

ing around suitably-placed snatch-blocks, so that the pull from the gipsy will be nearly in a direct line, is secured to the log, which is often inconveniently or inaccessibly located, and it is hauled to the side of the track and loaded upon the car. When the load is complete, the rope may be thrown off the gipsy and the locomotive connected, when it will be ready to haul the load to its destination.

10 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is— Gearing Steam Locomotive Works

15 1. A combined logging engine and locomotive, consisting of a gipsy and an engine and boiler mounted upon a frame, which is supported upon driving-wheels, in combination with intermediate gearing or mechanism, by which the locomotive or the gipsy may be run

independently, substantially as herein described.

20 2. A combined locomotive and logging engine, consisting of an engine and boiler and a gipsy mounted upon a frame, which is supported upon driving and bearing wheels, in combination with intermediate connecting 25 gears or mechanism, by which both may be driven, and a clutch or other mechanism, and an operating-lever, by which the driving-wheels of the locomotive may be connected or disconnected, substantially as herein described. 30

In witness whereof I have hereunto set my hand. www.gearedsteam.com

JOHN DOLBEER.

Witnesses:

S. H. NOURSE,
H. C. LEE.