A. ISKE.

WAGONS FOR DELIVERING COAL.

No. 180,769. Patented Aug. 8, 1876.

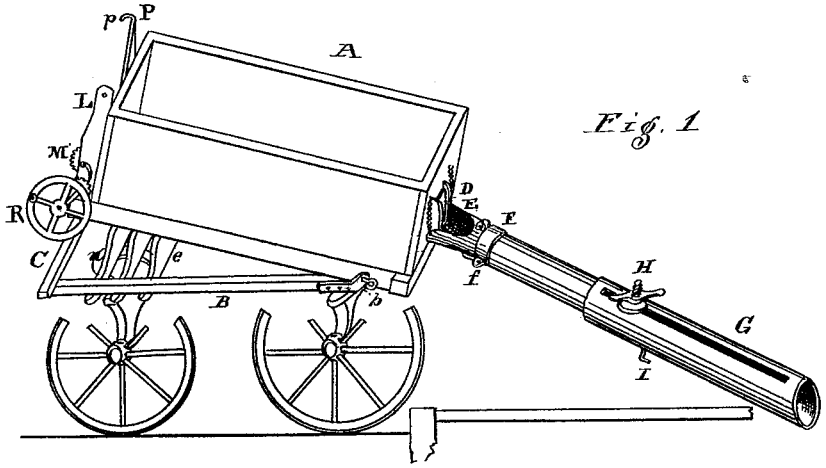


Fig. 1

Fig. 3.

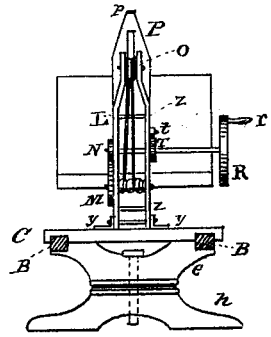
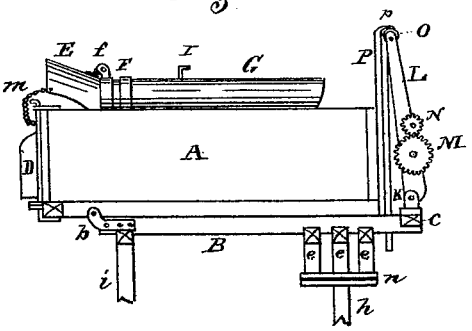


Fig. 2



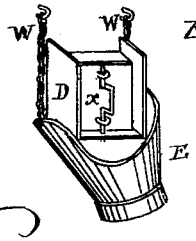


Fig. 4

WITNESSES.

Jno. K. Arnweg

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ANTHONY ISKE, OF LANCASTER, PENNSYLVANIA.

IMPROVEMENT IN WAGONS FOR DELIVERING COAL.

Specification forming part of Letters Patent No. **180,769**, dated August 8, 1876; application filed June 5, 1876.

To all whom it may concern:

Be it known that I, ANTHONY ISKE, of the city of Lancaster and county of Lancaster, in the State of Pennsylvania, have invented certain Improvements in Wagons for Delivering Coal, of which the following is a specification:

The object of this invention is to more perfectly adapt a four-wheeled vehicle for discharging coal into cellars over pavements, or into vaults under various conditions that arise, the whole so arranged as to overcome difficulties often arising in practice, as taught by experience.

The accompanying drawings illustrate the combination and arrangement of the parts, and, with the letters of reference marked thereon, a brief explanation will enable those skilled in the art to make and use the same.

Figure 1, a partial perspective view, showing the bed elevated in front, and the discharge-tubes extended across a pavement; Fig. 2, a side elevation with the tubes closed and turned upon the top of the load of coal; Fig. 3, the front of the wagon and hoisting apparatus; Fig. 4, a perspective view of the swinging trap-gate on the end-gate, and connection of the scoop-like funnel-mouth hinged to the tube.

The oblong square box or wagon-bed A is set upon and connected by hinges and pivots at *b* to the side beams B of the wagon or running gears, connected with the bolsters, &c., much as in ordinary vehicles. These side pieces B are united in front, in advance of the bed, by a cross-piece, C, which has plates *y* centrally attached, with the inner end bent up and perforated for a bolt, by which pivots are formed for the two legs, L, of the hoisting-frame, joined by cross-pieces *z z*, and riveted to the parallel vertical sides. These converge above the second brace *z*, and are then extended vertically, embracing a pulley, O, at the top. These combined sides L, hinged to the cross-piece C, also form the bearings for the winding drum or shaft, which may be corrugated or screw-formed, for winding up without crowding the rope or chain used; or an endless chain and pulley may be used. This shaft has a cogged wheel, M, on one side, and receives motion from a pinion, N, on a shaft, S, extended beyond the side of the bed, where the turning-wheel R, with its crank-handle *r*, is attached. On the outer side of the bearing L of said shaft there is an ordinary ratchet-wheel and pawl, T *t*, to hold the adjustment made. To the front of the bed A there is an upright, P, which is elevated above the bed, and provided with a semicircular clamp, *p*, to hold the hoisting apparatus, as shown. When the bed is down in front upon the frame, said piece P also extends below the bed, to which it is firmly attached. To this lower end or base of the bed the rope or chain or endless chain is connected and carried up over the pulley O in the top of the hoist, then down and, if not continuous, attached to the winding drum or shaft, this being connected with the side frames B, to which the hind end of the bed is hinged; yet the bed is disconnected in the front, except by the rope or chain to the hoist, which must necessarily elevate the front the desired height for inclining the bed as the windlass is turned in the ordinary manner. To further perfect its adaptation, in connection with the hinged end-gate and its short central chute D, provided with a swinging gate suspended on a cross-bolt, this has a combined handle and bolt, *x*, in keepers to lock it. To the end-gate of the vehicle a scoop-like mouth-piece, E, is suspended on each side of the chute D by chains W. This mouth-piece E is reduced at one end, so as to enter a tube, F, to which it is connected beneath by a hinge, *f*.

The tube F has a screw near its lower end, which projects through a slot made nearly the entire length of the outer or sliding tube G. This screw has a binding thumb-nut, H, by which the adjustment of the tubes F and G is secured. This arrangement does not only afford a clean delivery, but is also easily adapted to every variety of conditions met with in delivering coal.

While the hoisting device is simple and novel only in its connection and arrangement with the vehicle, the slotted and hinged combination of the discharging-tube has features that are new and highly useful.

I am fully aware of the numerous devices for dumping-wagons, telescopic chutes or tubes, and the special arrangements claimed. My object is to simply secure the combination of

the entire vehicle as a unit for discharging coal, and yet I am not aware of infringing or using the arrangement or combination of any other person, as claimed by them or him; therefore,

What I claim in a four-wheeled vehicle for conveying and discharging coal is—

In combination with the wagon-bed, hinged to side pieces B, the hoisting apparatus L M N O, arranged and operating substantially as shown, and the telescopic chute, attached by chains to the rear of said bed, and having its first section hinged to the second section, as and for the purpose set forth.

ANTHONY ISKE.

Witnesses:

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