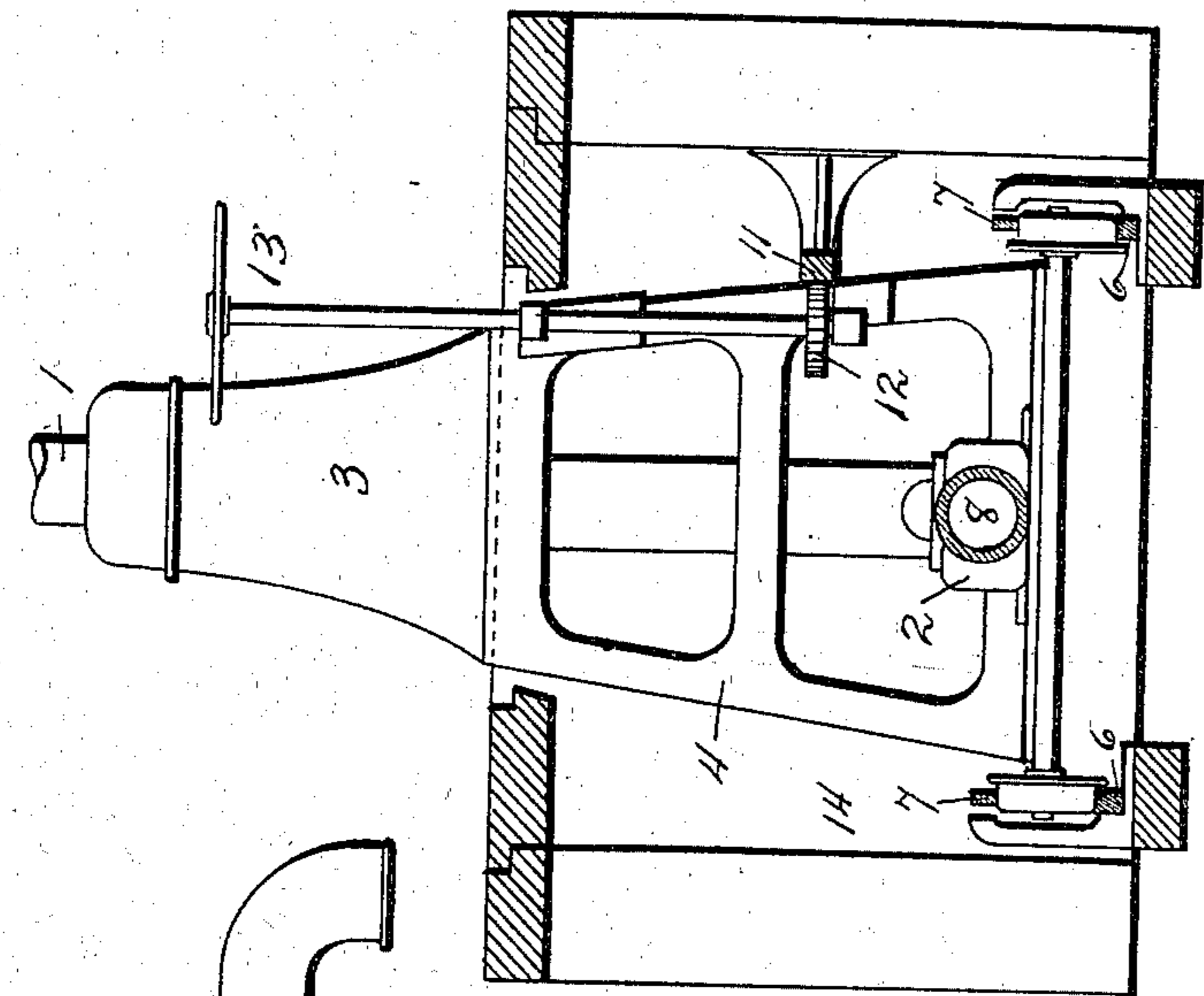


Fig. 1

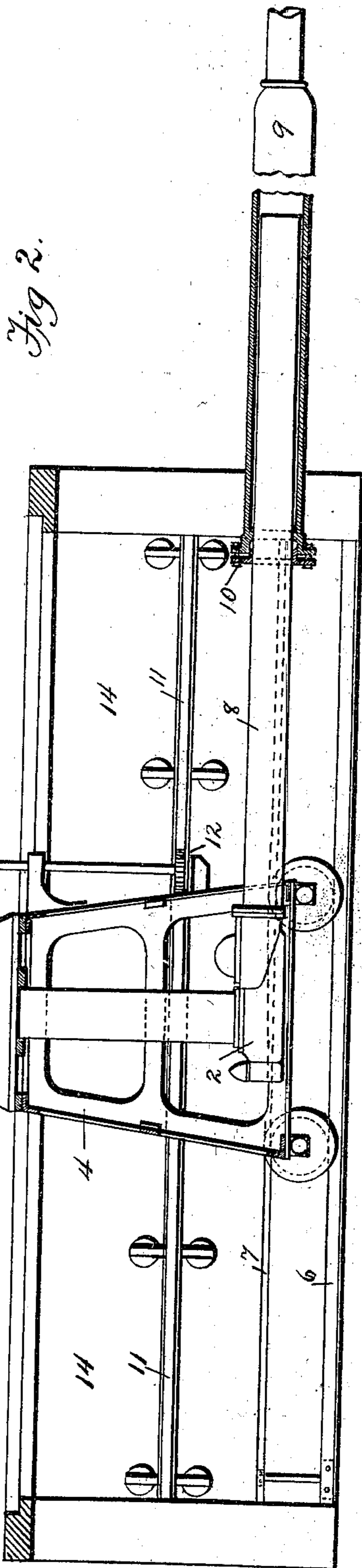


Fig. 2.

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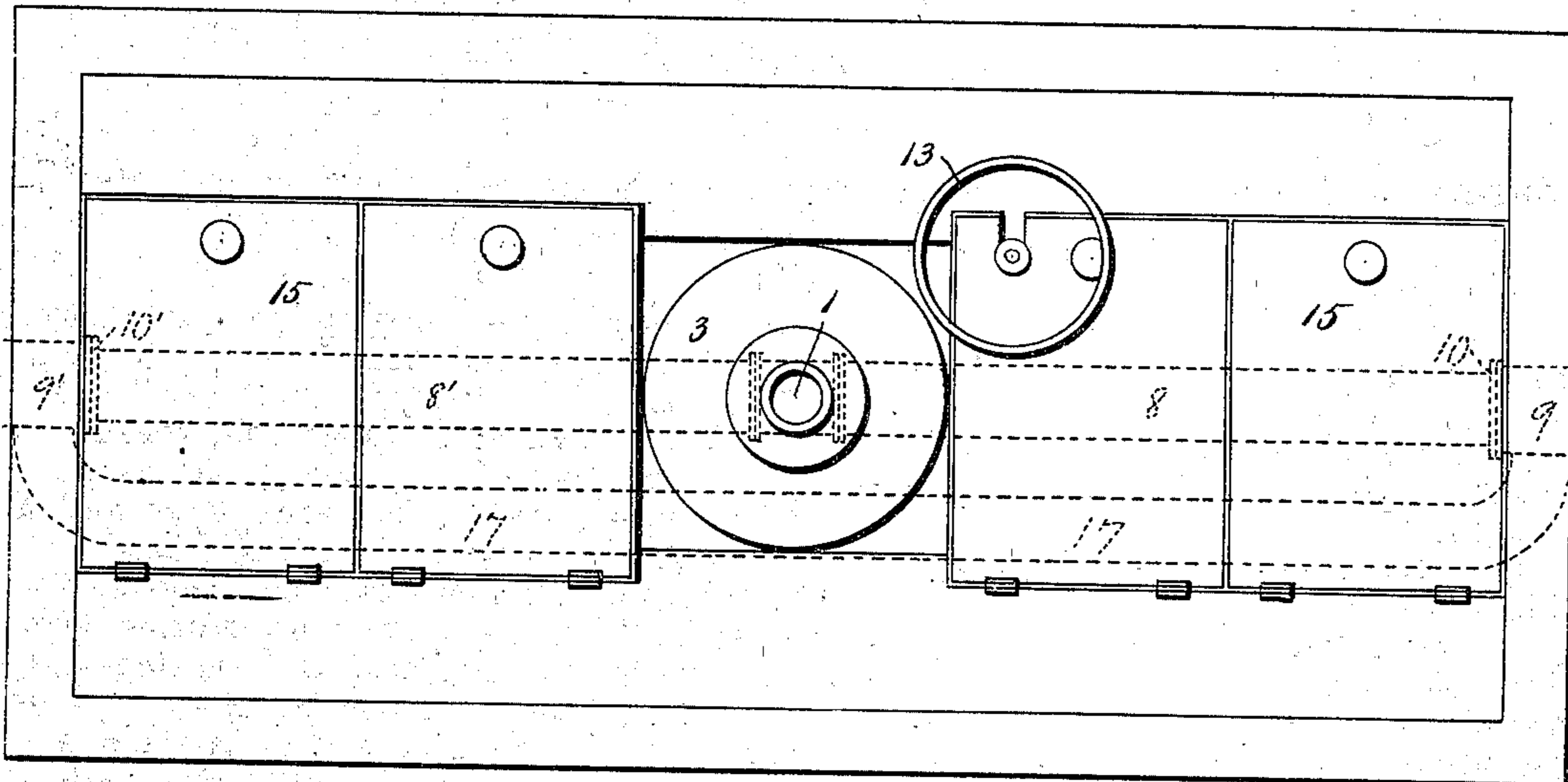


Fig. 3.

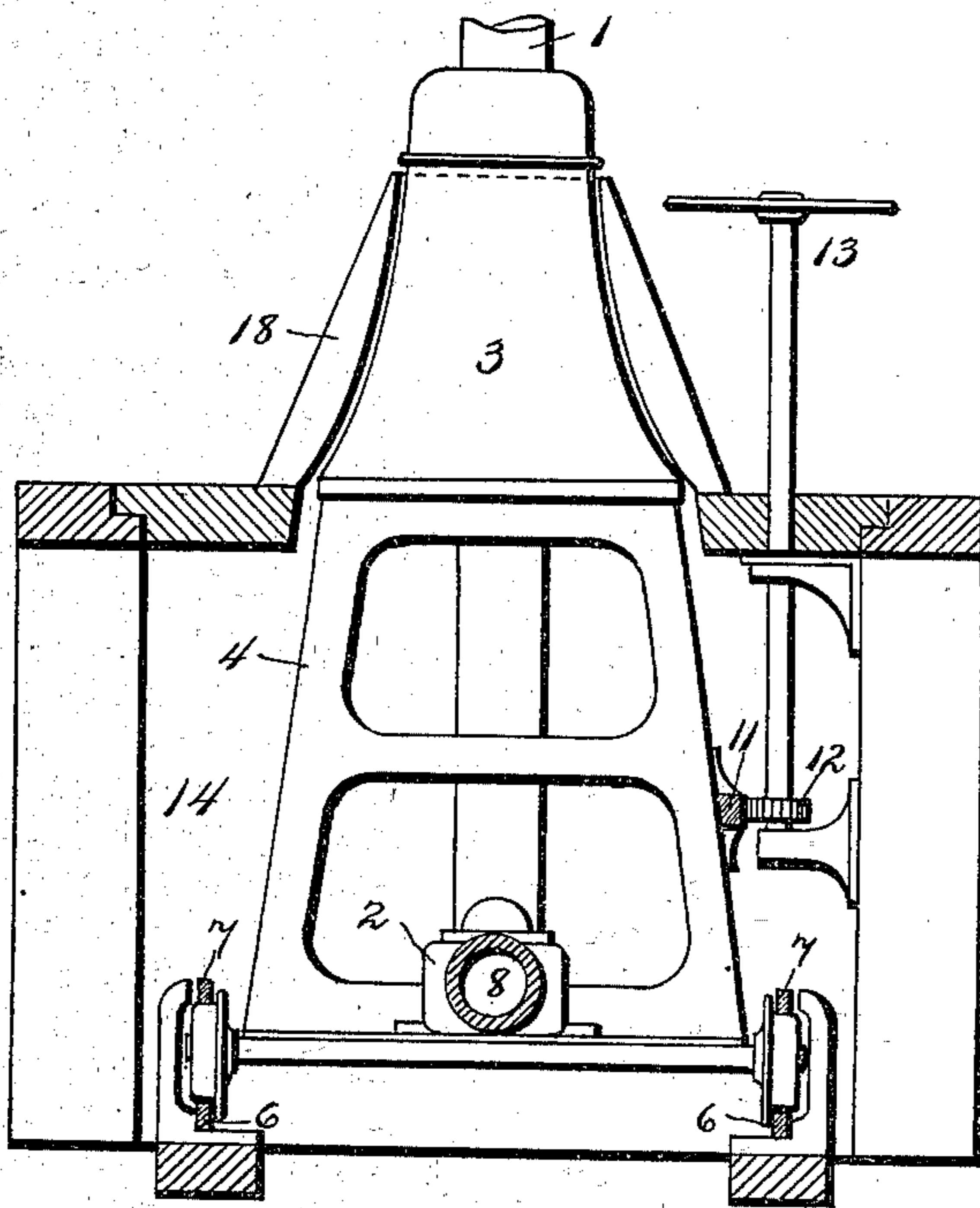


Fig. 4.

Witness:
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E. K. Runyon

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UNITED STATES PATENT OFFICE.

JOHN WILSON THOMAS, JR., OF NASHVILLE, TENNESSEE.

STAND-PIPE FOR RAILWAY USES.

SPECIFICATION forming part of Letters Patent No. 709,376, dated September 16, 1902.

Application filed January 22, 1902. Serial No. 90,828. (No model.)

To all whom it may concern:

Be it known that I, JOHN WILSON THOMAS, Jr., a citizen of the United States, and a resident of Nashville, in the county of Davidson and State of Tennessee, have invented a new and useful Improvement in Stand-Pipes for Railway Uses, of which the following is a specification.

My invention has reference to the stand-pipes or so-called "water-cranes" which are located at intervals along railway-tracks for the purpose of supplying locomotive-tenders with water.

The characteristic of my invention is that the stand-pipe is movable lengthwise of the railway-track in whose vicinity it is located. This I believe to be broadly new with me.

It is quite a difficult matter, particularly when a locomotive is coupled to a train, to stop the tender immediately opposite the water-column or stand-pipe, and after stop is once made if the tender is not in the right place it becomes necessary either to move the whole train or to uncouple and cut the engine off from the train and move it up alone to the stand-pipe. To avoid this, I make the stand-pipe movable bodily lengthwise of the track. For practical purposes it will suffice to allow it a range of movement of, say, four feet each way from the central position.

In the accompanying drawings, to which I shall now refer for a better understanding of my invention, Figure 1 is a sectional side elevation of the apparatus. Fig. 2 is a cross-section; and Fig. 3 is a plan of the same, the spout which projects laterally from the upper end of the stand-pipe being omitted. Fig. 4 is a cross-section of a modification.

The stand-pipe or water-crane itself can be of any ordinary or suitable construction. As shown in the drawings, it consists of a vertical stand-pipe or column 1, having at its upper end the usual laterally-projecting spout *a* and valve lever or handle *b* and supported at its base by a valve-box 2, into which it opens and upon which it swivels, so as to be capable of axial rotation in the customary way. The valve-box is mounted on and secured to a carriage 4, surmounted by a bell-casting 3, which forms a bearing and steady-ing sleeve for the stand-pipe 1, which passes up through it and can rotate or turn in it.

The wheels of the carriage run on bottom rails 6, which extend lengthwise of the railway-track alongside of which the water-crane is placed, and above the wheels are placed top rails 7 to prevent the carriage from tipping over. The carriage, as well as the track on which it runs, is placed in a suitable pit 14, and the carriage is moved and adjusted by proper instrumentalities, typified by the pinion 12 and its actuating-shaft and hand-wheel 13 and the rack 11. The pinion can be mounted on the carriage, and the rack can be secured to one of the walls of the pit, as illustrated in Figs. 1 and 2, or the rack can be on the carriage and the pinion and its appurtenances can be supported in bearings in the pit, as indicated in Fig. 4.

To protect the apparatus from the weather and to prevent persons from falling into the pit, hinged trap-doors 15 can be used to cover it, as indicated in Fig. 3, or, as indicated in Fig. 4, the longitudinal opening in the top of the pit can be surrounded by a raised housing 18.

To maintain communication between the stand-pipe and the course of water-supply without interfering with the free movement of the carriage, various flexible or extensible connections well known to the skilled mechanic can be employed. For this purpose in the present instance I have shown a telescopic joint consisting of a pipe-section 8, which is attached to and moves with the valve-box 2 and projecting into the stationary water-supply pipe 9, in which it can slide back and forth, the joint between this pipe-section 8 and the fixed water-supply pipe 9 being made water-tight by a stuffing-box 10. In case it should be found that under this arrangement the water-pressure renders it difficult to move the carriage to the right, the pressure can be equalized, as indicated by dotted lines in Fig. 1, by adding an additional pipe-section 8' on the opposite end of the valve-box 2, working in a fixed supply-conduit 9', having stuffing-box 10', the conduit 9' communicating with the conduit 9 through a run-around pipe 17.

Having now described my invention and the manner in which the same is or may be carried into effect, I state in conclusion that I do not restrict myself to the structural de-

tails herein shown and described in illustration of my invention, for manifestly the same can be widely varied without departure from the principle of the invention; but

5 What I claim as new, and desire to secure by Letters Patent, is—

1. A stand-pipe or water-crane for railway uses movable and adjustable bodily lengthwise of the railway-track alongside of which
10 it is located substantially as described.

2. A stand-pipe or water-crane for railway uses movable lengthwise of the track alongside of which it is located, and swiveled so as to be capable of axial rotation, substan-
15 tially as described.

3. A stand-pipe or water-crane for railway uses, movable and adjustable bodily lengthwise of the track alongside of which it is lo-

cated, in combination with a source of water-supply and extensible connections between 20 the same and the water-crane, substantially as described.

4. A stand-pipe or water-crane for railway uses movable and adjustable bodily lengthwise of the track alongside of which it is lo- 25 cated, in combination with a source of water-supply and pressure-equalizing extensible connections between the same and the water-crane, substantially as described.

In testimony whereof I have hereunto set 30 my hand this 20th day of January, 1902.

JOHN WILSON THOMAS JR.

Witnesses:

R. T. SAUNDERS,

C. W. GRANT.