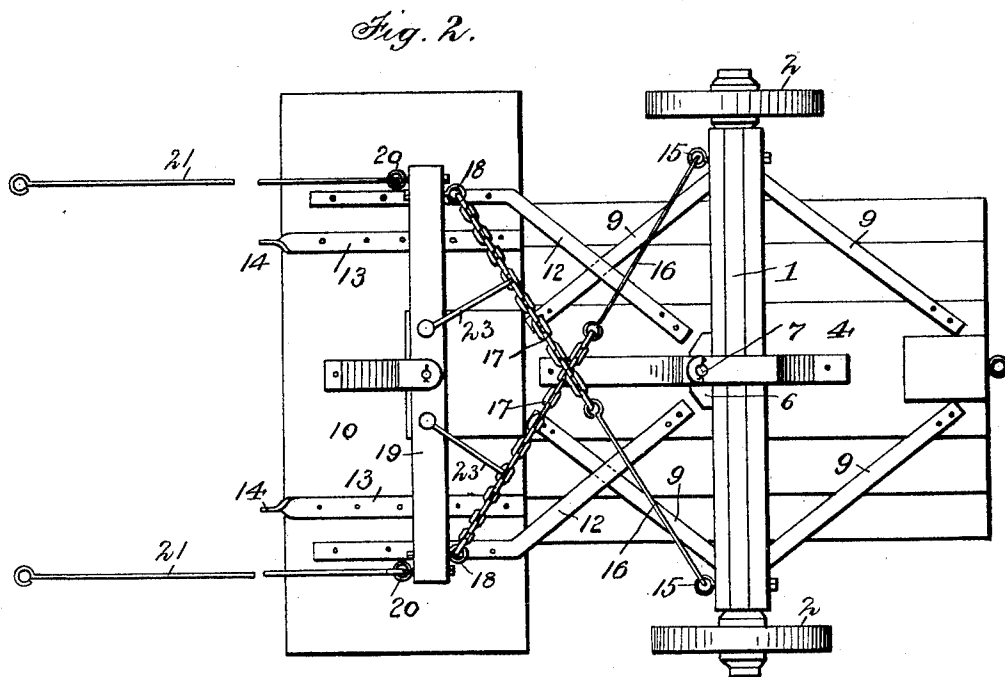
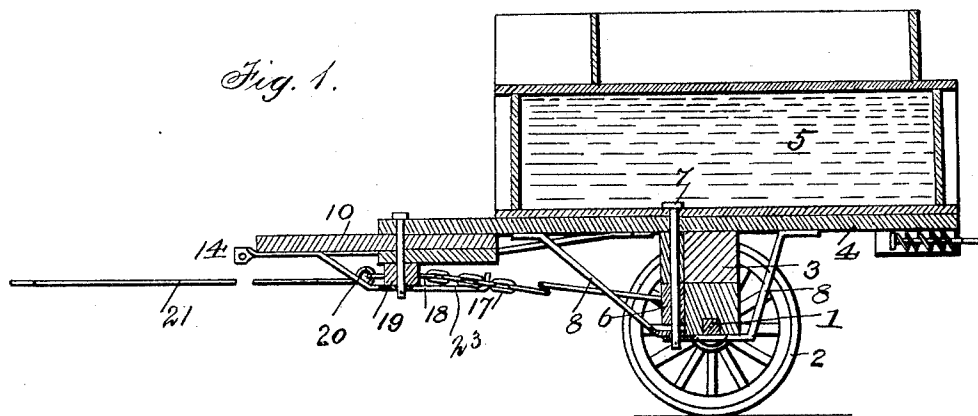


(No Model.)

P. SCHMITT.  
TENDER FOR TRACTION ENGINES.

No. 586,871.

Patented July 20, 1897.



Witnesses:  
*F. L. Ourand.*  
*J. L. Loomis*

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# UNITED STATES PATENT OFFICE.

PHILLIP SCHMITT, OF PARKER, SOUTH DAKOTA.

## TENDER FOR TRACTION-ENGINES.

SPECIFICATION forming part of Letters Patent No. 586,871, dated July 20, 1897.

Application filed October 5, 1896. Serial No. 607,908. (No model.)

*To all whom it may concern:*

Be it known that I, PHILLIP SCHMITT, a citizen of the United States, and a resident of Parker, in the county of Turner and State of South Dakota, have invented certain new and useful Improvements in Tenders for Traction-Engines; and I do hereby declare that the following is a full, clear, and exact description of the invention, 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, which form a part of this specification.

My invention relates to tenders for traction-engines for carrying water, fuel, or other materials; and its object is to provide an improved construction of the same which shall possess superior advantages with respect to efficiency in use.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a central longitudinal sectional view of a tender constructed in accordance with my invention. Fig. 2 is a bottom view.

In the said drawings the reference-numeral 1 designates the axle, and 2 the supporting-wheels, of the tender.

The numeral 3 designates a bolster secured to a horizontal board 4, upon which is mounted a water-tank 5 or a fuel-box or other receptacle. Passing through the bottom of this tank and through boxes 6, secured to the bolster and axle, is a king-bolt 7, the lower end of which engages with brace bars or brackets 8, secured to the board 4.

The bolster is braced by means of inclined bars 9, secured thereto and to the board 4. Secured to the front of the said board 4 is a transverse platform or foot-board 10, which is braced and supported by inclined bars 12, secured thereto and to the board.

Secured to the under side of the platform 10 is a foot-board and horizontal coupling-bars 13, having eyes 14 at their front ends by which they are connected to the engine. (Not shown.)

Secured to the axle, near each end, are eyebolts 15, with which are connected inwardly-

inclined rods 16, the opposite ends of which are connected with chains 17, which cross each other and have their front ends attached to eyebolts 18, secured to a lever 19, pivoted at the center to the platform or foot-board. The said lever is also provided on its front side with eyebolts 20, with which are connected inwardly-extending rods 21, which in turn are connected with the front truck of the engine.

The numeral 23 designates rearwardly-extending bars or rods secured to the lever 19, having their front ends bent into hooks or eyes, which engage with links of the chains and serve to hold and support the latter. At the rear of the tender is a spring coupling-bar, with which a separator or other machine may be connected.

The operation will be readily understood. When the front truck of the engine is turned to guide the same, the axle of the tender will be correspondingly turned through the medium of the crossed chains and connections. This will be found very advantageous in backing, as the tender will not have to be disconnected from the engine, as is ordinarily the case.

Having thus fully described my invention, what I claim is—

1. In a tender for traction-engines, the combination with the axle, the bolster, the horizontal board, the platform and the coupling-bars, of the crossed chains connected with the axle, the pivoted lever with which said chains are also connected, the rearwardly-extending rods secured to said lever having their free ends bent into hooks engaging with said chains and the forwardly-extending rods or bars connected with said lever and adapted to be connected with the front truck of a traction-engine, substantially as described.

2. In a tender for traction-engines, the combination with the axle, the bolster, the horizontal board, the water-tank or other receptacle, the king-bolt, the platform or foot-board and the coupling-bars secured thereto, of the eyebolts secured to the axle, the rods pivoted thereto, the crossed chains connected therewith, the pivoted lever having eyebolts with which said chains are connected, the rearwardly-extending rods secured to said lever

having their free ends bent into hooks or eyes  
and engaging with said chains, and the forwardly-extending rods or bars connected with  
said lever and adapted to be connected with  
5 the front truck of a traction-engine; substantially as described.

In testimony that I claim the foregoing as

my own I have hereunto affixed my signature  
in presence of two witnesses.

PHILLIP SCHMITT.

Witnesses:

ISEDOR BESNER,  
F. L. CLISBY.