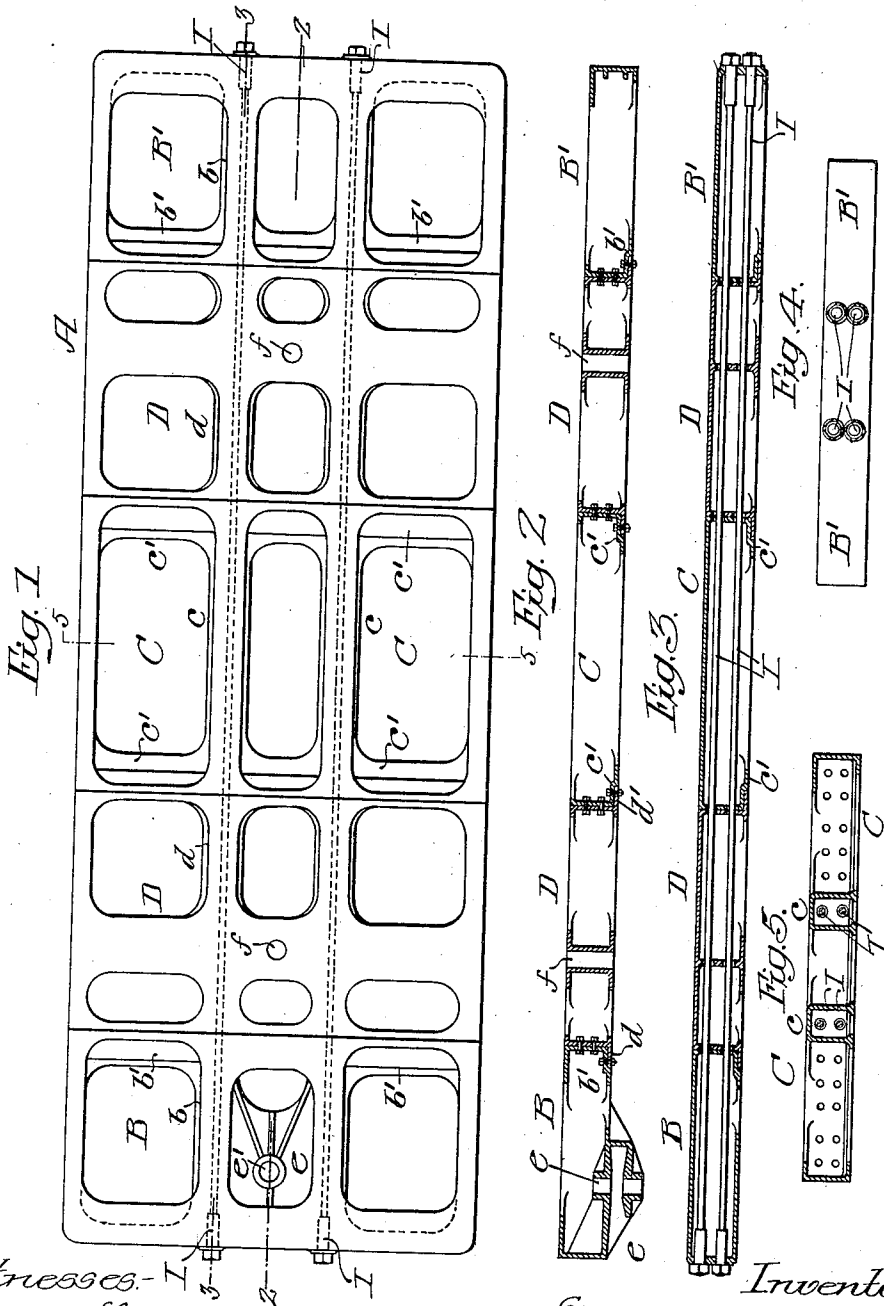


S. M. VAUCLAIN.  
TENDER FRAME.  
APPLICATION FILED MAY 17, 1912.

1,070,211.

Patented Aug. 12, 1913.



Witnesses:—  
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# UNITED STATES PATENT OFFICE.

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## TENDER-FRAME.

1,070,211.

Specification of Letters Patent.

Patented Aug. 12, 1913.

Application filed May 17, 1912. Serial No. 697,950.

*To all whom it may concern:*

Be it known that I, SAMUEL M. VAUCLAIN, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Tender-Frames, of which the following is a specification.

The object of my invention is to construct the frame of the tender of a locomotive in sections so that tenders of different lengths can be made from stock sections. This object I attain in the following manner, reference being had to the accompanying drawings, in which:—

Figure 1, is a plan view of my improved locomotive tender frame; Fig. 2, is a longitudinal sectional view on the line 2—2, Fig. 1; Fig. 3, is a longitudinal sectional view on the line 3—3, Fig. 1; Fig. 4, is an end view of the frame; and Fig. 5, is a transverse sectional view on the line 5—5, Fig. 1.

Referring to the drawings, A is the frame of the tender of a locomotive, made in five sections, in the present instance. There are two end sections B, B'; a central section C and intermediate sections D, D, between the end sections and the central section. These sections are secured together by through bolts I, I, as clearly shown in Figs. 1 and 3, and by short connecting bolts, as shown in Fig. 2. The end section B, in the present instance has an integral coupling head *e*, which has coupling pin openings *e'* therein. The section has end and side channel members, and a longitudinal U-shaped web *b* on each side of the center line of the frame. The end section B' is made similar to the end section B with the exception that the coupling head is omitted. The central section C has end and side channel members and a longitudinal U-shaped web *c* on each side of the center of the frame, while the intermediate sections D, D have end and side channel members and U-shaped longitudinal web members *d* at each side of the center of the frame; there being openings *f* for the king bolts on which the trucks are pivoted. Each section is made of cast metal, in the present instance, and, when the sections are secured together by the bolts referred to above, the frame is rigid and substantial.

It will be noticed, upon referring to Fig. 2, that the transverse flanges *d'* of the in-

termediate section D underlap the flanges *b'* of the sections B' and the flanges *c'* of the central section C. Vertical bolts are used to secure these parts together.

By the above construction, it will be seen that a tender can be made of any length desired, according to the number and the length of each of the transverse sections. In some instances, it may only be necessary to substitute a shorter or a longer central section for the sections shown. In other cases, it may be necessary to make the intermediate sections of different lengths.

It will be understood that while the width of the tender is always the same, the length of the tender will vary according to the size of the locomotive.

While my invention is especially adapted for the frame of a tender, it will be understood that my invention may also be used as the frame of a passenger car or of a freight car without departing from the essential features of the invention.

I claim:

1. The combination in a tender frame, of a series of transverse sections, each section being rectangular in shape; the parting lines of the sections being straight and extending from one side of the frame to the other; with longitudinal bolts extending the full length of the frame and coupling the several sections together; and short connecting bolts connecting the abutting webs of the sections together.

2. The combination in a tender frame of end sections rectangular in shape; a central section, also rectangular in shape; and intermediate sections rectangular in shape; said intermediate sections having openings therein for the reception of the king bolts, each section having longitudinal U-shaped webs extending from one end section to the other; with through bolts extending the full length of the frame and coupling the several sections together; said through bolts passing through the webs.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

SAMUEL M. VAUCLAIN.

Witnesses:

JAS. WM. HAYES,  
J. H. KERST.