

Coaling Locomotives, Columbus, Ohio Pittsburg, Cincinnati & St Louis Railroad

The Railway Gazette, April 1, 1887 – The accompanying illustration shows the method adopted for coaling engines on the Pittsburg, Cincinnati & St. Louis at Columbus, Ohio. Several different systems of coaling engines are in use at different locomotive stations on the line, the methods adopted being believed in each case to be those most suitable for local requirements, and the method by which engines are coaled at Columbus differs essentially from the various plans generally adopted.

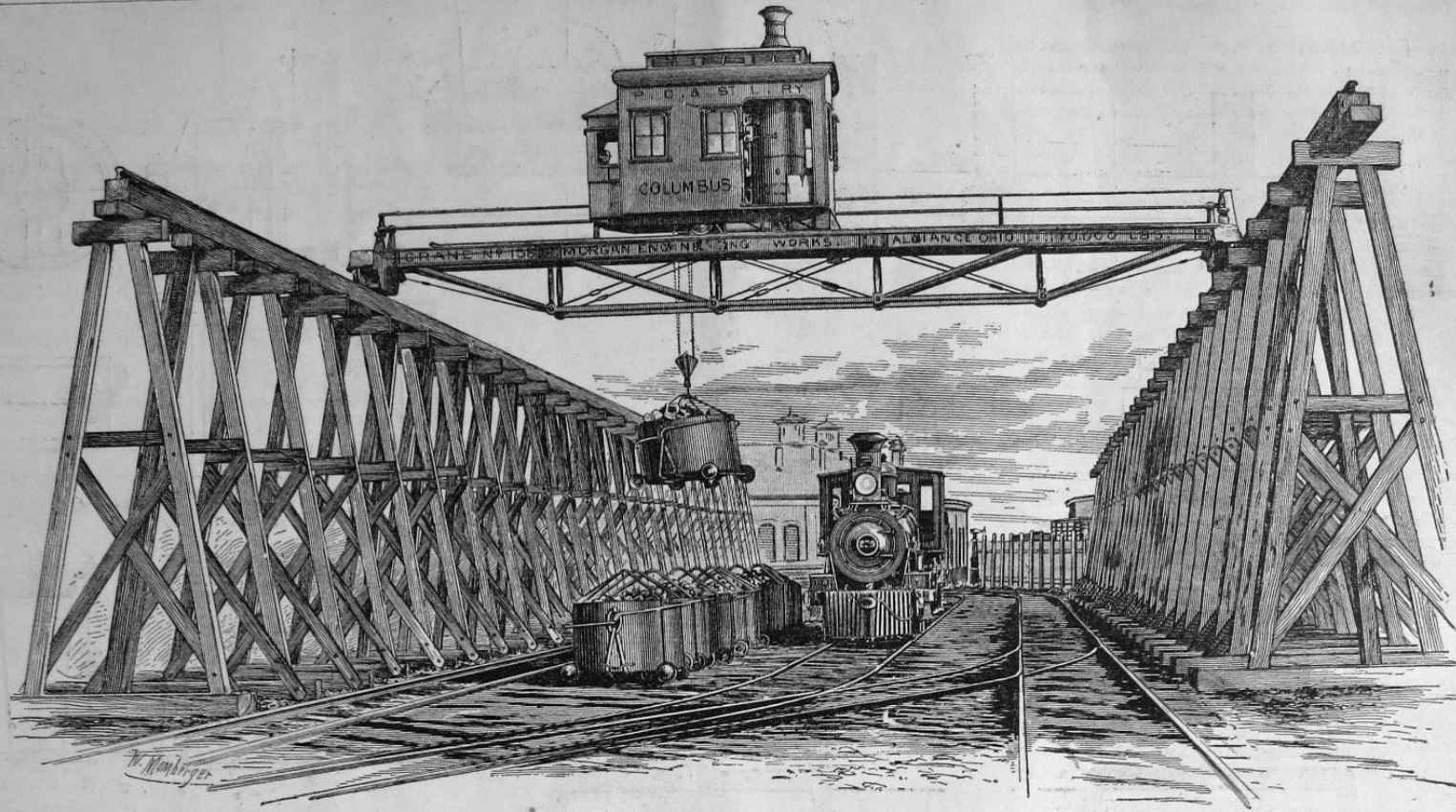
Any system of coal pockets or bins filled by dump cars standing on an elevated track is unsuitable for that part of Ohio where dump or drop bottom cars are not used. The coal is, therefore, shoveled by hand from the railroad cars into large buckets holding from 2 ¼ to 3 tons each. These buckets have hinged self-latching doors in the bottom, and by means of a traveling crane are hoisted above the tender and the latch holding the door being tripped, the bottom of the bucket opens and the contents are neatly discharged on the tender. Very little of the coal is spilled, and as the coal is not dropped any great distance, the breakage is not great.

The traveler runs on an elevated trestle work and spans three lines of rails. The crane is capable of lifting 10,000 lbs. and is worked directly by steam, a small boiler and water tank being carried on the crane trolley with the crab. The crane was built by Morgan Engineering Works, Alliance, Ohio.

Our engraving is taken from a photograph, and shows an engine taking coal. The loaded coal cars are run on the track nearest the left hand trestle, and the coal is unloaded into the buckets shown standing on the ground between the tracks. One bucket is shown being hoisted preparatory to being dumped on the tender.

The coal wharf is generally busier than our engraving would imply, there being often as many as six engines taking coal at one time.

An engine can be fully coaled with 10,000 lbs. of coal in an average time of three and one half minutes. The buckets can of course be filled long before the engines need to take coal, so that when several engines want coal simultaneously the crane has only to lift and empty the buckets in rapid succession.



COALING LOCOMOTIVES, COLUMBUS, OHIO.
Pittsburgh, Cincinnati & St. Louis Railroad.