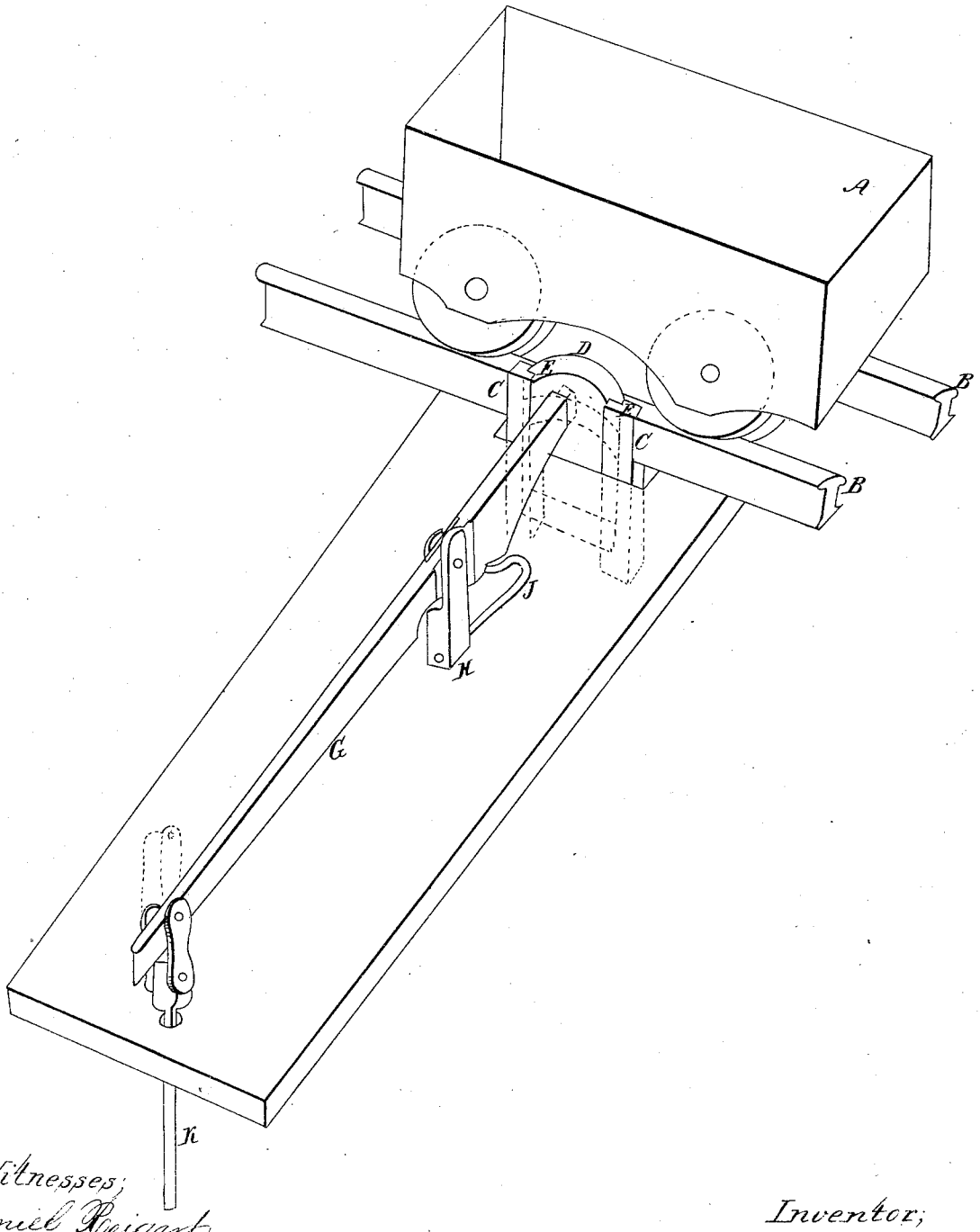
L. H. Lezott.

Railroad Tank Feeder.

No. 50,013. Patented Sept. 19, 1865.



Witnesses;
Daniel Reigart
C. A. Reigart

Inventor;
Louis H. Lezott

UNITED STATES PATENT OFFICE.

LEWIS H. LEZOTT, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVED MODE OF SUPPLYING RAILWAY-TRAINS WITH WATER.

Specification forming part of Letters Patent No. **50,013**, dated September 19, 1865.

To all whom it may concern:

Be it known that I, LEWIS H. LEZOTT, of Washington city, District of Columbia, have invented new and useful Improvements for Supplying Railway-Trains with Water at their respective Stations; and I do hereby declare the following to be an exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the arrangement and combination of the sliding gate D with its grooved posts C, lever G, spring J, and pump-rod K, to be attached to the rails of a railway so as to be operated by the passage of the cars for the purpose of supplying the trains with water.

A represents a railway-car; B B, the rails. C C are grooved pieces or upright posts set permanently into or near the outside of one or both of the rails on a line with the top of the rail.

D is a vertical slide or gate, with its side flanges, E E, operating in the grooves of the posts C, rounding at top, so that its apex projects slightly above the top of the rail.

A long horizontal lever, G, is attached by a lever or hinged joint to the gate and operating on a forked and pivoted post H as a fulcrum. Between the post H and the gate there is a curved spring, J, (elliptic or spiral,) that is permanently fastened at the lower side of post H and works in a notch against the lower side of the lever G, and presses it up and keeps the gate raised to its proper place. The outer end of lever G has a pump-rod, K, attached, that is intended to operate a pump located in a well or stream near the station, so as to raise water to fill a reservoir and keep it full, to supply the tanks attached to the locomotives with water by merely using a hose or spout to conduct the water from the reservoir to the locomotive-tank.

The operation and advantage are these, that as the wheels of the railway-cars A pass over the top of the gate D the gate is lowered and the opposite or long end of lever G is raised and draws up the pump-rod K, by which the water is pumped into a reservoir. The spring J raises the gate D the moment a car-wheel has passed over it, and thus the operation of pumping is rapid and effectual by the passage of the cars over the gate D, and by this means economy, by saving the expense and labor of men to pump a constant supply of water to keep a reservoir filled at each station, is accomplished, and grain or any other materials can be raised by these means at railway-stations.

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

The arrangement and combination of the sliding gate D with its grooved posts C, lever G, spring J, and pump-rod K, the whole being attached to a railway and operated by the passage of the cars, as herein described, and for the purposes set forth.

LEWIS H. LEZOTT.

Witnesses:

J. FRANKLIN REIGART,

JOHN S. HOLLINGSHEAD.