W. J. BROWN.

LOCOMOTIVE ASH CHUTE AND FLUSHER.

APPLICATION FILED MAR. 11, 1909.

952,559.

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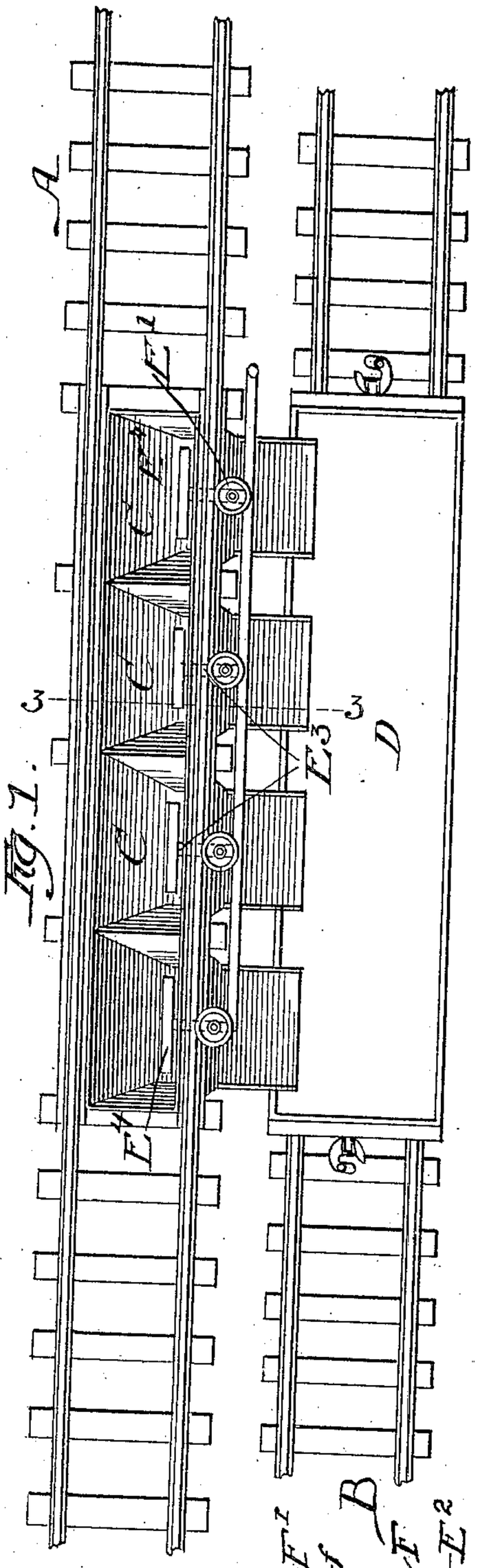

Fig. 1.

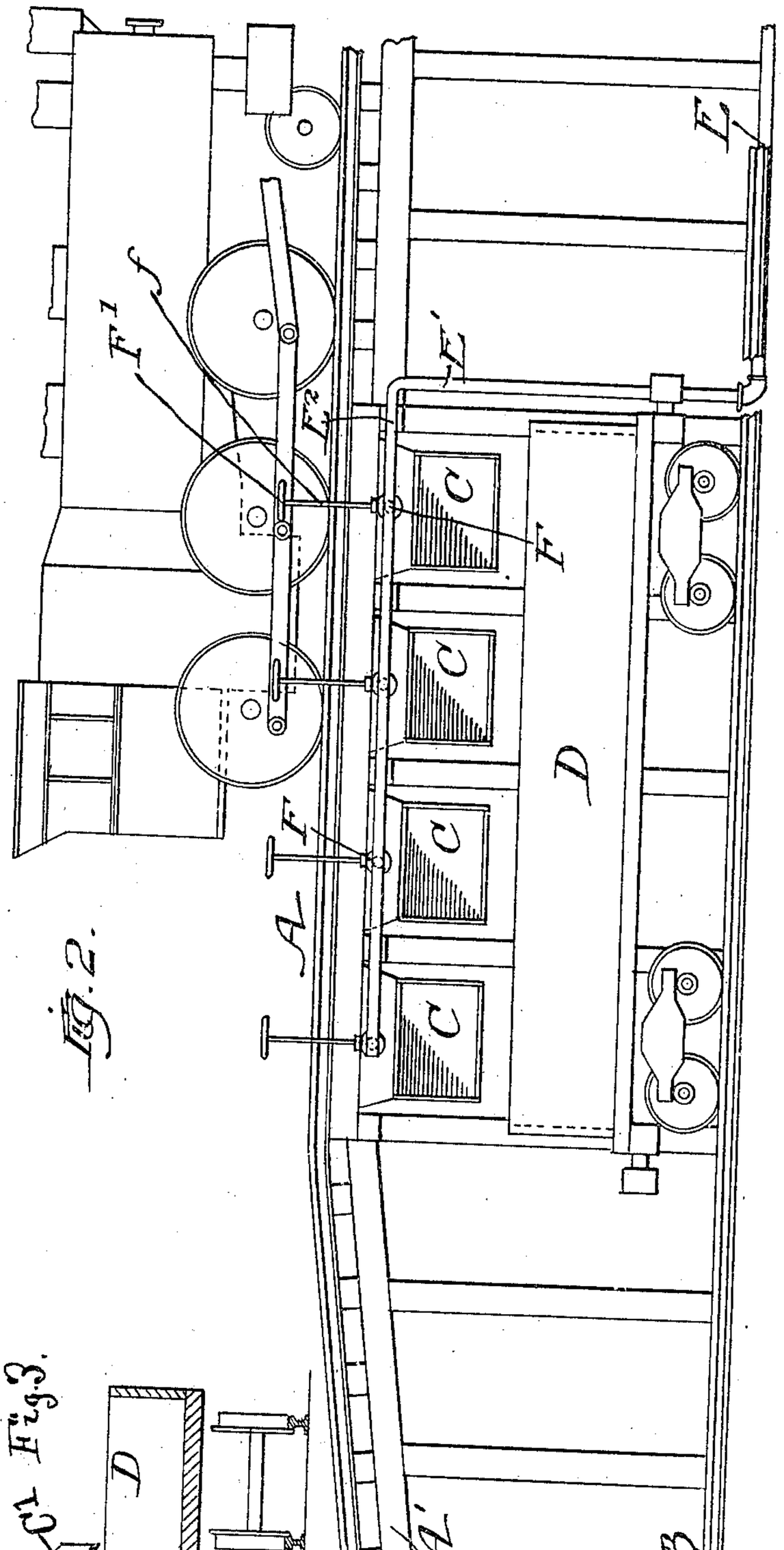

Fig. 2.



Fig. 3.

Witnesses:
Nelson DeLong.
Julia S. Abbot

Inventor
William J. Brown
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# UNITED STATES PATENT OFFICE.

WILLIAM J. BROWN, OF CHICAGO, ILLINOIS.

## LOCOMOTIVE ASH CHUTE AND FLUSHER.

952,559. Specification of Letters Patent. **Patented Mar. 22, 1910.**

Application filed March 11, 1909. Serial No. 482,756.

*To all whom it may concern:*

Be it known that I, WILLIAM J. BROWN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Locomotive Ash Chutes and Flushers, of which the following is a specification, reference being had to the drawings forming a part thereof.

The purpose of this invention is to provide an improved construction for affording facility for dumping the ashes from the ash pan of a locomotive while on the track and simultaneously wetting them down to prevent the rising of dust and communication of fire.

It consists in the elements and features of construction shown and described as indicated in the claims.

In the drawings:—Figure 1 is a plan view of a section of railway track equipped with devices constituting my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a transverse section at the line 3—3 on Fig. 1.

For the purpose of this invention two switch tracks, A and B, are arranged side by side, one elevated higher than the other and provided with suitably inclined approach, shown at $A^1$. Under the elevated track there are mounted side by side a plurality of chutes, C, inclined from the outer side of said track down toward the vertical plane of the inner side and past said inner side so as to overhang the lower track, B, on which there will be stationed when the device is to be used, a suitable car, D, for receiving the ashes which may be dumped from a locomotive standing upon the horizontal track over the chutes, C. Each chute, C, is designed to have its dimension in the direction of the length of the track, which may be called its width, sufficient to underhang the entire opening of the ash pan of the locomotive through which the ashes are discharged; and the locomotive will be halted with its ash pan overhanging any one of the chutes and moved on to another if necessary to empty the ash pan without overfilling the particular portion of the car, D, into which the discharge will be delivered from the first chute.

From any suitable source of supply, as a water main, E, which may extend, as shown, alongside the lower track, a riser, $E^1$, supplies a horizontal header, $E^2$, which is situated at the side of the upper track toward the lower, and at a position a little lower than said upper track, so that the outleading branches, $E^3$, may extend under the inside rail of said upper track and be provided with a sprinkler head, $E^4$, underneath said track overhanging each of the chutes, C. This sprinkler head is preferably perforated or longitudinally slotted to discharge inwardly with respect to the track,—that is, across the space through which the ashes will fall from the ash pan, so that they may be thoroughly wetted in their descent, which tends to prevent the excessive spread of dust from the ashes. If a single line of discharge is desired it is preferably made to direct the discharge downwardly as well as inwardly, so that by continuing the discharge after the ashes have all been delivered from the pan, the chute may be washed clean. If preferred, two lines of discharge apertures may be provided, one directed horizontally, and the other downwardly,—the first to attack and wet the ashes in their fall, the second to flush the chute. This detail modification is shown in Fig. 3. A valve, F, is provided in each outleading branch, $E^3$, having its stem, *f*, extended upward and provided with a handle, $F^1$, in convenient reach of the fireman while standing on the cab step, so that the water can be turned on when the ash pan is dumped.

In some situations it may be desirable to have the chutes, C, jointed so that the discharge end portion may be folded up out of the path of high cars or locomotives which it may be necessary to send past the device on the lower track. A construction for that purpose is shown in the drawings, in which Fig. 4 represents the end portion, $C^1$, of each chute pivoted for folding up to the position shown in dotted line in that figure.

I claim:—

1. In combination, two railway track sections arranged side by side substantially parallel, one higher than the other; an ash chute mounted under the higher track and inclined downward and crosswise of the same and overhanging the lower track, in combination with a water discharge head overhanging the chute under the higher track, in combination with a water supply thereto, the discharge end portion of the chute being mounted for swinging transversely of the lower track to clear the path of cars or locomotives moving thereon.

2. In combination, two railway track sec-

tions arranged side by side, substantially parallel, one higher than the other; an ash chute mounted under the higher track and inclined down crosswise of the same and overhanging the lower track, in combination with a water discharge head overhanging the chute under the higher track, means for supplying water to such discharge head, and a valve for controlling such supply having its operating handle positioned above the level of the higher track at the side thereof toward the lower track.

3. In combination, two railway track sections arranged side by side, substantially parallel, one higher than the other, a plurality of ash chutes mounted under the higher track, extending down obliquely transversely thereof from the side remote from the lower track to a point overhanging said lower track; a water supply pipe extending along the inner side of the higher track; sprinkler heads connected with said water supply pipe overhanging the chutes respectively; valves for separately controlling the supply of water from such sprinkler heads, said valves having their projecting handles positioned above the level of the higher track and on the side thereof toward the lower track.

4. In combination, two railway track sections side by side, one higher than the other; a plurality of ash chutes extending under the higher track from the side remote from said lower track obliquely downward to a point overhanging said lower track; sprinkler heads overhanging the chutes respectively and means for supplying water to said sprinkler heads; means for controlling such supply to said heads independently of each other, said means being positioned above the level of the higher track and on the side thereof toward the lower track.

In testimony whereof, I have hereunto set my hand, in the presence of two witnesses, at Chicago, Illinois, this 8th day of March, 1909.

WILLIAM J. BROWN.

In the presence of—

JAMES E. SNOOK,

CHAS. S. BURTON.