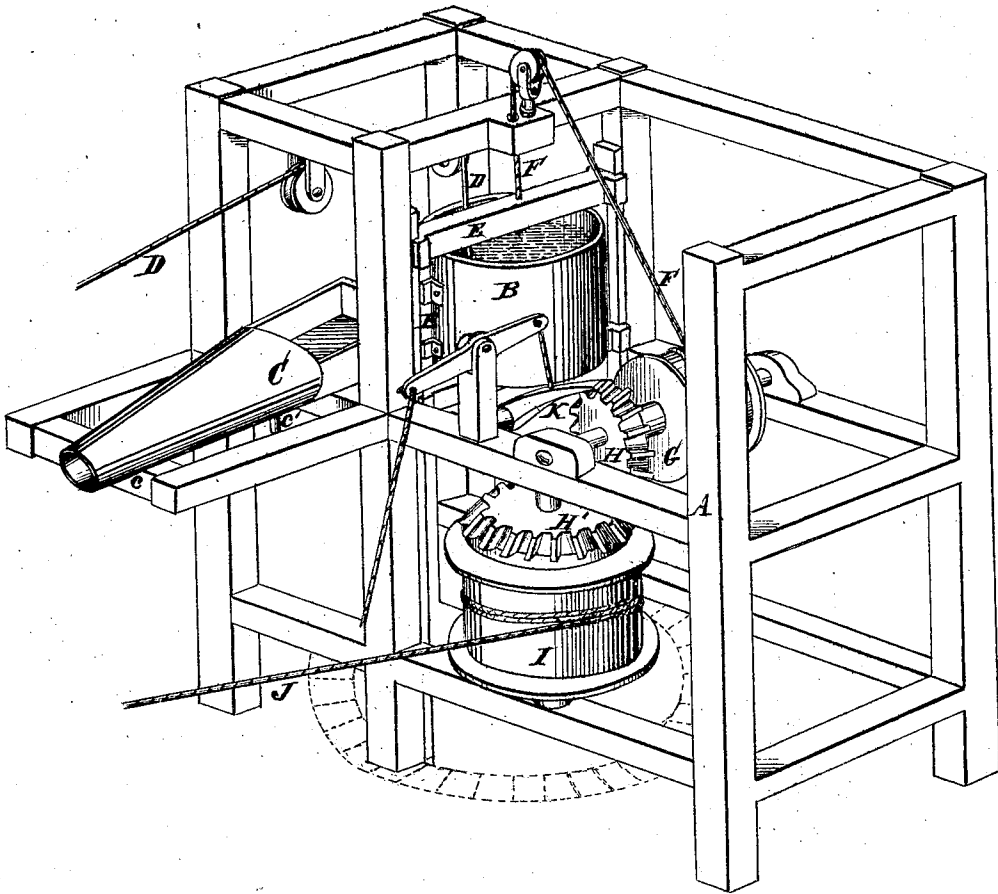


J. J. HAMILTON.

Improvement in Water-Elevators for Railway-Stations.

No. 130,127.

Patented Aug. 6, 1872.



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UNITED STATES PATENT OFFICE.

JAMES J. HAMILTON, OF CONNERSVILLE, INDIANA, ASSIGNOR TO HIMSELF,
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LAMBERT, OF SAME PLACE.

IMPROVEMENT IN WATER-ELEVATORS FOR RAILWAY STATIONS.

Specification forming part of Letters Patent No. 130,127, dated August 6, 1872.

I, JAMES J. HAMILTON, of Connerville, Fayette county, State of Indiana, have invented a new and useful Improvement in Water-Elevators for Water-Stations of Railroads, of which the following is a specification:

Nature and Objects of Invention.

My invention is designed to dispense with the elevated water-tanks employed usually to provide water for the tenders of locomotives at water-stations; and consists, in connection with a cistern located under ground, of a peculiar apparatus adapted to enable the locomotive, by an easy and simple attachment, to elevate its own water.

Description of the Accompanying Drawing.

The accompanying drawing is a perspective view of my improved apparatus.

General Description.

The frame A is adapted to be placed or built at one side of and near to the railroad track, over a cistern calculated to furnish the desired supply of water. A vessel, B, is so connected to the frame, and operated in the manner hereinafter explained, that it can be raised and lowered, the lowering serving to enable it to fill with water from the cistern and the raising serving to carry it to such a height that the water will flow from it by gravitation into the tender of the engine when the trough C, which is pivoted at *c* and operated by handle *c'*, (or otherwise,) is swung under it, and the valve at the bottom of the vessel operated by rope D' is opened. The trough C may be sufficiently long to communicate with the tank of the tender direct or communicate therewith by suitable channels. The vessel B is secured to the sliding frame E, which is raised and lowered by the rope F, operated by drum G, bevel-gearing H H', and

drum I, the latter being adapted through rope J for connection with a locomotive running in either direction on the track.

The operation of the apparatus is as follows: Upon the arrival and stoppage of a train at the water-station, the rope J is hitched to the locomotive or to any suitable portion of the train, and the train is then run in either direction a sufficiently short distance only to raise the vessel B to the required height and stopped. To retain the vessel B in position the pawl K is dropped into the teeth of wheel H. The chute can then be thrown in position under the vessel B, and the valve at the bottom of the vessel governing its discharge may be opened by rope D and the contents of the tank or vessel B be thereby discharged into the tender of the locomotive. When the tender is supplied the chute or trough C is withdrawn from under the vessel B, the pawl K released, and the vessel B is lowered into the well by the backing of the locomotive or otherwise to await the coming of the next train.

Claim.

The herein-described water-elevator for railroad water-stations, composed of the framework A, bucket or tank B, which is secured to the cross-head E, sliding vertically upon guides of the frame-work, and has a valve in its bottom, through which the water is discharged into the tender by means of a trough, C, and a hoisting apparatus, such as specified, adapted to be operated by the locomotive, all the parts being constructed and arranged substantially as set forth.

In testimony of which invention I hereunto set my hand.

JAMES J. HAMILTON.

Witnesses:

FRANK MILLWARD,
J. L. WARTMANN.