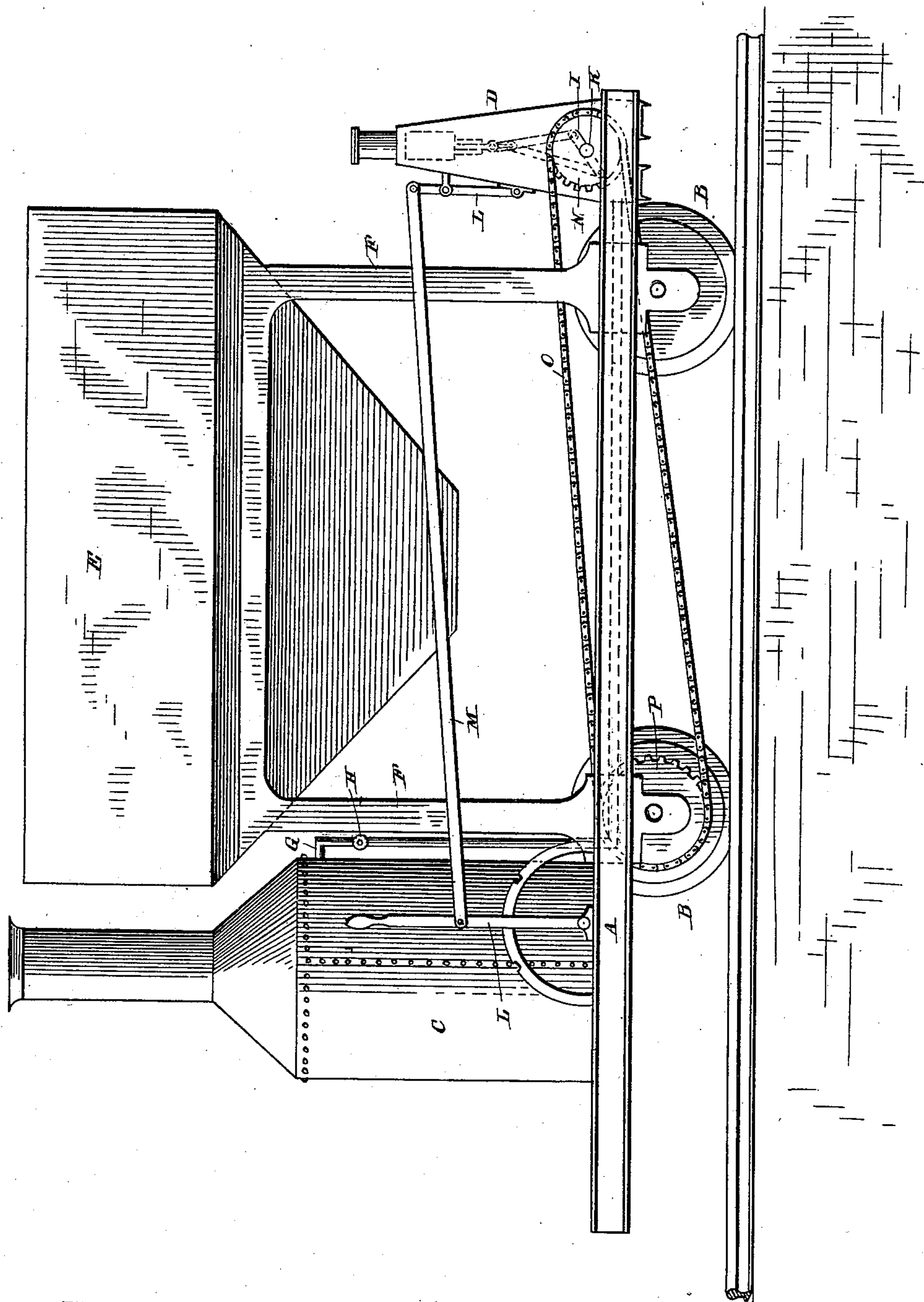


(No Model.)

W. R. JENKINS, Jr.
COAL CARRYING CAR.

No. 370,626.

Patented Sept. 27, 1887.



WITNESSES

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WILLIAM R. JENKINS, JR., OF BELLEFONTE, PENNSYLVANIA.

COAL-CARRYING CAR.

SPECIFICATION forming part of Letters Patent No. 370,626, dated September 27, 1887.

Application filed April 22, 1887. Serial No. 235,735. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. JENKINS, Jr., a citizen of the United States, residing at Bellefonte, in the county of Centre, State of Pennsylvania, have invented certain new and useful Improvements in Lorries or Cars for Carrying Coal to the Coking-Ovens, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to improvements in lorry-cars for conveying coal to the coking-ovens.

The object of my invention is to construct a self-propelling lorry-car for hauling coal from the mines or other source of supply to the coking-ovens, thus dispensing with mules and separate and independent engines with separate and independent tracks for the same.

My invention consists in extending the frame-work of the car beyond the body of the "lorry" and mounting on one end of the frame-work a steam-boiler and on the other end a small engine, through which power is applied to the axle to propel the car or lorry.

In the drawing forming a part of this application I have shown my improved car and engine combined in a side elevation.

In the manufacture of coke the railroad-tracks are usually laid on top of the ovens, the usual way of hauling the cars over the ovens being by mules; but this method, for various reasons, is objectionable and expensive.

Attempts have been made to haul the cars by means of wire ropes, and also with separate and independent locomotives; but on account of the excessive cost these plans have not gone into general use.

In the case of separate and independent locomotives it is necessary to lay an independent track for the locomotives, as the track-gage of the lorry is usually too wide for the small engines used.

Referring, now, to the drawing, A indicates the frame-work of the car or lorry, mounted on suitable wheels or trucks, B, said frame-work being extended at each end beyond the trucks, so as to form a support at one end for the steam-boiler C, while the other end is designed to support the engine D.

E is the body of the car or lorry, in which the coal to be carried is placed, said body being supported above the frame-work A by suitable posts, F, or in any other convenient manner. The body of the car or lorry is made in the usual hopper-shaped form and is provided with a suitable trap-door, as is common in this class of cars.

The boiler C may be of any desired form, but preferably of the vertical type, the space of which is connected to the engine D by means of a suitable pipe, G, said pipe being controlled by a throttle-valve, H.

The engine D may be of any suitable size or kind; but by preference I use a pair of small reversible engines, the piston or pistons of which are connected to crank-arms I on the shaft K, the operation of the engine being controlled by means of the levers L and connecting-rod M, or in any other convenient manner.

The shaft K is provided with two sprocket-wheels, N, one at each side, (only one shown,) over which the sprocket-chain O is passed. P are sprocket-wheels secured to the axle of the car, over which the sprocket-chain O is also passed, and by which power is imparted to propel the car from the engine D.

I do not limit myself to this particular manner of propelling the car, as I may have the car so constructed as to mount the engine and boiler on one end of the same and use a train of spur or cog gearing for driving the car.

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

1. A device for conveying coal to the coking ovens or kilns, consisting of a car having the coal-hopper and an engine and boiler mounted on the same trucks, said engine being connected to the trucks of the car in the manner described, whereby the car can be propelled from place to place, as set forth.

2. In a lorry or coal car for carrying coal to the coking-ovens, the combination of the platform A, extending beyond the body of the car and at each end thereof, with the boiler C at one end and the engine D at the other, and the body E, for carrying the coal, supported above the platform, provided with suitable

trap-door, substantially as and for the purpose set forth.

3. In a lorry or car for carrying coal to the coking-ovens, the frame A, mounted on suitable wheels and provided with the hopper E, in combination with the boiler C, located at one end of the frame, and the engine D, mounted on the other end of the frame, and devices,

substantially as described, for connecting the engine with the axle of the car, as set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM R. JENKINS, JR.

Witnesses:

H. C. VALENTINE,

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