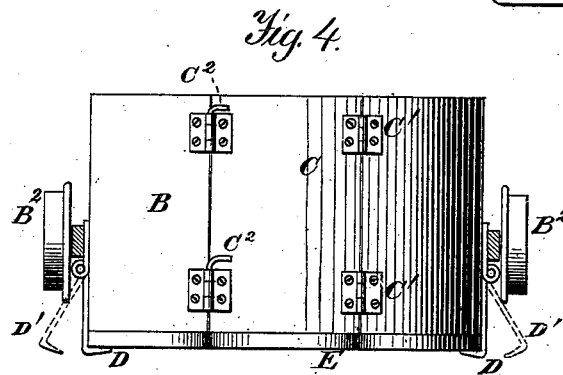
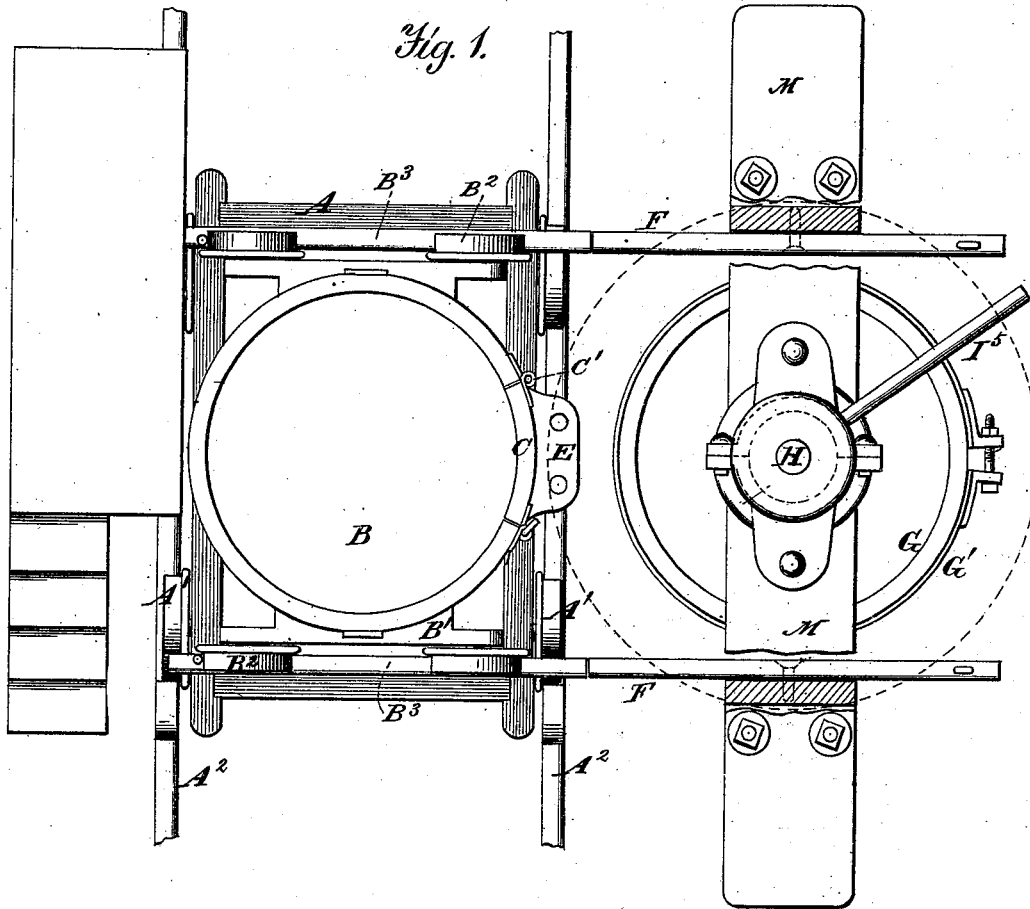


F. W. A. FULLER.
Tobacco-Press.

No. 210,248.

Patented Nov. 26, 1878.



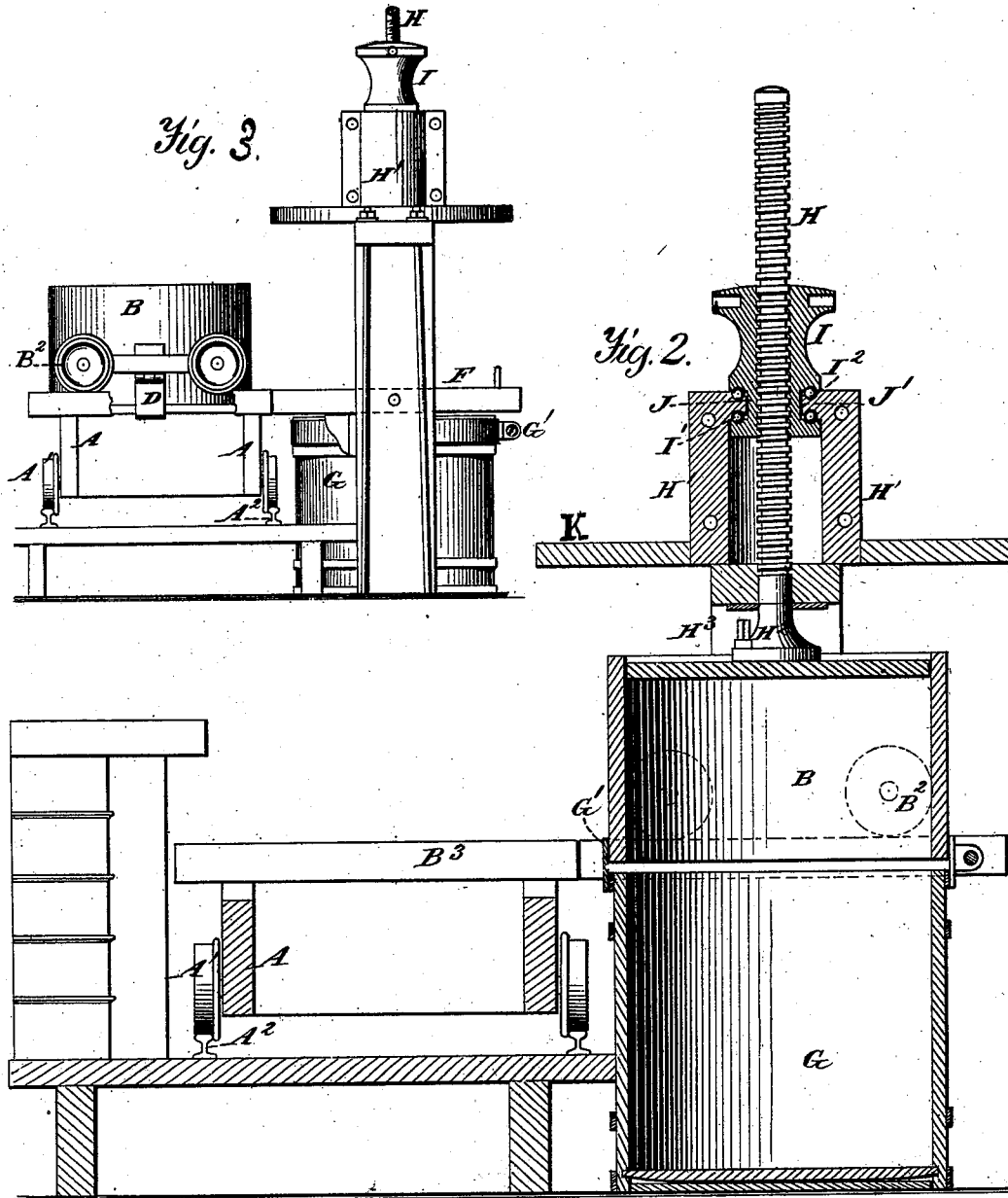
Witnesses.
A. Ruppert,
W. N. Severance

F. W. A. Fuller
Inventor.
D. P. Holloway & Co
Attys

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UNITED STATES PATENT OFFICE.

FREDERICK W. A. FULLER, OF LOUISVILLE, KENTUCKY.

IMPROVEMENT IN TOBACCO-PRESSES:

Specification forming part of Letters Patent No. **210,248**, dated November 26, 1878; application filed September 24, 1878.

To all whom it may concern:

Be it known that I, FREDERICK W. A. FULLER, of Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Tobacco-Presses; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a plan view. Fig. 2 is a longitudinal vertical section. Fig. 3 is a side elevation. Fig. 4 is a side elevation of the drum.

The same letters are employed in all the figures in the indication of identical parts.

A is the frame of a truck, supported by wheels A^1 running upon the rails A^2 . This truck supports the drum B, to the sides of which are secured brackets B^1 , to which are attached wheels B^2 , running upon cross-rails B^3 placed upon the upper side of the truck A. On the side of the drum nearest the press is placed a gate or door, C, swinging upon hinges C^1 , and held shut by interlocking catches C^2 C^2 . This drum B has a false bottom, E, which is held in place by means of hinged catches D D, which are fastened to the drum immediately under the brackets B^1 , a portion of which being cut away to allow them to be so fastened, the hinge of the catches falling just below said bracket, so that when required they may be swung up, as indicated by D^1 D^1 .

F F are rails, secured to the uprights of frame M at the same height as those upon the truck A, and upon these rails the drum is moved when the truck A is brought to such a position that the rails B^3 and F are in a straight line, thus allowing the drum to be brought immediately over the hogshead G, which is placed beneath the screw of the press. When the drum is brought to this position the false bottom E is drawn out, and the tobacco contained in the drum is allowed to fall down upon the tobacco in the hogshead. After the bottom has been withdrawn the hooks or catches D D are thrown up, and the band G' ,

encircling the hogshead, is raised so as to embrace the drum, thus binding them securely together. The band G' is made adjustable by means of the lugs and screw, thus allowing it to be raised or lowered at will.

H is the presser-screw, operated by means of the nut I, resting upon the sectional standard H^1 , which is securely fastened to the cross-beam of the frame M. The nut I is shaped as shown in the drawing, being provided with an annular groove, J, to receive the shoulder J' of the standard H^1 . Both upper and lower faces of the annular groove, and also of the shoulder of the standard, have semicircular channels cut in them to receive the friction-balls I^1 I^2 , which greatly diminish the friction between the nut and the standard when great pressure is applied.

The standard H^1 is made in two sections, and is provided with a shoulder, J' , which enters the annular groove formed in the nut I. The two parts of the standard are secured together by means of bolts passing through the flanges of each section, as shown in Fig. 3.

H^3 is a lug placed upon the head H^2 of the presser-screw H, upon which a lever is placed, and held in hand, or allowed to rest against the frame M, thus preventing the screw from revolving while being raised or lowered by the action of the nut I. The nut I is operated by means of levers I^2 , the operators walking upon a platform, K, placed upon the upper cross-piece of the frame M.

The operation of the machine is as follows: The drum being filled with tobacco, the truck A is run in until the tracks B^3 and F are in a straight line, when the drum is then run by means of its wheels upon the track F until it is immediately above the hogshead G, which has been previously filled with loose tobacco and placed in position, when the false bottom is drawn out, and the tobacco in the drum falls on top of the tobacco previously placed in the hogshead, and the drum and hogshead are then bound together by means of the band G' . The head of the hogshead is then placed upon the tobacco in the drum and the presser-screw lowered until the head is below the upper edge of the hogshead, when the gate C is opened

and the drum run to the rear, (the screw passing through the opening formed by the gate,) allowing the head of the hogshead to be secured. The drum is again refilled and the operation repeated, a new hogshead being filled and placed in position.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, in a tobacco-press, of the truck A and drum B, mounted upon wheels running on a track on said truck, and provided with a false bottom, E, and hinged gate C, substantially and for the purposes set forth.

2. In combination, the hogshead G, the track F, the drum B, and the adjustable connecting-hoop G', constructed and operating together substantially as and for the purposes described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

FREDERICK WILLIAM ALFRED FULLER.

Witnesses:

EDW. G. HIGGINBOTHAM,
ALEXR. FALCONER.