

(No Model.)

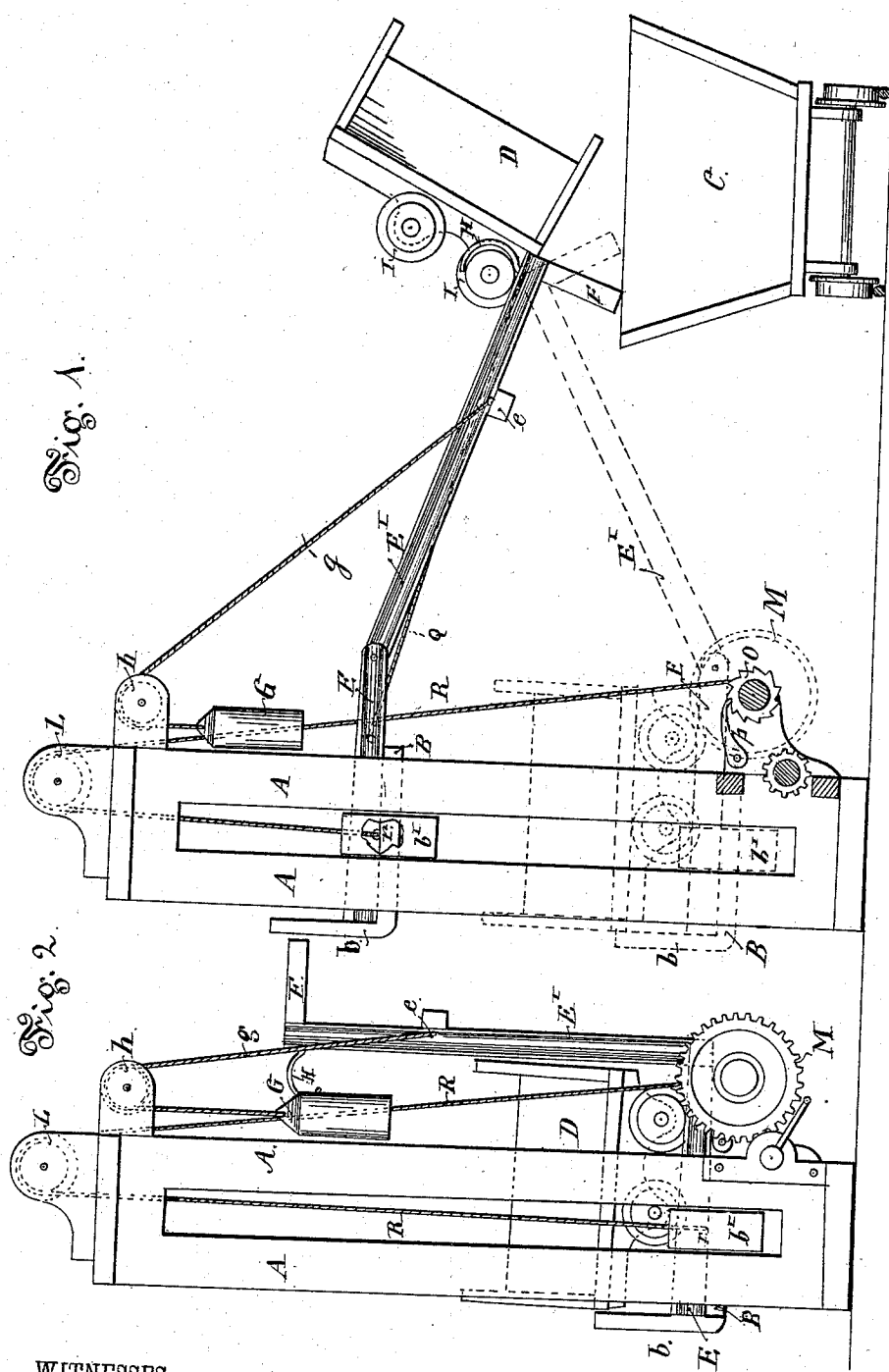
2 Sheets—Sheet 1.

G. B. ALLIS.

RAILWAY WOOD AND COAL LOADER.

No. 268,775.

Patented Dec. 12, 1882.



WITNESSES:

Ad. G. Dötterich
Wm. Malfenter

INVENTOR.

George B. Allis
By *J. H. MacDonald*
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ATTORNEYS.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

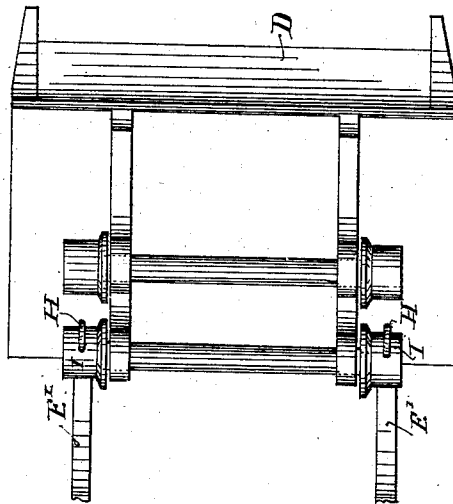
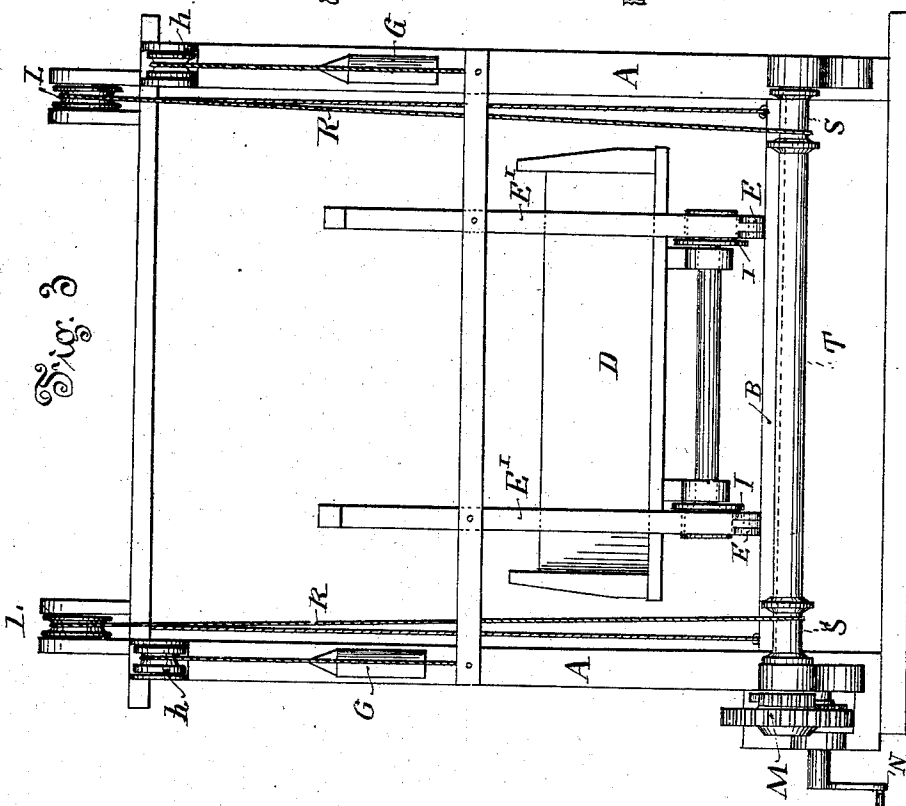


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE B. ALLIS, OF LITTLE ROCK, ARKANSAS.

RAILWAY WOOD AND COAL LOADER.

SPECIFICATION forming part of Letters Patent No. 268,775, dated December 12, 1882.

Application filed July 19, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE B. ALLIS, a citizen of the United States of America, residing at Little Rock, in the county of Pulaski and State of Arkansas, have invented certain new and useful Improvements in Railway Wood and Coal Loaders, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to railway wood and coal elevators and dumpers; and it consists in the construction and arrangement of the several parts, as will be hereinafter more fully set forth in the specification and claims, and pointed out in the accompanying drawings, in which—

Figures 1 and 2 are side elevations of my device; Fig. 3, an end elevation of same, and Fig. 4, a plan view of the elevating-car.

The device here presented is an improvement on the one granted to me in Letters Patent of the United States, April 11, 1882, No. 256,452.

In the drawings, A represents the posts or uprights of the frame, and B the platform supporting the car D. Guide-pieces *b'* are secured to the sides of the platform and move up and down in the openings between the posts A. On the platform B is a track, consisting of the rails E, rigidly secured to the platform, and the pivoted rails E', the outer ends of which have the supporting-arms F and hooks H, the use of which will hereinafter appear. Ropes or chains R are secured to each side of the platform B, as *r*, Fig. 1, and thence pass over pulleys L to drums S on shaft T of the winding mechanism M. Cords or ropes *g* pass over the pulleys *h* of the frame, and are secured to counter-weights G at one end and to the pivoted rail E' at the other end. Cords or ropes Q are also secured to the rail E and to the rear end of the car.

The device, being placed conveniently near the railroad-track, is operated as follows: The platform B and car D are lowered to their lowest position between the guides A, the pivoted ends of the track E' being raised in a vertical position, as shown in Figs. 2 and 3. The car is then loaded with wood or coal. The car is intended generally to hold about a cord of wood or a ton of coal. Then, by means of the winding mechanism M the platform and car are elevated until the counter-weights G are stopped by the pulleys *h*. When in this position the pawl *p* and ratchet *o* will prevent the backward

movement of the winding mechanism. Next, pull down the track-pieces E' until the feet F rest on the edge of the tender or car. This will give the track an incline and allow the car to run down the track until the front wheels are caught by the hooks H. A slight pressure on the front edge of the car will dump the load, and as the stay-chains Q will not allow the car to turn over it will turn back on the track, and as soon as the platform is lowered the car will run back down the track to the platform, and the counter-weights G will cause the track E' to again assume a vertical position.

It will thus be seen that the car is automatically run out and dumped and automatically returned to its normal position to be reloaded. When an engine arrives at a station the fireman can pull down the track, the same as a water-pipe, the car runs out, and a load of wood or coal can be dumped in the space of one minute. Consequently a great saving of time is effected.

Having thus described my invention, what I claim is—

1. A railway wood and coal elevator provided with a movable platform and adjustable rails for the dumping-car, substantially as shown and described.

2. In a railway wood and coal elevator, the combination of the supporting-frame, a movable platform, and dumping-car, with adjustable rails, which are raised and lowered by the raising and lowering of the platform and car, substantially as set forth.

3. In a railway wood and coal elevator provided with a dumping-car and suitable actuating mechanism for same, a track, E E', provided with foot-rests F, and a suitable device for catching and holding the car when the same has been dumped.

4. In a railway wood and coal elevator, the combination of the supporting-frame provided with pulleys and ropes for elevating the car and platform, a suitable actuating mechanism, and pivoted rails, which are automatically lowered when the car has been dumped, substantially as and for the purpose set forth.

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

GEORGE B. ALLIS.

Witnesses:

S. B. SMITH,

A. V. STAFFORD.