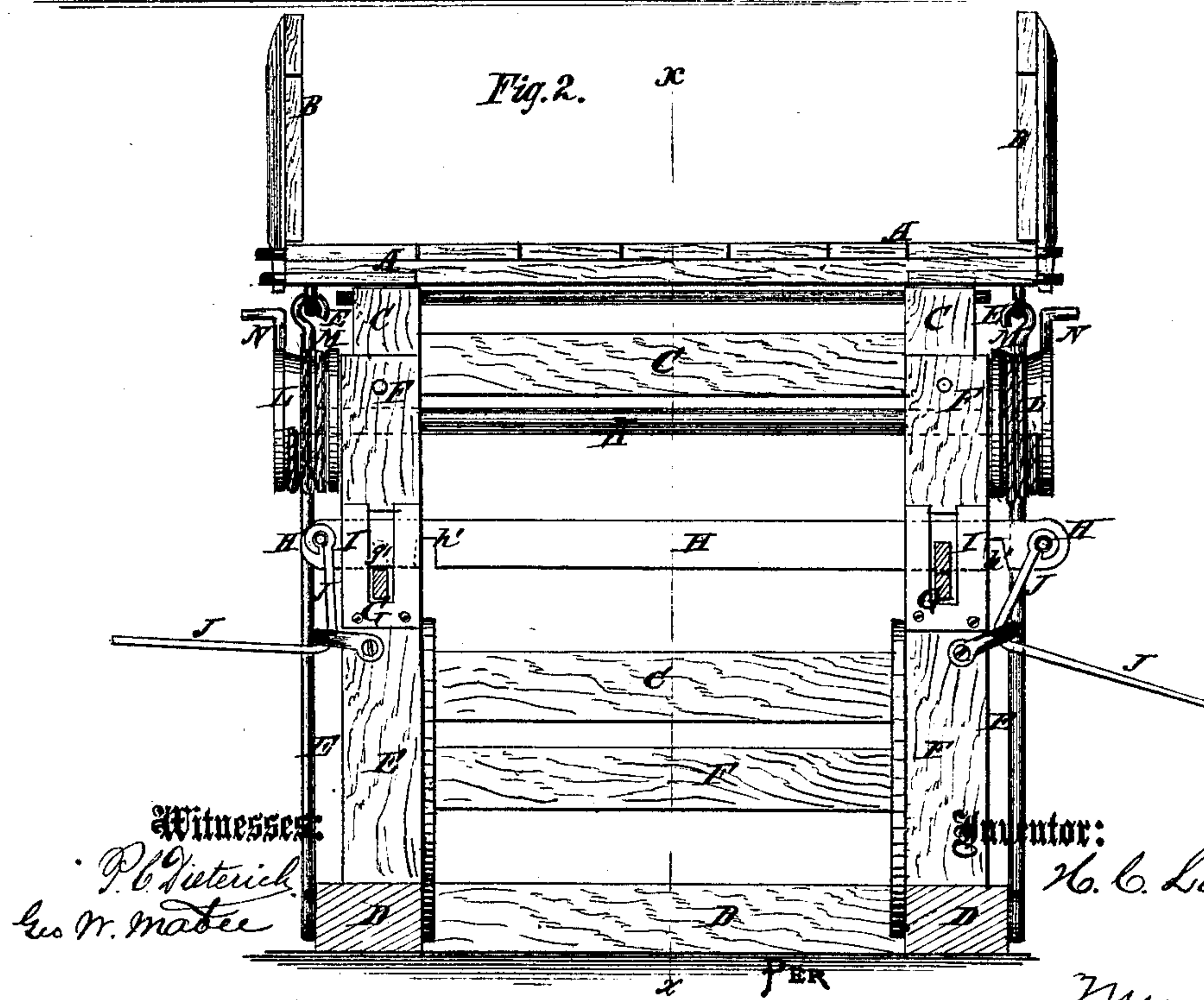
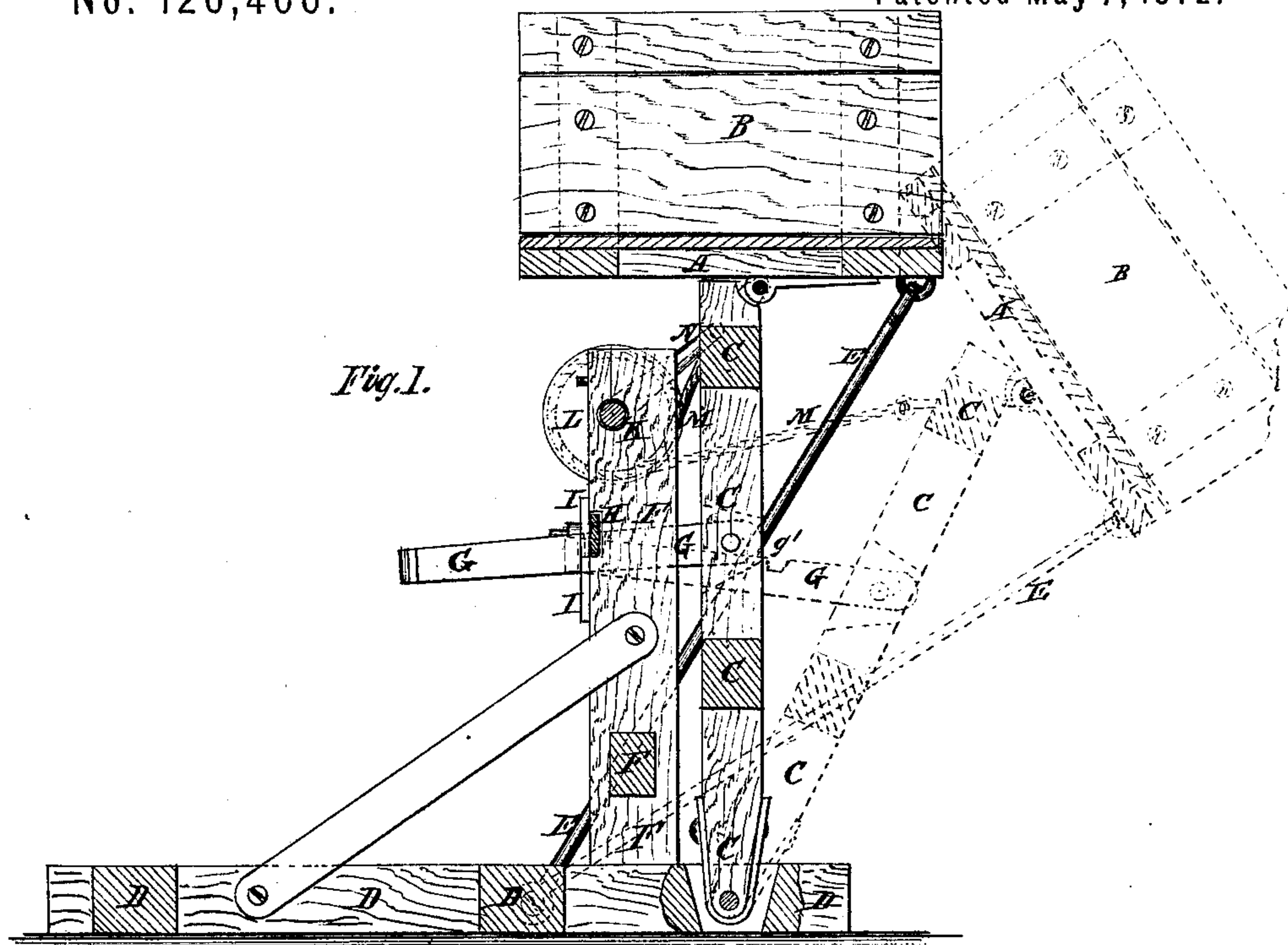


HENRY C. LAND.  
Improvement in Apparatus for Supplying Locomotive  
Tenders with Fuel.

No. 126,466.

Patented May 7, 1872.



Witnesses:  
P. C. Dietrich  
Geo. W. Mabee

Inventor:  
H. C. Land

Attorneys.



# UNITED STATES PATENT OFFICE.

HENRY C. LAND, OF GARLANDVILLE, MISSISSIPPI.

## IMPROVEMENT IN APPARATUS FOR SUPPLYING LOCOMOTIVE-TENDERS WITH FUEL.

Specification forming part of Letters Patent No. 126,466, dated May 7, 1872.

Specification describing a new and Improved Apparatus for Supplying Locomotive-Tenders with Fuel, invented by HENRY C. LAND, of Garlandville, in the county of Jasper and State of Mississippi.

Figure 1 is a detail vertical section of my improved apparatus taken through the line *x x*, Fig. 2. Fig. 2 is a front view of the same.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved apparatus for supplying locomotive-tenders with fuel, and which shall be simple in construction, convenient in use, and effective and reliable in operation; and it consists in the construction and combination of various parts, as hereinafter more fully described.

A is a platform or frame, on which the proper amount of wood or coal is placed. The platform A is made with detachable ends B, for convenience in placing the coal or wood upon it. To the lower side of the platform A, at or near its central line, is pivoted the upper end of a frame, C, by which the said platform is supported. The lower end of the frame C is pivoted to a base-frame, D, or other suitable supports. E are inclined rods, the upper ends of which are pivoted to the forward part of the lower side of the platform A. The lower ends of the inclined rods E are pivoted to the base-frame D, a little in the rear of the lower end of the pivoted frame C, so as, when the frame C and platform A are swung forward, to tip or incline the said platform and discharge the fuel into the tender. F is an upright frame, the lower end of which is rigidly attached to the base-frame D just in the rear of the lower end of the pivoted frame C, and which may be strengthened by braces, if desired. G are bars or rods, the forward ends of which are pivoted to the pivoted frame C, and which pass through slots in the stationary vertical frame F. The bars or rods G have heads formed upon or attached to their rear ends, to strike against the rear side of the frame F and stop the frame C and platform A at the proper position, as shown by dotted lines in Fig. 1. The upper edges of the bars

G are notched in such a way that the said notches *g'* may be at the rear side of the stationary frame F when the pivoted frame C is raised into a vertical position, so as to receive a bar, H, which slides across the rear side of the stationary frame F, and is kept in place by keepers I attached to the rear side of the said frame F. The bar H is notched upon its lower edge, said notches *h'* being at a distance apart equal to the distance apart of the bars G, so that when the bar H is slid into one position the bars G may slide back and forth through the said notches *h'*, allowing the platform A and frame C to be raised and lowered. When the frame C is raised into a vertical position the bar H is moved longitudinally so as to enter the notches *g'* of the bars G, and thus lock the frame C in a vertical position. To each end of the sliding bar H is pivoted the end of a bent lever, J, which is pivoted at its angle to the frame F, so that by operating the said levers the bar H may be slid to lock or unlock the bars G, as may be desired. In the upper part of the stationary frame F revolves a shaft, K, the ends of which project, and have flanged pulleys or drums L attached to them. M are ropes, one of which is attached to the drums L, and their other ends are attached to the upper part of the pivoted frame C.

By this arrangement, by turning the shaft K the ropes M will be wound upon the drums L, drawing the pivoted frame C into a vertical position, ready for the platform A to be again loaded with fuel.

The shaft K is turned to wind up the ropes M by cranks N attached to the ends of the said shaft or to the drums.

The apparatus is designed to be placed at the side of the railroad track in such a position that the fuel may be discharged from the platform A directly into the tender standing upon the track.

The apparatus is unloaded by sliding the bar H until the notches *h'* correspond with the bars G, when a slight push against the platform A or frame C will throw it off its balance, discharging the fuel into the tender.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of the platform A, pivoted frame C, inclined pivoted rods E, stationary vertical frame F, pivoted notched bars G, sliding notched bar H, levers J, shaft K,

drums L, rope M, and cranks N with each other, substantially as herein shown and described, and for the purpose set forth.

HENRY CLAY LAND.

Witnesses:

J. E. BINKLEY,

M. A. RYAN.