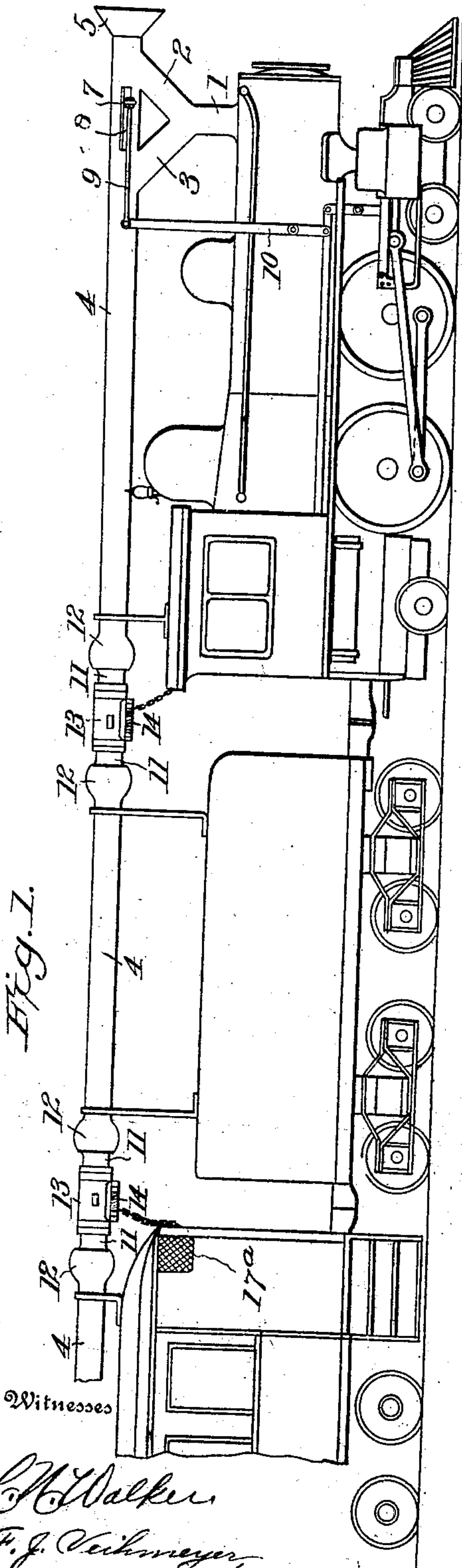


No. 884,342.

PATENTED APR. 7, 1908.

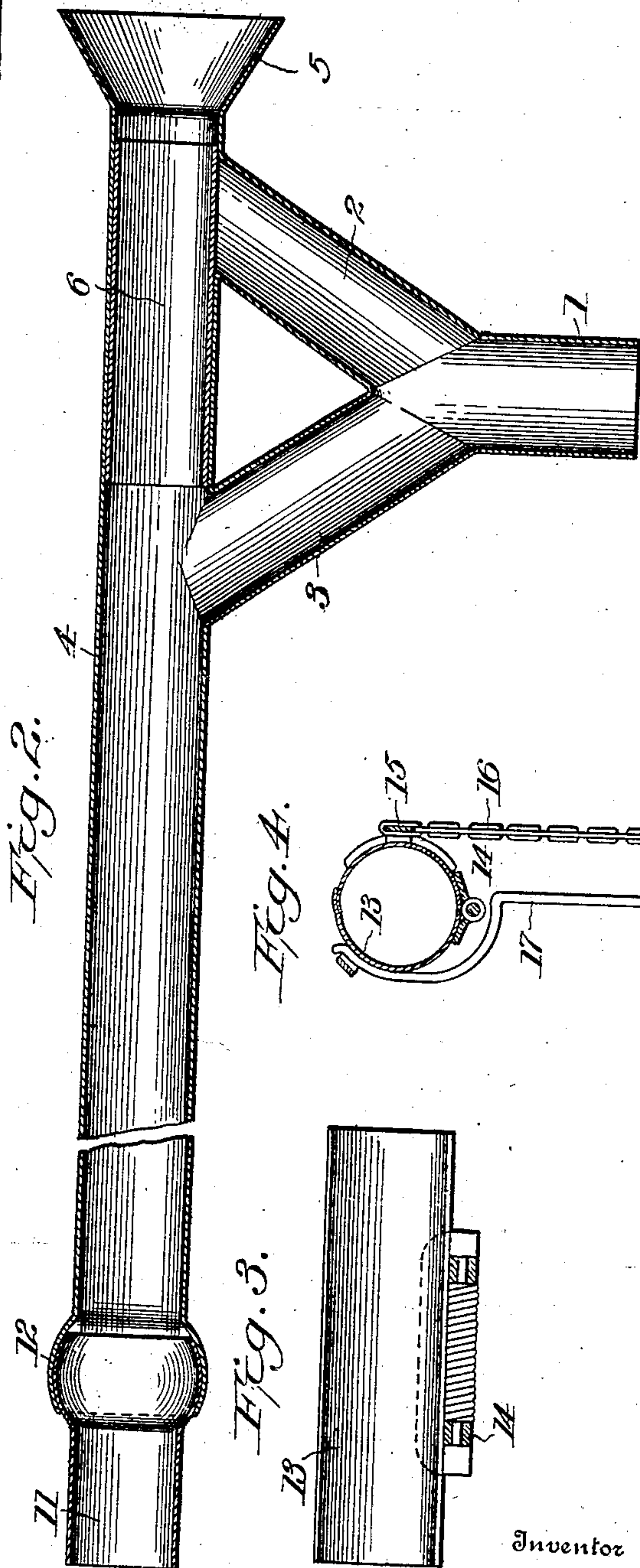
R. L. RHODES.  
SMOKE CONVEYER FOR RAILWAY TRAINS.

APPLICATION FILED APR. 23, 1907.

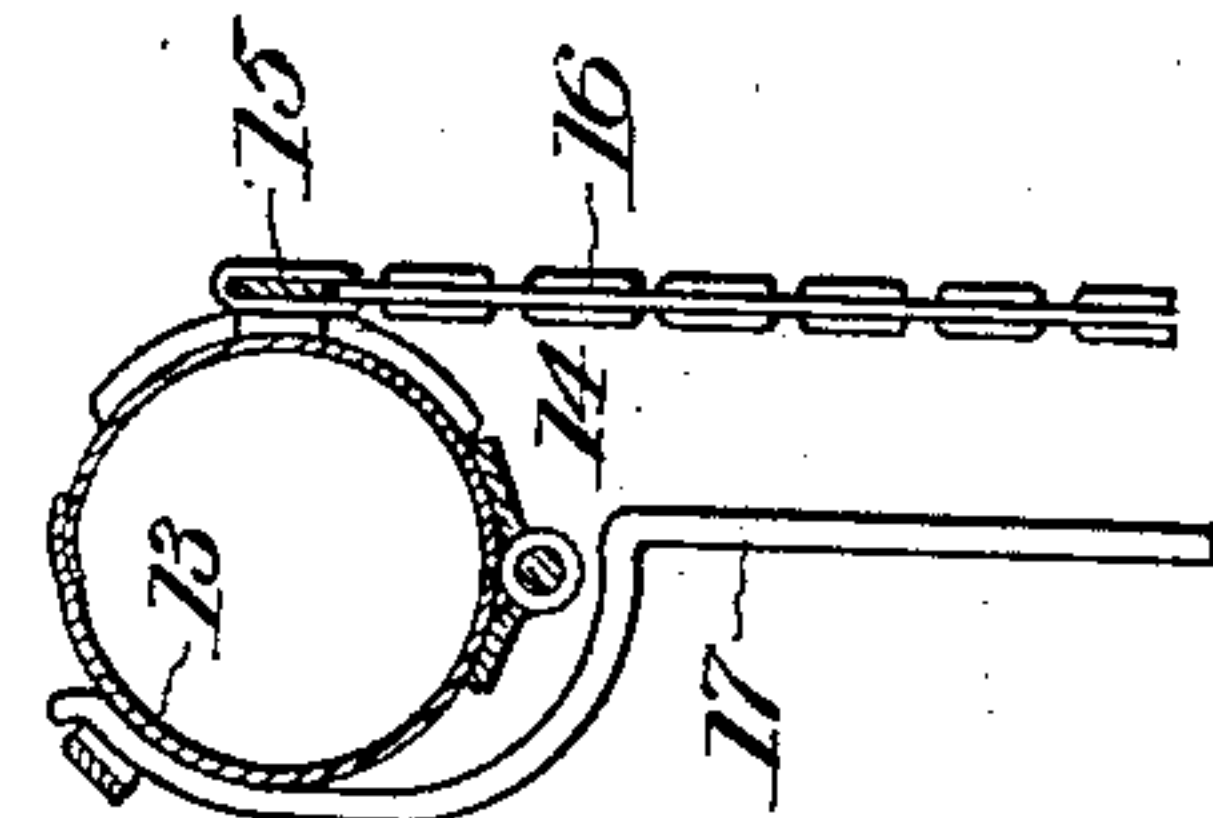


Witnesses

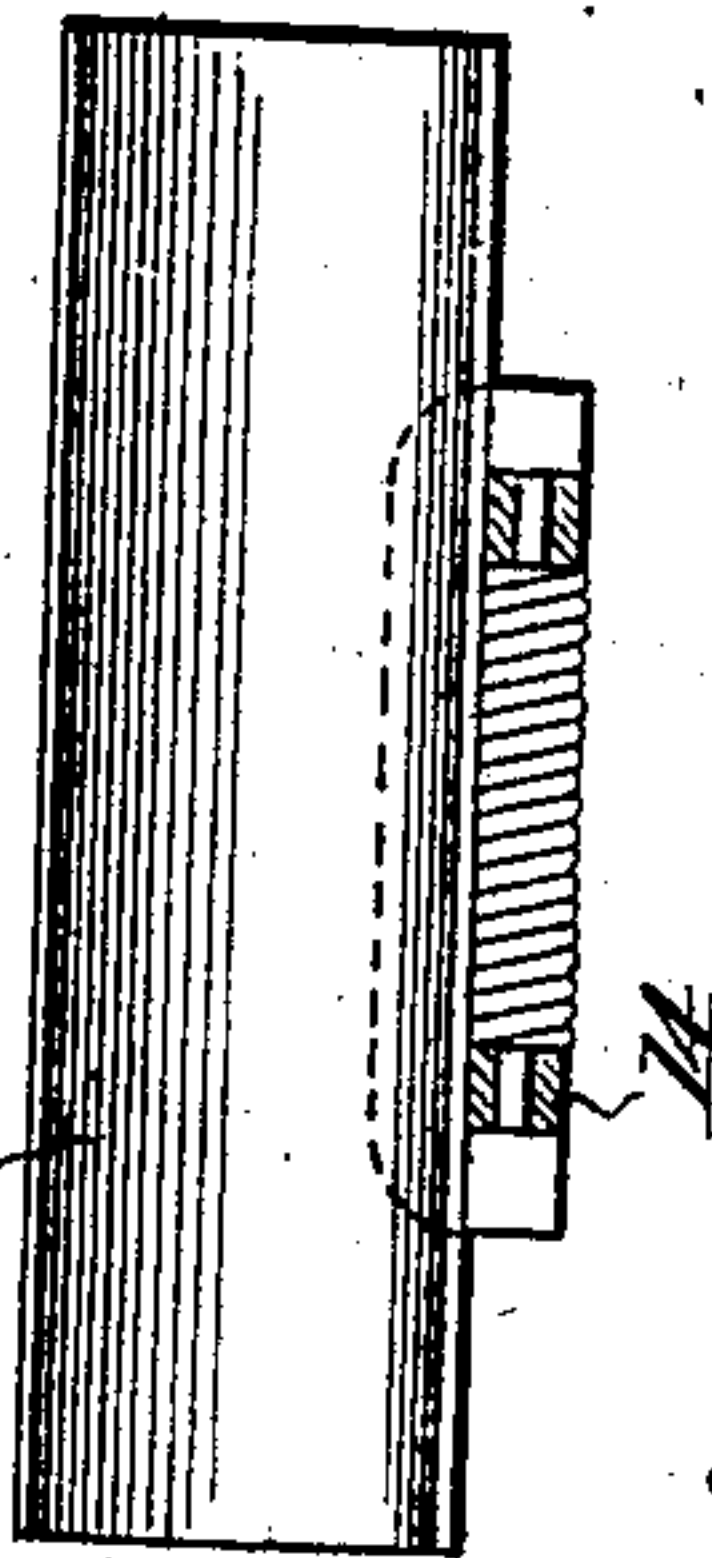
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*Fig. 4.*



*Fig. 3.*



Inventor

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# UNITED STATES PATENT OFFICE.

ROBERT LEE RHODES, OF KINSTON, NORTH CAROLINA, ASSIGNOR OF ONE-HALF TO GEORGE B. WEBB, OF KINSTON, NORTH CAROLINA.

## SMOKE-CONVEYER FOR RAILWAY-TRAINS.

No. 884,342.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed April 23, 1907. Serial No. 369,815.

*To all whom it may concern:*

Be it known that I, ROBERT L. RHODES, a citizen of the United States, residing at Kinston, in the county of Lenoir and State of North Carolina, have invented certain new and useful Improvements in Smoke-Conveyers for Railway-Trains; and I do hereby 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.

My invention relates to smoke conveyers for railway trains.

It has for its object to provide a simple device for conveying the smoke, cinders, etc. from the locomotive to the rear end of the train when it is moving forward and for delivering said products of combustion in front of the locomotive when the train is moving backward.

A further object of the invention is to provide means for connecting the sections of tubing on adjacent cars which may be adjusted in position and removed by the operator while standing on the platform of one of the cars.

The invention consists in the features of construction and combinations of parts hereinafter described and specified in the claims. In the accompanying drawings, illustrating the preferred embodiment of my invention: Figure 1 is a broken side elevation of a train equipped with my smoke conveyer. Fig. 2 is an enlarged longitudinal sectional view of the smoke stack section of the conveyer. Fig. 3 is an enlarged longitudinal sectional view of the coupling sleeve connecting the adjacent ends of the tubes carried by two cars, and Fig. 4 is a cross sectional view of the parts shown in Fig. 3 and also showing a spanner attached to the coupling sleeve in position for removing the latter.

Referring more particularly to the drawings, 1 is the smoke stack of the locomotive from which two branch pipes 2 and 3 extend, one forward and one rearward, and connect with the tubular conveyer section 4 having its front end flared as at 5. Within said section 4 is fitted a tubular valve 6 having a lug 7 projecting through a slot 8 in said section. Said valve is of such length that when ar-

ranged at its rear position it will cover the opening of the rear branch pipe, 3, and will leave the opening of the front branch pipe 2 uncovered. Likewise when the valve is in its forward position it will cover the opening from the front branch pipe and leave the rear branch pipe uncovered. Said valve is operated through connections 9 and 10 with the reversing lever of the locomotive where- by there is no danger of conflict between the draft and the direction of motion of the train.

At each end of the pipe on each car is a short tubular section 11 connected to said pipe by a ball joint 12. The adjacent ends of said sections 11 are connected by a coupling sleeve 13 comprising two longitudinal sections semicircular in cross section. Said sections of the coupling are connected by a spring hinge 14 which causes them to normally overlap and grip the sections 11 keeping them in alinement but permitting endwise movement as when going around a curve. Each section of the coupling is provided with a loop 15 to one of which a chain 16 may be connected to attach the coupling to the car as shown in Fig. 1. When it is desired to place the coupling in place or remove the same, a spanner 17 is engaged with the other loop so that said coupling may be opened by grasping said spanner and the chain 16. A basket or rack 17<sup>a</sup> may be secured to the end of each car to hold the coupling and spanner when not in use.

I claim:

1. The combination, with the smoke stack of a locomotive, of a tubular conveyer arranged horizontally above said locomotive, branch pipes from the smoke stack to said conveyer, one branch pipe extending forward and the other rearward, and a valve arranged in said conveyer for the purpose specified.

2. The combination, with the smoke stack of a locomotive, of a tubular conveyer arranged horizontally above said locomotive, branch pipes from the smoke stack to said conveyer, one branch pipe extending forward and the other rearward, and a longitudinally movable tubular valve arranged in said conveyer for the purpose specified.

3. The combination, with the smoke stack of a locomotive, of a tubular conveyer ar-

ranged horizontally above said locomotive, branch pipes from the smoke stack to said conveyer, one branch pipe extending forward and the other rearward, a valve arranged in  
5 said conveyer, and means of connection between said valve and the reversing lever of the locomotive for the purpose specified.

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

ROBERT LEE RHODES.

Witnesses:

D. V. DIXON,  
E. P. DIXON.