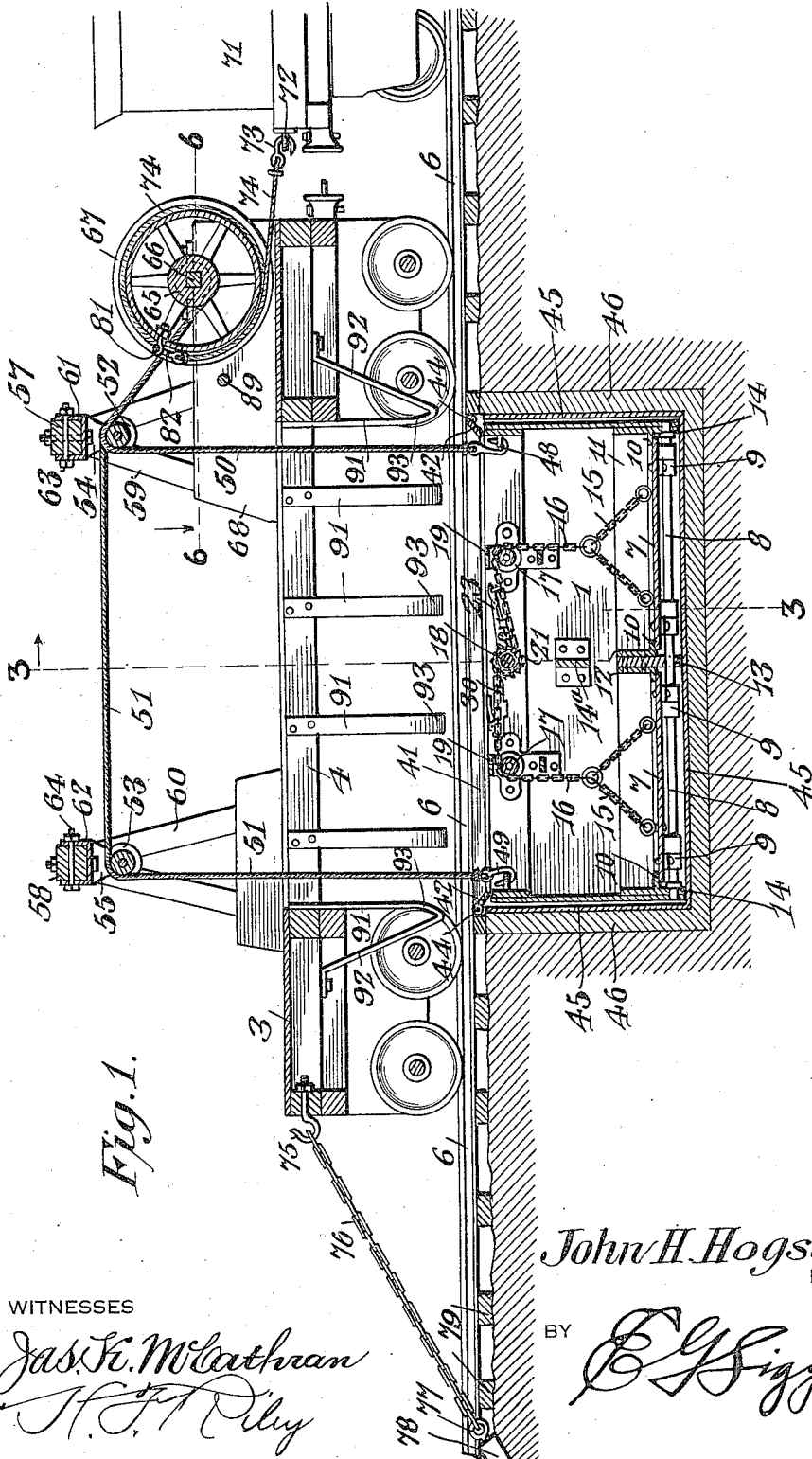


J. H. HOGSTON.
POWER LOADING ASH PIT.
APPLICATION FILED MAR. 26, 1912.

1,059,995.

Patented Apr. 29, 1913.

4 SHEETS—SHEET 1.



WITNESSES

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4 SHEETS—SHEET 2.

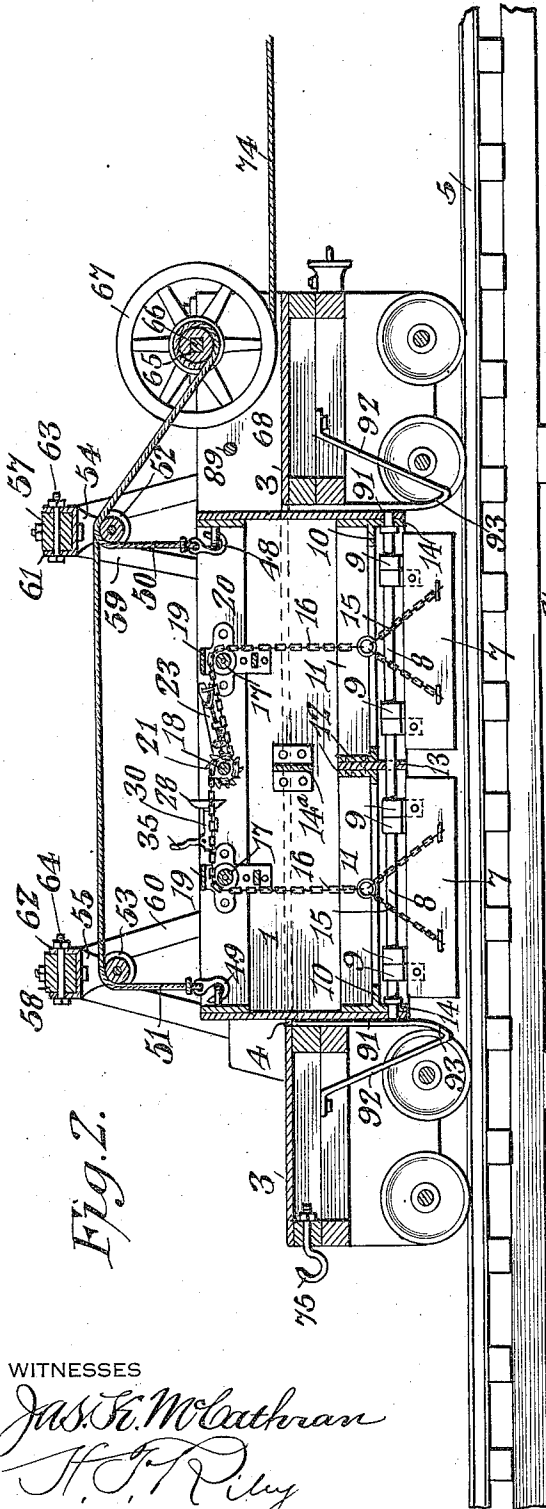


Fig. 2.

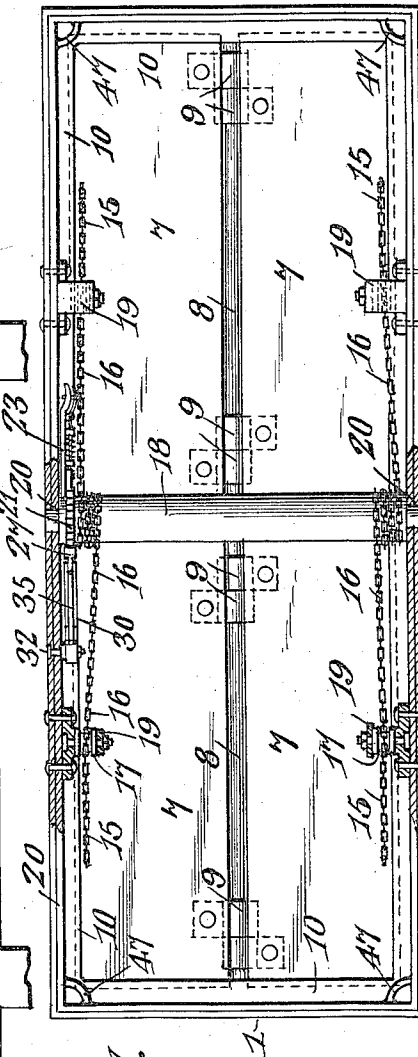


Fig. 7.

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4 SHEETS-SHEET 3.

Fig. 5.

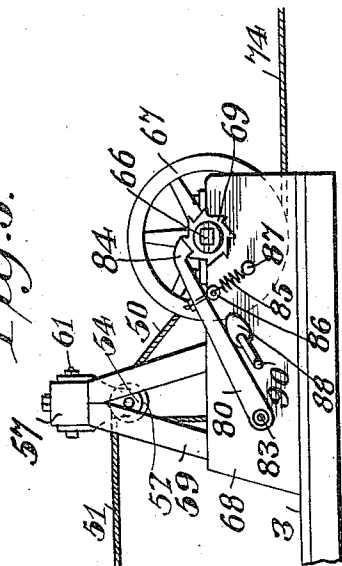


Fig. 6.

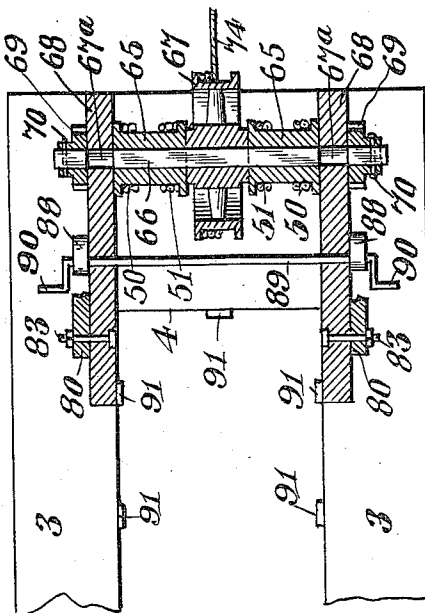
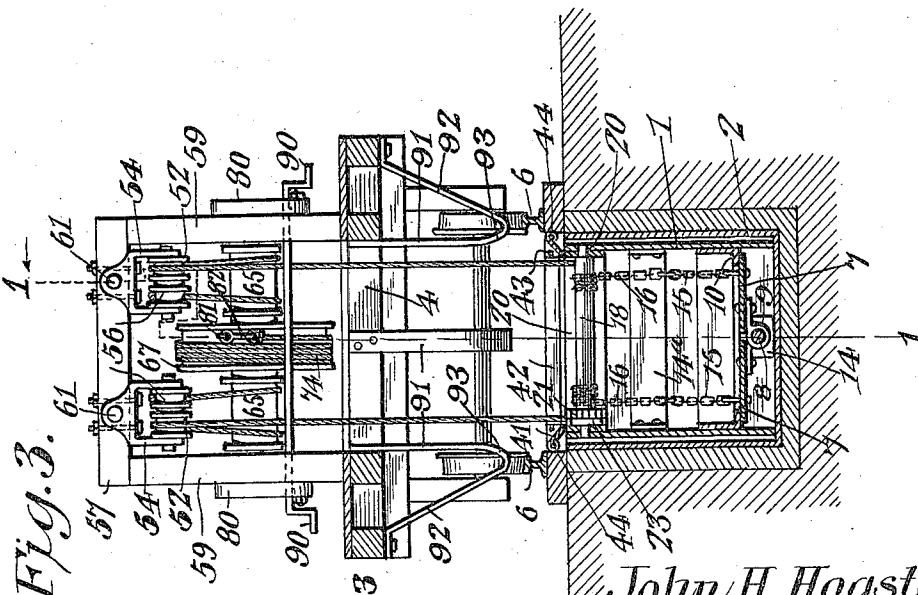


Fig. 3.



John H. Hogston,
INVENTOR

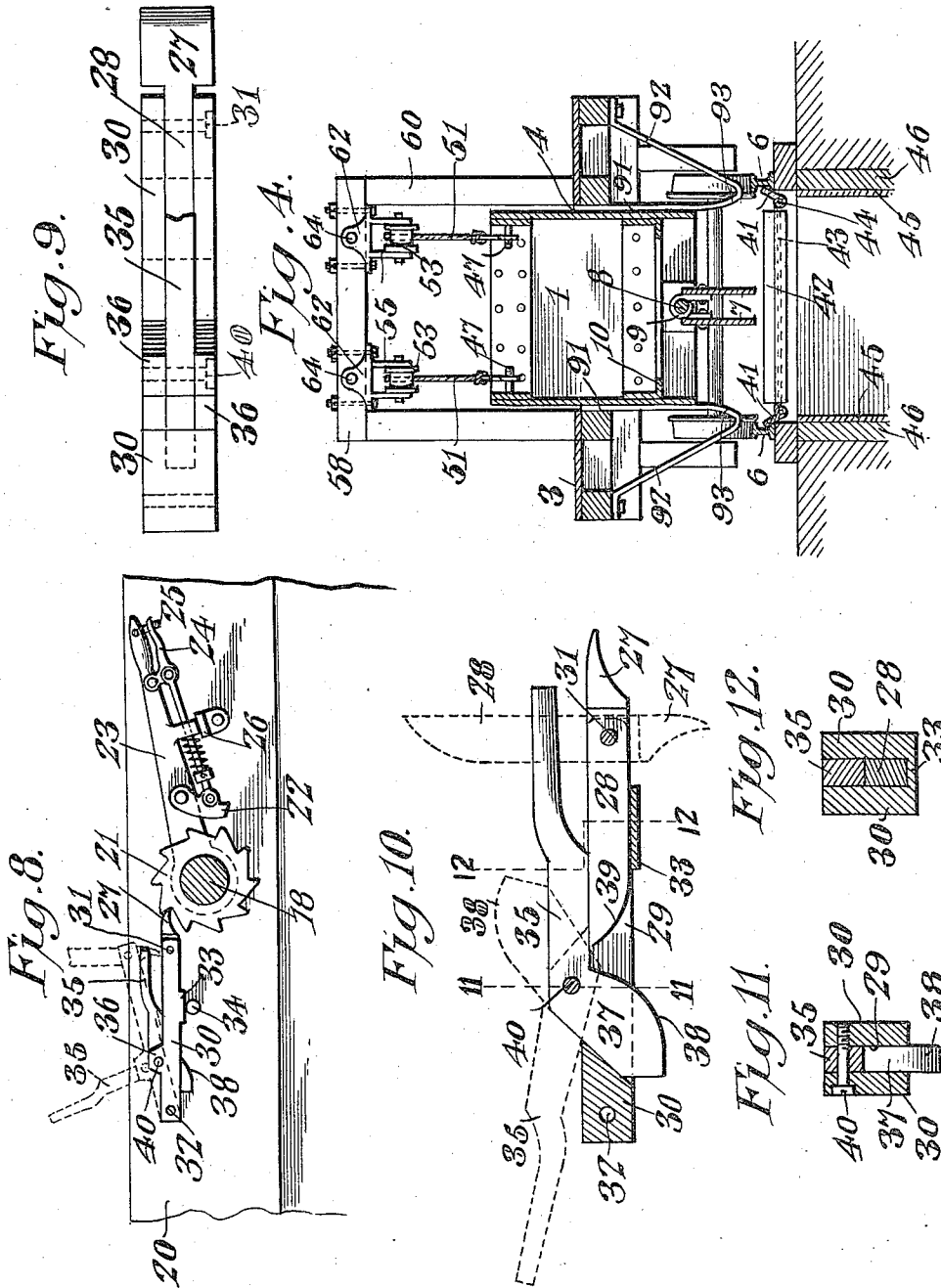
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UNITED STATES PATENT OFFICE.

JOHN H. HOGSTON, OF LADYSMITH, WISCONSIN.

POWER-LOADING ASH-PIT.

1,059,995.

Specification of Letters Patent.

Patented Apr. 29, 1913.

Application filed March 26, 1912. Serial No. 686,410.

To all whom it may concern:

Be it known that I, JOHN H. HOGSTON, a citizen of the United States, residing at Ladysmith, in the county of Rusk and State of Wisconsin, have invented a new and useful Power-Loading Ash-Pit, of which the following is a specification.

The invention relates to a power loading ash pit.

10 The object of the present invention is to provide a simple, efficient and comparatively inexpensive apparatus, designed for handling the ashes and cinders and sometimes the fires dumped from locomotives into the ash pits, which are usually arranged in the yards adjacent to a round house, and to enable a single car operated by any switch engine or other locomotive to remove the ashes and cinders readily from all the ash pits and convey the contents of the latter to a convenient dumping place, such as an elevated track where the ashes and cinders may be discharged from such cars into other cars provided for conveying away the ashes and cinders.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings:—Figure 1 is a longitudinal sectional view of an ash handling apparatus, constructed in accordance with this invention, and arranged for lifting an ash receptacle from an ash pit, the section being taken substantially on the line 1—1 of Fig. 3. Fig. 2 is a similar view, the car and the ash receptacle being arranged on an elevated track, and the doors of the receptacle being open for discharging the ashes and cinders. Fig. 3 is a transverse sectional view on the line 3—3 of Fig. 1. Fig. 4 is a transverse sectional view, the car being arranged over the pit, and the doors of the ash receptacle being open, as shown in Fig. 2. Fig. 5 is an enlarged detail view, illus-

trating the ratchet mechanism for holding the receptacle in an elevated position within the opening of the car. Fig. 6 is a horizontal sectional view on the line 6—6 of Fig. 1. Fig. 7 is a plan view of the ash receptacle, partly in section. Fig. 8 is a detail view of the ratchet mechanism for closing the doors of the ash receptacle and for locking the doors in their closed position. Fig. 9 is a plan view of the tripping device. Fig. 10 is a longitudinal sectional view of the same. Fig. 11 is a detail sectional view on the line 11—11 of Fig. 10. Fig. 12 is a similar view on the line 12—12 of Fig. 10.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

In the accompanying drawings in which 70 is illustrated the preferred embodiment of the invention, 1 designates a removable ash receptacle, arranged within an ash pit 2 and adapted when filled with ashes and cinders to be elevated therefrom by a car 3, equipped with hoisting mechanism for raising the ash receptacle from the pit and for lowering it into the same and for supporting the receptacle within an opening 4 of the car, while the latter is conveying the ashes from the pit to an elevated track 5 to permit the ashes to be dumped into cars (not shown) placed below the elevated track in position to receive the contents of the ash receptacle. The ash pit 2, which is arranged below the track 6 in the space between the rails thereof, may be of any desired capacity and is of the usual construction employed in yards to receive the contents of the ash pans of locomotives and also to enable the fires thereof to be dumped before the same are run into the roundhouse, and the apparatus is designed to obviate the trouble and inconvenience of shoveling out the contents of these ash pits, which must be kept clear in order to handle the ashes of the various engines of the division.

The ash receptacle 1, which is designed to be constructed of heavy sheet metal, or other suitable material, is oblong and is of a size to fit loosely within the ash pit and it extends from the bottom to the top thereof, and it is provided at the bottom with hinged doors 7, arranged in pairs and mounted on

a central longitudinal pintle rod 8, and located at opposite sides thereof and provided at the inner longitudinal edges with eyes 9, which receive the pintle rod. The hinged doors close against horizontal flanges 10 of an oblong frame 11, riveted or otherwise secured within the receptacle adjacent to the lower edge thereof. The oblong frame may be constructed of any suitable material, and it is preferably provided with a central transverse brace composed of flanged bars or pieces 12, having their terminals bent at an angle and suitably secured to the sides of the frame. The central pintle rod is preferably supported by central and end hangers 13 and 14; the central hanger 13 is secured between the flanged transverse bars or pieces 12, and the end hangers are secured to and depend from the end of the frame. The ash receptacle is also strengthened by a central transverse brace 14^a, located above the bracing bars or members 12 and extending across the ash receptacle and provided with terminal flanges secured to the inner faces of the side walls of the said receptacle.

The hinged doors are adapted to swing downward from the closed horizontal position shown in Figs. 1 and 3 to the depending vertical position illustrated in Figs. 2 and 4, and they are connected with branches 15 of chains 16, extending upwardly from the doors to guide pulleys 17 and passing over the latter and extending to a central transverse windlass shaft 18. The pulleys 17, which are located above the hinged doors, are grooved and are mounted in suitable casings or housings 19. The transverse windlass shaft 18 is journaled in suitable bearings of an upper oblong frame 20, which reinforces the upper portion of the ash receptacle, and the said shaft 18 is provided at one end with a ratchet wheel 21, which is engaged by a spring actuated dog or detent 22 of an operating lever 23, fulcrumed on the windlass shaft and adapted to be oscillated to rotate the same. The spring actuated dog or detent 22 is connected with a latch lever 24, mounted adjacent to the handle of the operating lever 23 and adapted to be engaged by a pivoted link 25 for holding the dog or detent out of engagement with the ratchet wheel. The operating lever 23 is normally supported within the ash receptacle by means of a stop 26, consisting of a plate secured to the inner face of one side of the frame 20 and having a projecting flange or portion, arranged to receive the operating lever 23, as clearly illustrated in Fig. 8 of the drawings.

The doors are held in their closed position by means of a locking and tripping device comprising a check pawl 27, consisting of a tapered head and a shank 28 and pivoted adjacent to its head in a longitudinal slot or

opening 29 of a pivoted support or member 30. The opening 29 extends inwardly from one end of the support or member 30 to within a short distance of the other end, and the pin 31, which pivots the check pawl 27, passes through the support or member 30 at the outer end of the opening 29. The pin or bolt, which pivots the support or member 30, passes through the other end thereof and when the check pawl 27 is in engagement with the ratchet wheel, the shank 28 is supported in alinement with the support or member by a bottom connecting portion 33, and the point or engaging end of the check pawl 27 is located above the plane of the pivots 31 and 32, the pivot 31 being arranged below a line intersecting the pivot 32 and the engaging end of the check pawl, so the pressure on the latter will maintain the shank thereof on the bottom connecting portion or seat 33. The bottom connecting portion or seat 33 is preferably formed integral with the sides of the slot or bifurcated support or member, and the latter is normally supported in a horizontal position by a projection 34, extending horizontally from the adjacent side of the upper reinforcing frame 20 of the ash receptacle.

When it is desired to release the ratchet wheel to permit the doors to open, the shank 28 is swung upward by a trip lever 35, pivoted between upwardly projecting ears or portions 36 of the support or member 30, and provided with a head 37 extending downwardly and rearwardly through the slot or opening 29 and having a curved inner engaging edge 38, forming a cam and adapted when the handle portion of the lever is raised to be swung into engagement with the lower edge 39 of the shank of the lever. The lower edge 39 of the shank 28 of the check pawl is curved, and when swung upward, the said pawl is tilted sufficiently to carry the shank above the plane of the pivots 31 and 32, which thereby release the ratchet wheel and permit the weight of the contents of the ash receptacle to open the hinged doors. The pivoted support or member also swings upward from the projection 34 in tripping the check pawl, as illustrated in dotted lines in Fig. 8 of the drawings. The trip lever is angularly bent at a point intermediate of its ends to off-set the handle portion from the upper edges of the support or member, and the pivot 40 pierces the lever 35 at the inner end of the head 37, which has a limited movement prior to engaging the curved edge 39 of the shank of the check pawl.

The pit is equipped with side and end plates 41 and 42, hinged at one edge at 43 and 44 and adapted to swing downward to an inclined position, as illustrated in Figs. 1 and 3 of the drawings, to form shields to prevent the ashes and cinders deposited

in the pit from finding lodgment between the walls of the pit on the sides and ends of the ash receptacle. The side plates 41 are hinged at a point below the rails 6, and prior to the removal of the ash receptacle, the plates 41 and 42 are swung upwardly and outwardly out of the path of the ash receptacle, and the side plates 41 extend into the space between the head and bottom flanges of the rails and rest against the webs thereof out of contact with the flanges of the car wheels. The pit is shown with a metal lining 45 backed with cement 46, but any other desired construction, of course, may be employed.

The ash receptacle is equipped at its ends with horizontal eyes 47, located at the corners of the ash receptacle and adapted to be engaged by hooks 48 and 49 of cables 50 and 51, arranged in pairs and depending from overhead pulleys 52 and 53, mounted in suitable housings or casings 54 and 55. The cables 50 and 51 extend longitudinally of the car, and the depending portions are arranged at the ends of the opening 4 at opposite sides thereof, so as to be connected with the corner eyes of the ash receptacle, and the housings 54 are provided with pulleys 56 for guiding the cables, which depend from the pulleys 53 at the opposite ends of the car. The casings or housings 54 and 55 are in the form of hangers, which are secured to and depend from transverse bars or beams 57 and 58, which are supported by standards 59 and 60, mounted on the car 3 at opposite sides of the longitudinal opening 4 thereof. The transverse beams 57 and 58 extend across the car above the ends of the opening 4, and they are partially embraced by the upper attaching portions 61 and 62 of the casings or housings. The upper portions 61 and 62 of the casings or housings are provided with spaced upwardly extending vertical flanges, arranged at the opposite faces of the beams 57 and 58 and secured to the same by horizontal bolts 63 and 64, which pierce the said flanges and the beams.

The cables 50 and 51, which are arranged in pairs at opposite sides of the car, have their outer portions wound around side drums 65, mounted on the transverse shaft 66 at the opposite sides of a central drum 67. The transverse shaft, which is squared, is provided adjacent to its ends with round bearing portions 67^a, which are journaled in suitable bearings of a supporting frame 68, composed of spaced sides mounted on the car at one end thereof and connected with the standards 59. The intermediate squared portion of the shaft 66 receives the central and side drums, and the squared end portions of the shaft 66 have ratchet wheels 69, secured to them by pins or keys 70, or other suitable fastening means. The

central drum 67 is of considerably greater diameter than the side drums in order to enable a locomotive 71 to easily lift the ash receptacle by a comparatively light pull without interfering with the starting of the locomotive. The locomotive is provided at the back with an eye 72, which is engaged by a hook 73 of a central cable 74, wound around the central pulley and adapted when unwound therefrom by the locomotive to rotate the shaft 66 and wind the hoisting cables 50 and 51 around the side drums and lift the ash receptacle from the pit. The car is provided at the opposite end from that at which the drums are located with a hook 75, adapted to engage an anchoring chain 76, having one end linked into an eye 77 of a suitable anchor 78. The anchor may be of any preferred construction, and will in practice be embedded in the ground between the cross ties 79 a suitable distance to afford a secure anchorage for the car while the ash receptacle is being raised and lowered.

In elevating the ash receptacle from the pit, the hooks of the hoisting cables are engaged with the corner eyes 47, and the cable of the central drum is connected to the locomotive, the car being held in a stationary position with its longitudinal opening located above and in alinement or register with the ash pit. The forward or outward movement of the locomotive from the car rotates the shaft 66 and winds the hoisting cables around the side drums and elevates the ash receptacle into the opening of the car, and the ash receptacle is supported in such elevated position by a pair of pawls or dogs 80, which engage the ratchet wheels at the ends of the transverse shaft. The ash receptacle fits snugly within the opening of the car and extends above the same, its bottom being preferably located above the plane of the axles of the car so that there is no liability of the receptacle striking an obstruction. In order to prevent an excessive outward movement of the locomotive from overwinding the hoisting cables and injuring the apparatus, the inner end of the central cable is detachably connected with the central drum by means of a hook 81 and an eye 82. The hook 81 has a threaded shank, which pierces the drum and is secured to the same by a nut, and the eye, which is connected with the inner end of the central cable, is securely maintained in engagement with the hook while the cable is wound around the drum, but should the central cable be entirely unwound from the drum 67, it will extend from the same at an angle to the periphery of the drum and will drop out of engagement with the hook, which has a sufficiently short bill to permit this operation.

The pawls or dogs 80, which are inclined,

are pivoted at their lower ends 83, and are provided at their upper ends with heads 84, located above the ratchet wheels and maintained in engagement with the same by coiled springs 85. The coiled springs 85, which are connected by eye bolts 86, or other suitable means, to the intermediate portions of the pawls or dogs 80, extend downwardly therefrom and are secured at their lower ends to the outer faces of the sides of the frame 68 by suitable fastening devices 87. The pawls or dogs 80 hold the transverse shaft 66 stationary while the car is being hauled by the locomotive from the pit to the elevated track 5, or other suitable dump and after the contents of the ash receptacle have been discharged, the car is returned to the ash pit, and is again connected with the anchoring chain, after which the locomotive is uncoupled from the car and connected to the cable, which is placed under tension to relieve the pawls or dogs 80 of pressure. The pawls or dogs 80 are swung upward out of engagement with the ratchet wheels, and the engine is backed to permit the ash receptacle to descend into the ash pit. The weight of the ash receptacle and the cables is sufficient to maintain the anchoring chain taut with the longitudinal opening of the car in proper alinement with the ash pit.

The pawls or dogs 80 are simultaneously lifted out of engagement with the ratchet wheels 69 by cams 88 of a transverse shaft or rod 89, mounted in suitable bearings of the sides of the plate 68 and provided at each end with a crank handle 90, so that it may be operated at either side of the car. The cams extend in the opposite direction from the crank handles, and they are adapted to support the pawls or dogs 80 in an elevated position out of engagement with the ratchet wheels 69. When the cams are swung downwardly out of engagement with the pawls or dogs 80, the latter are positively carried into engagement with the ratchet wheels 69 by the coiled springs 85.

The opening 4, which is formed in the car between the trucks thereof to provide an open space for the ash receptacle, is oblong and substantially of the same area as the pit, and in order to guide the ash receptacle in its upward and downward movements, the car is equipped at the sides and ends of the opening 4 with depending guards, consisting of inner vertical guiding portions 91 and outer inclined bracing portions 92. The inner vertical guiding portions 91 are secured at their upper ends to the car at the walls of the opening 4, and they are provided at their lower ends with downwardly and outwardly inclined terminal portions 93, which center the ash receptacle when the latter is elevated. The inclined bracing portions 92 extend upwardly and

outwardly from the terminal portions 93, and are secured to the frame-work of the car. In the accompanying drawings, the car for carrying the ash receptacle is shown as a flat car, but the car may be of any preferred construction and of any desired size, and a single car 3 is adapted to handle all of the ash receptacles in a yard, and the apparatus may be operated by a switch engine or any other locomotive. When the ash receptacle is elevated, the loose unwound portion of the central cable is placed upon the car 3 in convenient position to be re-attached to the hook of the locomotive when the ash receptacle after being emptied is returned to the pit.

What is claimed is:—

1. In an apparatus of the class described, the combination with a track and an ash pit located beneath the track, of an ash receptacle arranged in the pit to receive the ashes and cinders of a locomotive, a car having an opening of a size to receive the ash receptacle and adapted to be run over the ash pit to arrange its opening in register with the same, and hoisting mechanism carried by the car for raising and lowering the ash receptacle to arrange the same in the opening of the car and to return the ash receptacle to the pit.
2. In an apparatus of the class described, the combination with a track and an ash pit located beneath the track, of an ash receptacle arranged in the pit to receive the ashes and cinders of a locomotive, a car having an opening of a size to receive the ash receptacle, hoisting mechanism for raising and lowering the ash receptacle, said hoisting mechanism being provided with an operating rope or cable adapted to be connected with a locomotive, and means located adjacent to the pit for anchoring the car with its opening in proper position over the ash pit.
3. In an apparatus of the class described, the combination with a track and an ash pit located beneath the track, of an ash receptacle arranged in the ash pit to receive the ashes and cinders of a locomotive, a car having an opening of a size to receive the ash receptacle, hoisting mechanism for raising and lowering the ash receptacle, said hoisting mechanism being provided with an operating rope or cable adapted to be connected with a locomotive, an anchoring chain permanently fixed at one end adjacent to the pit, and a hook mounted on the car for engaging the chain to anchor the car with its opening in proper position over the ash pit while the ash receptacle is being raised or lowered.

4. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided at the bottom with dumping doors, means

carried by the receptacle for operating and locking the doors, a car having an opening of a size to receive the ash receptacle and adapted to be run over the ash pit with its opening in register with the same, and hoisting mechanism mounted on the car for raising the ash receptacle from the pit into the opening of the car and for lowering it into the pit after the ash receptacle has been dumped of its contents.

5. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided at the bottom with hinged dumping doors, a windlass mounted within the upper portion of the ash receptacle, flexible connections extending from the said doors to the windlass, means for rotating the windlass to close the doors, means for locking the windlass to hold the doors in their closed position, a car provided with an opening of a size to receive the ash receptacle, and hoisting mechanism mounted on the car for raising and lowering the ash receptacle and for supporting the same in an elevated position within the car.

6. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided at the bottom with hinged dumping doors arranged in pairs and extending longitudinally of the ash receptacle, a centrally arranged windlass shaft, guiding means located at opposite sides of the ash receptacle above the dumping doors, flexible connections extending from the windlass shaft and passing over the guiding means and depending therefrom and connected with the said doors, means for rotating the windlass shaft and for locking the same, a car provided with an opening of a size to receive the ash receptacle, and hoisting mechanism carried by the car and operating at the opening thereof for raising and lowering the ash receptacle.

7. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided with a central longitudinal pintle and having dumping doors arranged in pairs and hinged by the said pintle, a windlass shaft mounted on the receptacle, flexible connections extending from the windlass shaft to the doors, means for rotating the windlass shaft and for locking the same to maintain the doors in a closed position, a car having an opening of a size to receive the ash receptacle, and hoisting mechanism mounted on the car and operating at the said opening for raising and lowering the ash receptacle.

8. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided at the bottom with dumping doors, a windlass

shaft provided with a ratchet wheel, flexible connections extending from the windlass shaft to the dumping doors, means for rotating the windlass shaft, and a tripping and locking device comprising a pivoted supporting member, a check pawl pivoted to the supporting member and normally arranged in position for engaging the ratchet wheel to hold the windlass shaft against rotation, and a trip lever also mounted on the supporting member and arranged to swing the check pawl on its pivot to release the ratchet wheel.

9. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided at the bottom with dumping doors, a windlass shaft provided with a ratchet wheel, flexible connections extending from the windlass shaft to the dumping doors, means for rotating the windlass shaft, and a tripping and locking device comprising a pivoted supporting member having a seat, a check pawl pivoted at a point intermediate of its ends to the supporting member and having a shank normally arranged on the said seat, which supports the check pawl in position for locking the ratchet wheel, and a trip lever pivoted to the support and having a cam arranged to engage the said shank to lift the same from the seat of the supporting member for releasing the ratchet wheel.

10. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit and provided at the bottom with dumping doors, a windlass shaft provided with a ratchet wheel, flexible connections extending from the windlass shaft to the dumping doors, means for rotating the windlass shaft, and a tripping and locking device comprising a supporting member pivoted at one end and provided with a slot extending inwardly from the other end, said supporting member being also provided with a seat extending across the slot, a check pawl having a shank pivoted in the slot and normally resting upon the said seat for supporting the pawl in its engaging position and having a curved edge at its inner end, and a pivotally mounted trip lever having a cam head operating in the slot and arranged to engage the curved edge of the said shank to lift the same from the seat to release the ratchet wheel.

11. An apparatus of the class described including a track, an ash pit located beneath the track, an ash receptacle arranged within the ash pit, hinged shields mounted at the sides and ends of the ash pit and arranged to extend inward over the upper edges of the ash receptacle and adapted to swing upwardly and outwardly beyond the plane of the ash receptacle, the free edges of the side shields being received between the head and bottom flanges of the rails of the track and

resting against the webs of the rails when the said side shields are swung outward, and a cam provided with hoisting mechanism for raising and lowering the ash receptacle.

12. In an apparatus of the class described, the combination with a track and an ash pit located beneath the track, of an ash receptacle arranged in the ash pit, a car adapted to be run over the ash pit and constructed to receive and carry the ash receptacle, and means carried by the car for raising and lowering the ash receptacle.

13. In an apparatus of the class described, the combination with a track and an ash pit located beneath the track, of an ash receptacle arranged in the ash pit, a car adapted to be run over the ash pit and constructed to receive and carry the ash receptacle, and hoisting mechanism mounted on the car and provided with means for connecting it to the ash receptacle, said hoisting mechanism being adapted to raise and lower the ash receptacle and support the same in an elevated position in the car.

14. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit, a car adapted to be run over the ash pit and having an opening to receive the ash receptacle, and hoisting mechanism mounted on the car and comprising ropes or cables arranged in pairs and having depending portions located at opposite sides of the car and provided with means for connecting them with the ash receptacle, a transverse shaft, side drums mounted on the transverse shaft and having the ropes or cables wound around them, and a central drum of greater diameter than the side drums mounted on the shaft and having a rope or cable adapted to be connected with a locomotive.

15. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit, a car having an opening to receive the ash receptacle, and hoisting mechanism mounted on the car and comprising pulleys located at opposite sides of the car above the ends of the opening thereof, cables arranged in pairs and depending from the said pulleys and provided with means for connecting them to the ash receptacle, side drums receiving the ropes or cables, a central drum connected with the side drums and having a rope or cable adapted to be attached to a locomotive, and ratchet mechanism for locking the side drums.

16. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit, a car having an opening to receive the ash receptacle, and hoisting mechanism mounted on the car and comprising pulleys located at opposite sides of the car above the ends of the opening

thereof, cables arranged in pairs and depending from the said pulleys and provided with means for connecting them to the ash receptacle, side drums receiving the ropes or cables, a central drum connected with the side drums and having a central rope or cable adapted to be connected to a locomotive, and means for detachably securing the central rope or cable to the central drum to disconnect such rope or cable from the central drum automatically when entirely unwound therefrom.

17. An apparatus of the class described including an ash receptacle designed to be arranged in a railroad ash pit, a car having an opening to receive the ash receptacle, and hoisting mechanism mounted on the car and comprising ropes or cables provided with means for connecting them to the ash receptacle, a transverse shaft, central and side drums mounted on the shaft, the side drums connected with the said ropes or cables, and a central operating rope or cable mounted on the central shaft thereof and adapted to be connected with a locomotive, ratchet wheels mounted on the ends of the shaft, pivoted pawls or dogs engaging the ratchet wheels, and an operating shaft having terminal operating means and provided with cams arranged to lift the pawls or dogs simultaneously out of engagement with the ratchet wheels.

18. An apparatus of the class described including an ash receptacle designed to be mounted in a railroad ash pit, a car having an opening of a size to receive the ash receptacle and adapted to be run over the ash pit, hoisting mechanism mounted on the car for raising and lowering the ash receptacle, and guards depending from the car at the opening thereof for guiding the ash receptacle.

19. An apparatus of the class described including an ash receptacle designed to be mounted in a railroad ash pit, a car having an opening of a size to receive the ash receptacle and adapted to be run over the ash pit, hoisting mechanism mounted on the car for raising and lowering the ash receptacle, and guards mounted on the car at the said opening and provided with vertical guiding portions and having lower outwardly inclined portions for centering the ash receptacle.

20. An apparatus of the class described including an ash receptacle designed to be mounted in a railroad ash pit, a car having an opening of a size to receive the ash receptacle and adapted to be run over the ash pit, hoisting mechanism mounted on the car for raising and lowering the ash receptacle, and guards consisting of inner vertical portions depending from the car at the said openings, outer inclined bracing portions, and lower inclined portions extending downwardly and outwardly from the lower ends

of the vertical portions and connecting the same with the lower end of the inclined braces.

21. In an apparatus of the class described, the combination with a track and an ash pit
5 located beneath the track, of an ash receptacle mounted in the ash pit, a car having an opening of a size to receive the ash receptacle and adapted to be run over the ash

pit, and hoisting mechanism for raising and 10 lowering the ash receptacle.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JOHN H. HOGSTON.

Witnesses:

JOHN H. SIGGERS,
DAVID R. WAGNER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
