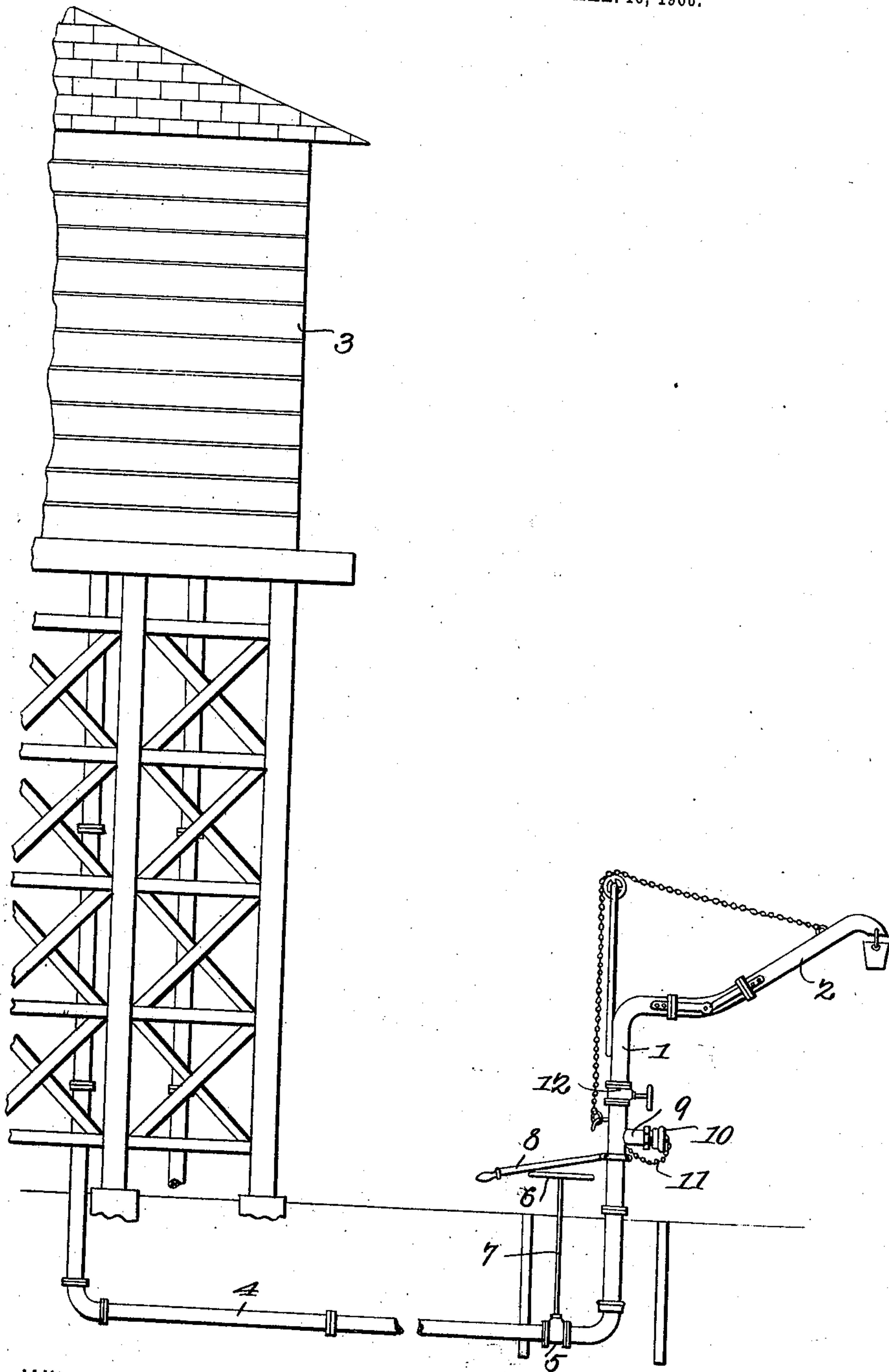


No. 847,494.

PATENTED MAR. 19, 1907.

J. F. MURPHY.
RAILWAY STAND PIPE.
APPLICATION FILED MAR. 16, 1906.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES F. MURPHY, OF MICHIGAN CITY, INDIANA.

RAILWAY STAND-PIPE.

No. 847,494.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed March 16, 1906. Serial No. 306,317.

To all whom it may concern:

Be it known that I, JAMES F. MURPHY, a citizen of the United States, residing at Michigan City, in the county of Laporte and State of Indiana, have invented a new and useful Railway Stand-Pipe, of which the following is a specification.

This invention relates to stand-pipes commonly employed along railroad-lines for supplying water to the tenders of locomotives, and has for its object to enable the coupling of a hose to the stand-pipe for use in extinguishing fires, for slushing stock in transit, and other analogous purposes.

With this object in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawing, and particularly pointed out in the appended claim, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claim without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawing there has been shown a side elevation of a conventional form of stand-pipe and the elevated reservoir or tank for supplying water to the stand-pipe in the usual manner; the stand-pipe being provided with the improvements of the present invention.

To illustrate the application and operation of the present invention, the accompanying drawing includes a conventional form of stand-pipe 1, having the usual or any preferred character of discharge branch or gooseneck 2, said stand-pipe being connected to an elevated tank or reservoir 3 by means of a supply-pipe 4, upon which the stand-pipe is swiveled, so as to turn upon a vertical axis. As usual, the supply-pipe is provided with a valve 5 in that part of the supply-pipe which is buried in the ground, said valve being controlled in any suitable manner—as, for instance, by means of a hand-wheel 6 upon the valve-stem 7, which rises to a suitable height above the level of the ground. The stand-pipe is provided with a handle 8 for convenience in rotating the pipe upon its vertical axis to bring the gooseneck over the railway-track when filling the tender and for returning the gooseneck to its original position alongside of the track when not in use. As thus far de-

scribed the stand-pipe includes only such elements as are common and well known, and therefore may be varied considerably without affecting the spirit of the present invention.

In carrying out the present invention the stand-pipe is provided with a hose-pipe coupling or connection 9, located at a suitable height above the ground and having a removable closure 10, which is preferably connected to the stand-pipe by means of a chain 11, so as to prevent loss of the closure when removed. At a point above the hose-pipe coupling a valve 12 is included in the stand-pipe, which valve is normally open in order that the water may pass out through the gooseneck when the stand-pipe is in use for supplying water to a tender. In the event of a fire the fire-hose may be connected directly to the coupling 9, the valve 12 closed, and the valve 5 open, whereupon the water from the elevated tank or reservoir 3 will be supplied to the fire-hose instead of passing out through the gooseneck 2. It is of course apparent that a fire-engine may be coupled to the connection 9 whenever desired; but under ordinary circumstances the water-pressure, due to the elevation of the tank 3, will be sufficient.

Besides being useful in the event of fire the present invention makes it possible to slush stock in transit, wash out cars, and to water the ground without interfering with the usual function of the stand-pipe and without requiring any complicated adjustments thereof. The valve 12 for cutting off the flow of water through the gooseneck when the stand is to be used to supply water in case of fire is located in the vertical part of the stand and conveniently accessible to the operator. Furthermore, the arrangement of the hose-pipe connection 9 is in the part of the stand that is capable of rotating. This enables the said connection to be adjusted to point in the direction in which the hose is extended, thereby relieving strain on the hose at a point adjacent the coupling, since the hose is not subject to bending, as would be the case if the said connection were fixed.

Having thus described the invention, what is claimed is—

In a railway stand-pipe, the combination of an upright stand-pipe body mounted to turn and having a discharge-gooseneck at,

its upper end, a controlling-valve at the bottom of the stand-pipe, a hose connection provided upon the stand-pipe body between the controlling-valve and the gooseneck, and another valve included in the stand-pipe body between the hose-coupling and the gooseneck.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JAMES F. MURPHY.

Witnesses:

JAMES H. ORR,
THERON F. MILLER.