

(No Model.)

H. McLAUGHLIN.

MEANS FOR COALING LOCOMOTIVES.

No. 323,586.

Patented Aug. 4, 1885.

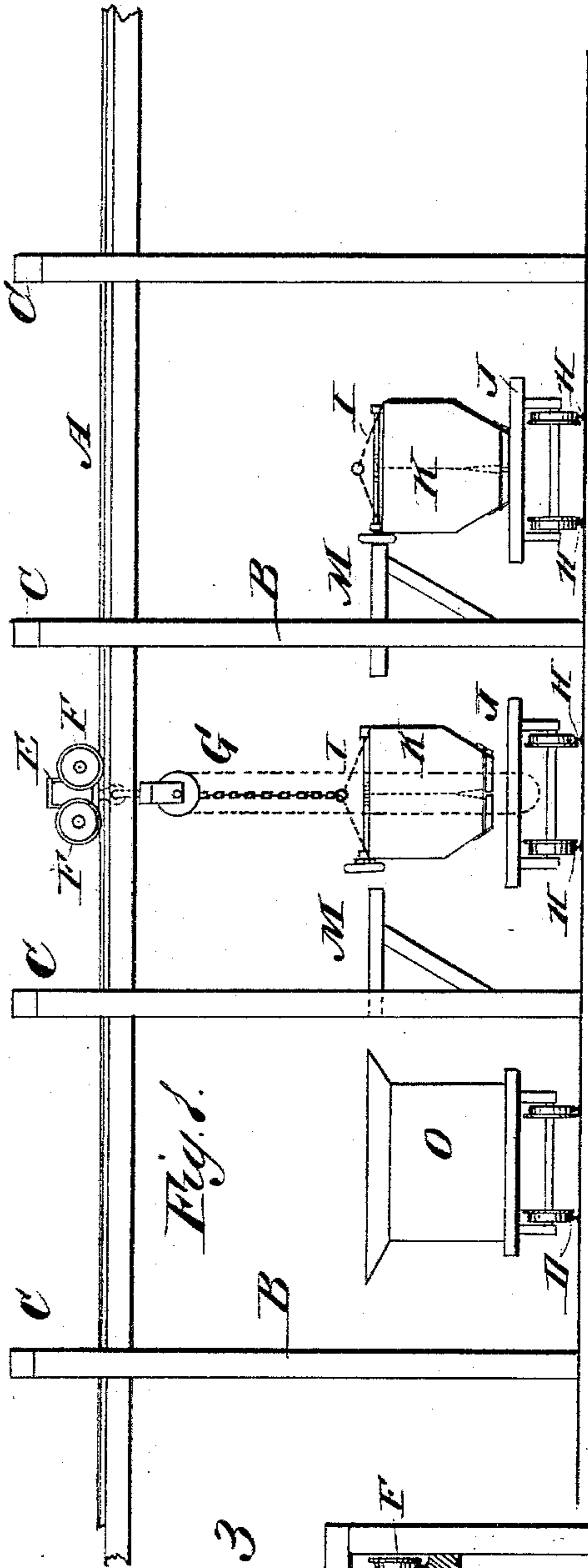


Fig. 1.

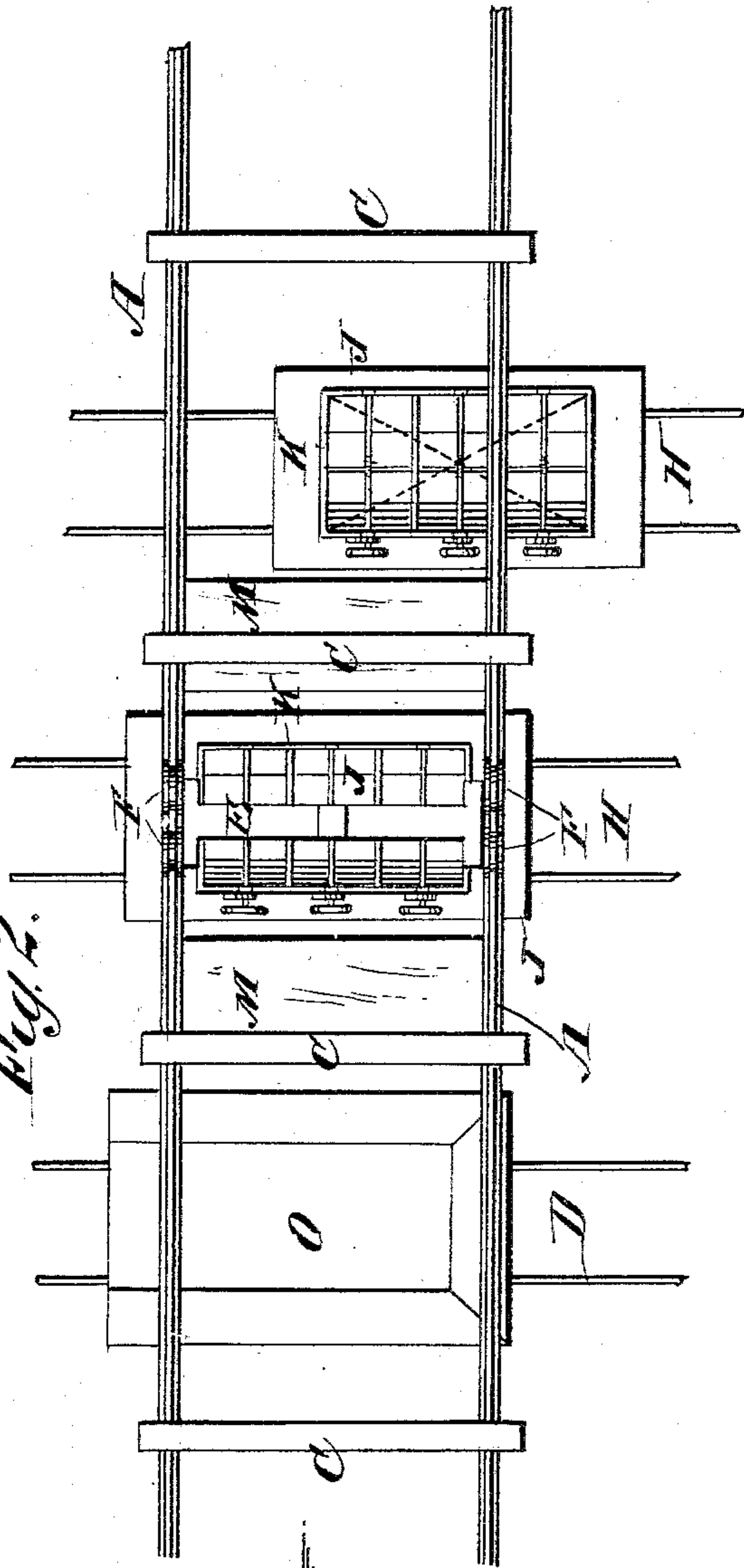
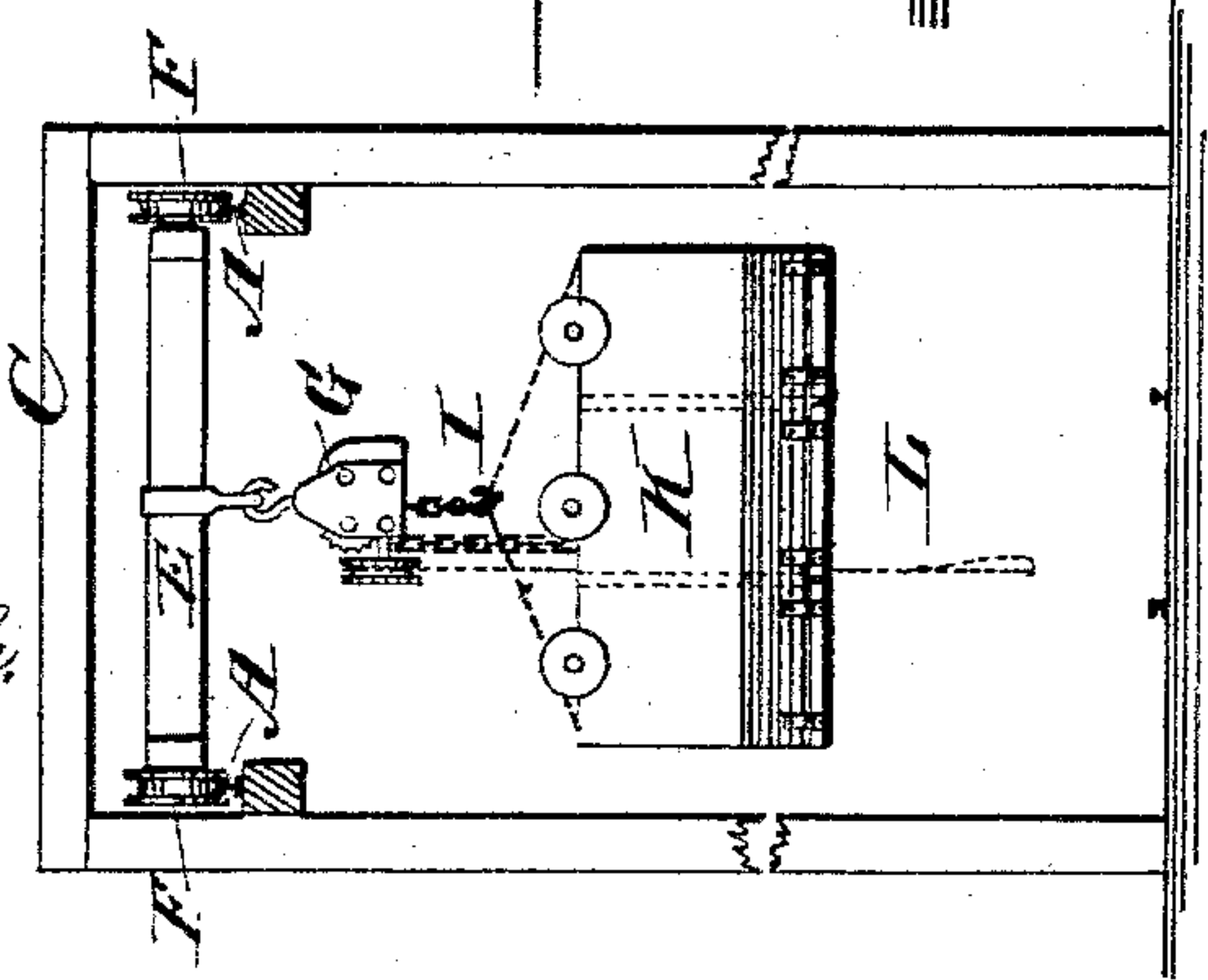


Fig. 2.

Fig. 3.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

HENRY McLAUGHLIN, OF BANGOR, MAINE.

## MEANS FOR COALING LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 323,586, dated August 4, 1885.

Application filed December 24, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY McLAUGHLIN, of Bangor, in the county of Penobscot and State of Maine, have invented a new and Improved System of Coaling Locomotives, of which the following is a full, clear, and exact description.

The object of this invention is to facilitate the coaling of locomotives by providing and arranging devices whereby any desired or required quantity of coals can be brought over the tender of a locomotive and dumped into the same very easily and rapidly.

The invention consists in the arrangement and combination of tracks, ways, cars, cranes, &c., all as will be fully set forth and described hereinafter, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal elevation of the derrick-track. Fig. 2 is a plan view of the same. Fig. 3 is a cross-sectional view of the same.

An elevated track, A, is laid on stringers secured to uprights B, united by cross-pieces C, and firmly located, the said elevated track being of sufficient height to clear the smoke-stacks of the locomotives that are intended to pass under it, the said elevated tracks crossing the track D at right angles.

A traveling derrick-frame, E, is provided with wheels F, running on the track A, and on the said frame a chain-hoist, G, of any well-known construction, is secured. One or more tracks, H, are arranged at right angles to the derrick-track and lead to the coal-heaps, and on the tracks H flat cars J run, adapted to carry buckets K, provided in their bottoms with downwardly-swinging gates L, which can be opened from the top, the said buckets being divided into two or more compartments by suitable partitions, each compartment having a door in the bottom. Each bucket is provided with chains I, attached to the corners in which the hook of the hoisting-chain is hooked.

Platforms M are arranged below the derrick-track A, and adjacent to the coal-car tracks H, so that their upper surfaces are about on the same level as the top of the tender O.

The tenders are filled in the following manner: The buckets K are filled at the coal-heaps while on the cars J, and transported on the same to the derrick-track A. By means of the hoist G the buckets K are lifted from the cars and raised, and then by means of the derrick are transported to that part of the derrick-track above the main line D, and when a bucket is above the tender the bottom of the bucket is opened and the contents dropped into the tender. The derrick-frame is then moved from the main line to one of the tracks H, the bucket is lowered upon one of the cars J, and transported back to one of the coal-heaps.

Instead of emptying the bucket immediately, the buckets may be transported to the platforms M and deposited on the same. Then, when one or more locomotives are to be coaled at the same time, the buckets are raised from the platforms M and transported to the tender and the contents dropped into the same.

One, two, or all the compartments of a bucket can be emptied at the same time.

The buckets K are to be of such size that they can receive the quantity of coal required to fill a tender. The shape and construction and arrangement of the derrick-frame and the hoisting apparatus may be varied more or less, as may be desired.

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

1. A locomotive-coaling device consisting of an elevated track crossing the track on which the locomotives run, and tracks leading to the coal-heaps, on which elevated track a traveling derrick-frame runs, which is provided with a hoisting apparatus, substantially as herein shown and described.

2. The combination, with the elevated track A, crossing the track on which the locomotive runs, and tracks leading to the coal-heaps, of the traveling derrick E and the platforms M adjacent to the tracks leading to the coal-heaps, substantially as herein shown and described.

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Witnesses:

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