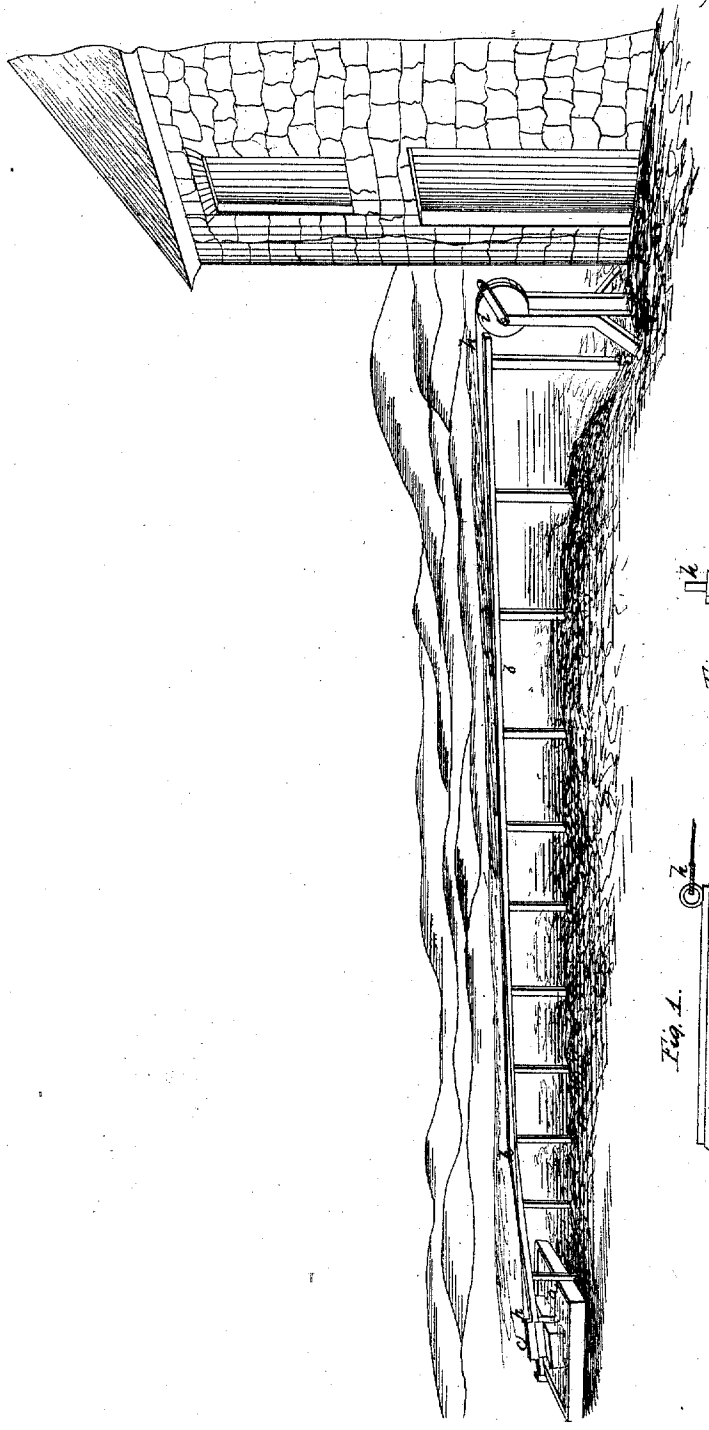
7237X

W. Bryant,

Windlass Water Elevator.

Patented Oct. 25, 1832.



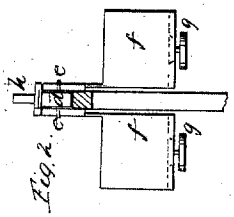


Fig. 2.

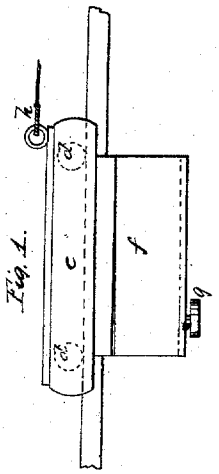


Fig. 1.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

Oct 25. 1832 209

7337X William Bryant. Davison, Tennessee.

Letters Patent.

The Schedule referred to in these Letters Patent and making part of the same, containing a description in the words of the said William Bryant himself of his improvement in the mode of supplying houses with water.

To all whom these presents shall come.

Be it known that I William Bryant, of the County of Davidson and State of Tennessee have invented new & useful improvements in supplying a house or houses with water; and that the following is a full and exact description of my said improvements.— My improvement consists in the application of a railway & carriage, to the purpose of conveying water from a spring, or other reservoir, to a house, or houses, without the assistance of any person either to supply the vessel into which the water is conveyed, or to pass ~~to & fro~~ with the carriage;

The following described plan for the application of the principle of my invention, answers well where the descent is sufficient to cause the carriage to pass down the railway by its own gravity. At the place from which the water is to be conveyed a suitable reservoir, is kept sufficiently filled with water. A single rail railway, of the kind that permits the carriage to hang directly under the rail, passes from the place to which the water is to be conveyed to the reservoir; and is or does about one foot in diameter, with an axle that is erected & a crank handle to turn it, is placed on suitable supports at the end of the railway next the house. The railway at the reservoir passes directly over the water, and so near it, as without descending, that the body of the carriage or water vessel ride

sink

sink into the water so as to fill. The carriage consists of two small wheels inclosed in a narrow frame, placed one before the other & about eighteen inches apart from center to center, and are kept on the rail by guides or flanges, the vessel in which the water is conveyed is the only body of the carriage, it may be of sheet iron or any other suitable material; it is suspended from the wheel frame in such a manner as to hang directly under the rail. The water vessel has a valve in the bottom, which rises when it sinks in the water, and permits it to fill, & shuts as it is drawn out & retains the water in the vessel. A cord as long as the railway is attached at one end of the carriage, & the other end to the drum. (The operation is as follows. The drum is let at liberty to turn, and the carriage slides to the reservoir and fills, it is then drawn back by the rope winding around the drum as it is turned. Where the inclination is not sufficient for the carriage to pass to the water by its own gravity, a cord twice as long as the railway is used; and passed around a fixed pulley at the reservoir and also the drum, & the carriage is drawn backwards & forwards by turning the crank. In applying the principle of my invention as before named, I do not confine myself to the use of any one particular plan of the carriage, or method of supplying it with water, or to one particular kind of railway; different kinds of carriages & railways, & different methods of supplying the carriage may be used for the same purpose.) Nor do I claim as my invention the conveyance of water on a railway by engines either locomotive or stationary; but I claim as my invention or discovery the principle of supplying a house or houses with water by means of railways and carriages and the application of railway and carriage to that purpose, which I have

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7237x Oct 25, 1832

conveying the water remains at the house to which it is conveyed.

Witness
Jeremiah Robertson
Lewis H. Robertson

William Bryant

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