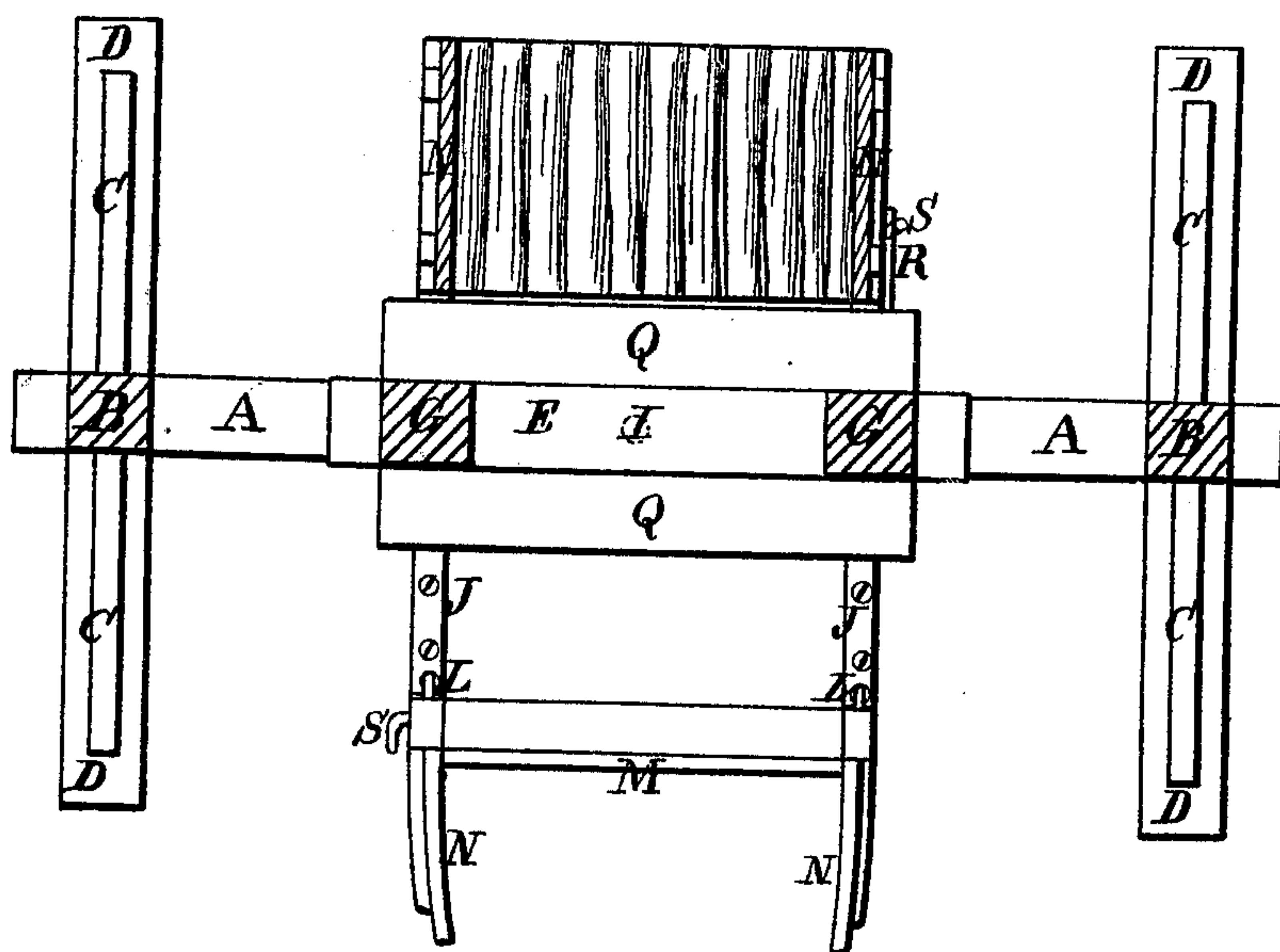


J. N. JACKSON.
MACHINE FOR LOADING LOCOMOTIVE TENDERS.
No. 91,236. Patented June 15, 1869.

Fig: 3.



Witnesses:

F. H. W. P. P. P.
A. E. M. Johnson

Inventor:

Jasper N. Jackson
by his Attorney
O. P. P.

J. N. JACKSON.
MACHINE FOR LOADING LOCOMOTIVE TENDERS.
No. 91,236. Patented June 15, 1869.

Fig: 1.

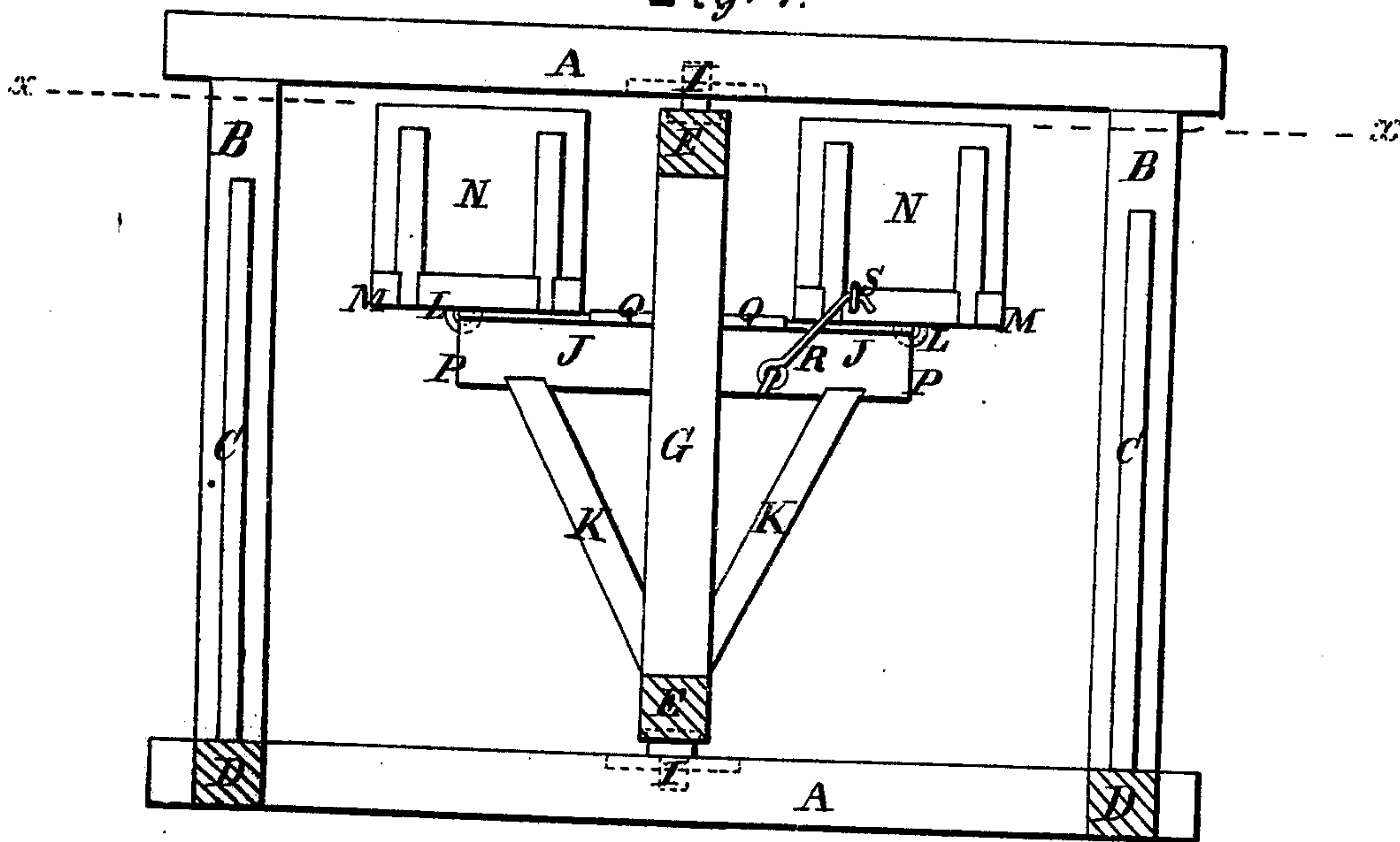
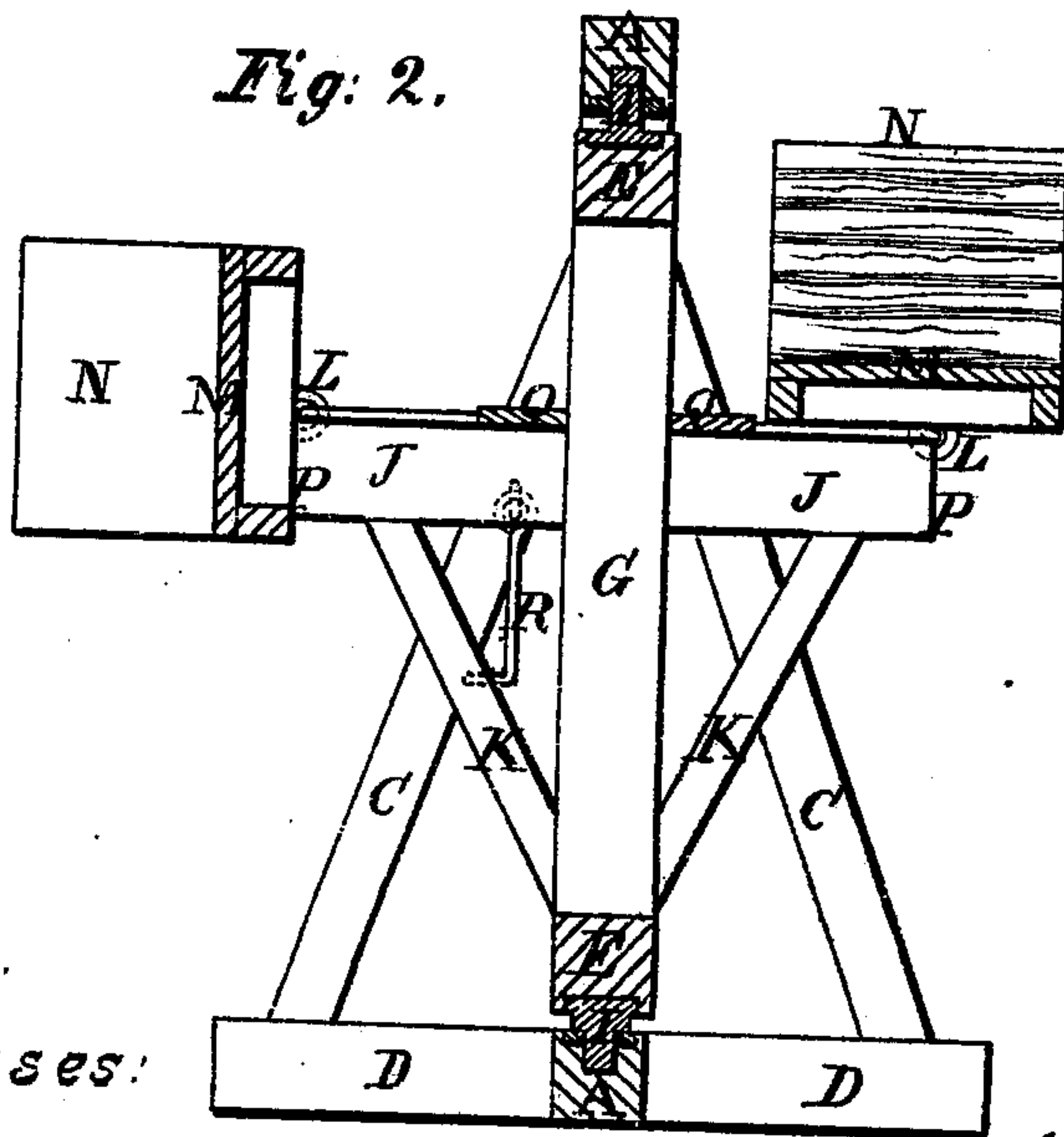


Fig: 2.



Witnesses:

J. H. Wofferman
A. C. W. Johnson

Inventor:

Jasper N. Jackson
by his attorney
C. F. Davis

United States Patent Office.

JASPER NEWTON JACKSON, OF BROOKHAVEN, MISSISSIPPI.

Letters Patent No. 91,236, dated June 15, 1869.

IMPROVED MACHINE FOR LOADING LOCOMOTIVE-TENDERS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JASPER NEWTON JACKSON, of the town of Brookhaven, in the county of Lawrence, and State of Mississippi, have invented a new and useful Improvement, being a Machine for Loading Locomotive-Tenders with Wood; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings of the same, making a part of this specification, and in which—

Figure 1 represents an elevation of a machine embracing my improvements.

Figure 2 represents a vertical transverse section of the same, the pivoted carrying-frame being shown in the position at right angles to that seen in fig. 1, one of the dumping-boxes being loaded and the other in the position it occupies when dumped to discharge the load.

Figure 3 represents a horizontal section, taken at the line $x x$ of fig. 1, the parts occupying the position shown in fig. 2.

My invention relates to a machine for supplying or loading locomotive-car tenders with fuel; and

It consists in the employment of a vertically-swivelled carrying-frame, constructed with receiving and dumping-boxes, and supported within a fixed or portable frame.

In the accompanying drawings, the frame upon which the several parts of the machine are supported consists of two horizontal beams, A, united together at their ends by vertical standards, B, which latter are braced, by braces C, to horizontal cross-timbers D, which, together with the bottom beam A, support the frame, and render it steady and firm on its base.

Within the horizontal and vertical timbers of this frame is mounted a vertical carrying-frame, consisting of an upper and lower horizontal beam, E E, united together near their ends by two vertical timbers, G G.

This carrying-frame is pivoted to the main frame by centre-pivots I, fitted and turning within bearings in the upper and lower beams A of said main frame.

Near the upper portion of this carrying-frame a horizontal timber, J, is secured to each vertical beam G, so as to project equally on either side thereof, at right angles to the upper and lower horizontal beams E of said frame.

The ends of these timbers are sustained by the oblique braces K, extending to the lower timber E of the pivoted frame.

Upon the upper sides of these horizontal timbers J, the receiving and dumping-boxes are arranged, and connected thereto by means of hinges L.

These boxes consist of a platform or bottom, M, and two end pieces, N, of suitable depth, and open at the front and rear sides, and are for the purpose of receiving the wood, which is laid in upon the platform,

between the ends thereof, and each box is of sufficient dimensions to hold the desired quantity of wood.

The fuel-boxes thus constructed are hinged so that the weight thereof, when loaded, will preponderate toward the rear open side of said boxes for the purpose of causing them to hold their seats upon their supporting-timbers.

This preponderance of weight is sufficient to allow the box to maintain its seat by its weight until required to be dumped.

The hinges L of the boxes are arranged at the upper front corners of the horizontal timbers J, so that when the boxes are loaded they will rest horizontally upon the upper sides of said timbers, and when dumped the platform M of the boxes will be brought against the vertical ends P of the horizontal timbers, so as to arrest the dumping-motion of each box when the platform is in a vertical position, so that said boxes can be readily turned up again upon their seats by the attendant, they being hinged out of balance in order that this may be easily effected.

On either side of the vertical pivoted frame G, and upon the timbers J, I arrange platforms, Q, upon which the attendant stands to unload or dump the boxes, and to turn them up again upon their seats to be again filled.

While the boxes are being filled with wood, they are locked upon their seats by hooks R, hinged to the horizontal timbers J, so as to hook into eyes S on the side of each box, as shown in fig. 1. These hooks, therefore, hold the loaded boxes in position, without danger of their turning over, until it is desired to dump the load, when they are easily unhooked.

The vertical pivoted frame arranged and constructed with dumping-boxes, as described, turns within the main supporting-frame, so that the boxes, when filled with wood, may turn beneath the upper horizontal beam A, and stand in the position shown in fig. 1, or be turned at right angles to the main frame for dumping, as shown in figs. 2 and 3.

The machine is intended to be placed alongside of the railroad-track, at regular stations, or along the road, and the height of the boxes must be such as to allow the tender to run under them, and permit them to be dumped over, so as to discharge the wood into the tender, without coming in contact therewith. For this purpose, therefore, the timbers upon which the dumping-boxes are mounted must be of sufficient length and height to bring them over the tender, when the pivoted frame is turned to bring the boxes out in the position to be dumped, as shown in figs. 2 and 3.

When one box is dumped, it is brought upon its seat again, and the carrying-frame is quickly turned upon its pivots, so as to present the other loaded box to be dumped in like manner, and these two boxes are intended to hold enough wood to fill or load the tender.

The boxes are again loaded and turned beneath the frame, in readiness to be again dumped to load or supply the tender of the next passing train.

In this way, the tender may be loaded or supplied with wood by one person, in less than a minute, by simply dumping the wood therein from elevated filled boxes presented in quick succession over the tender, thus saving much time over the old mode of "wooding-up" by hand, as heretofore.

It is obvious that this loading-machine may be applied to supplying steamers or boats wherever occasion may require its use.

It is obvious, also, that the boxes may be so constructed as to receive and load with coal, instead of wood, without departing from my invention.

Having described my invention,
I claim—

1. The supporting-frame A B C D and the carrying turning-frame E G J, in combination with the hinged dumping-boxes L M N, constructed, arranged, and operating substantially as before described.

2. The vertically-pivoted turning-frame E G J, constructed with platforms Q, in combination with hinged dumping-boxes, arranged substantially as described.

JASPER N. JACKSON.

Witnesses:

THOS. T. MEADE,
W. P. BAGGETT.