(No Model.) 2 Sheets—Sheet 1.

E. T. WRIGHT.

TENDER FOR ROAD ENGINES.

No. 518,982. Patented May 1, 1894.

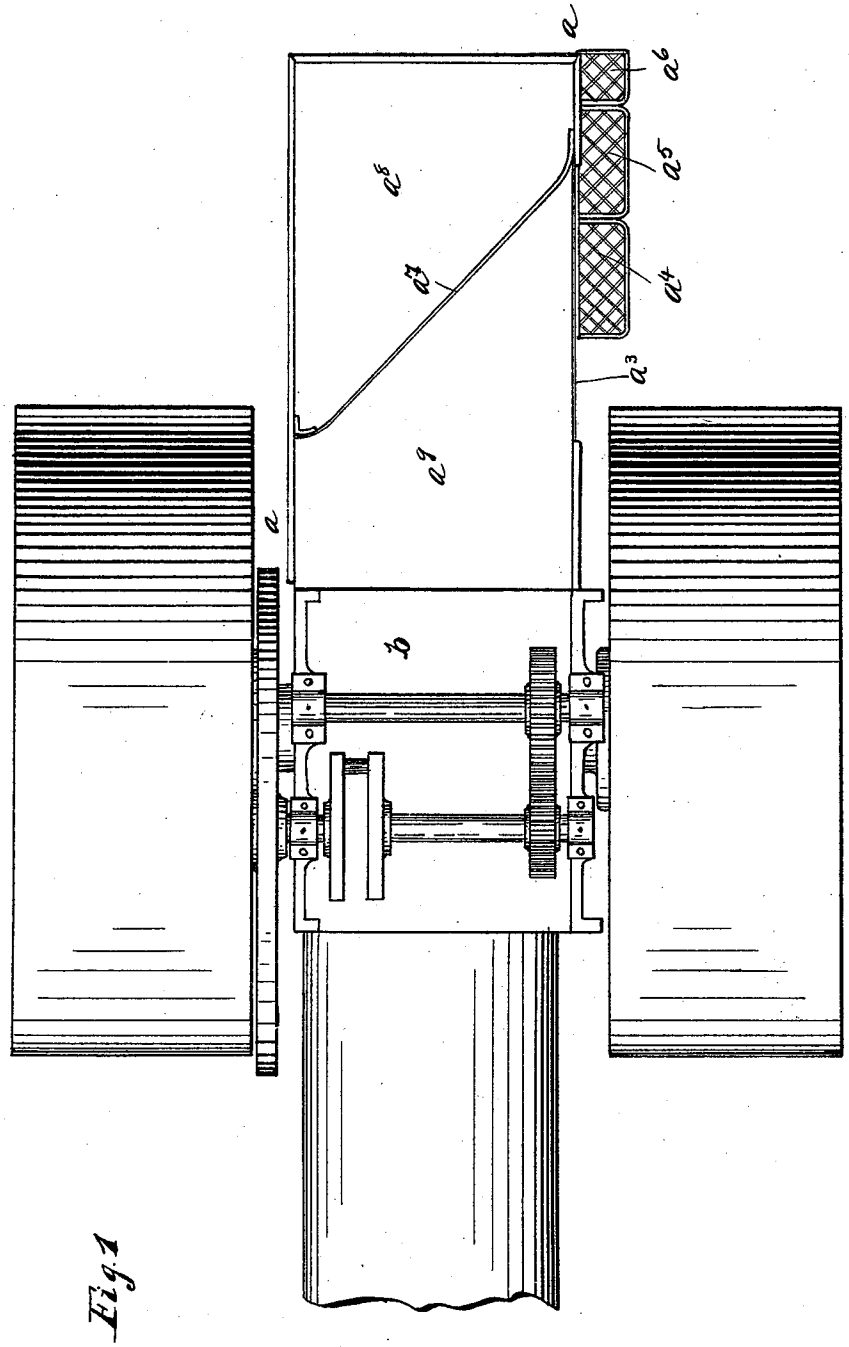

Fig. 1

WITNESSES:

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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3

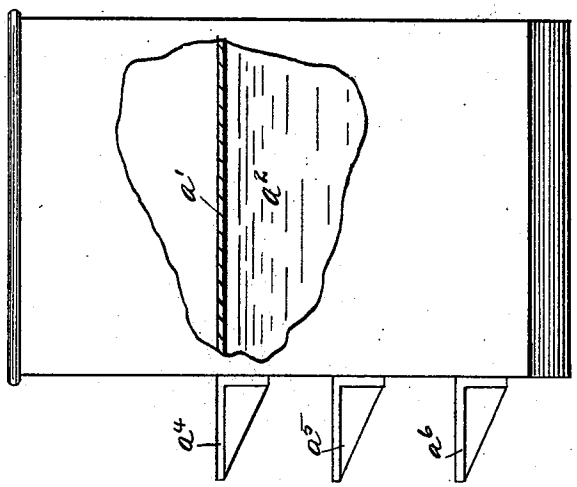
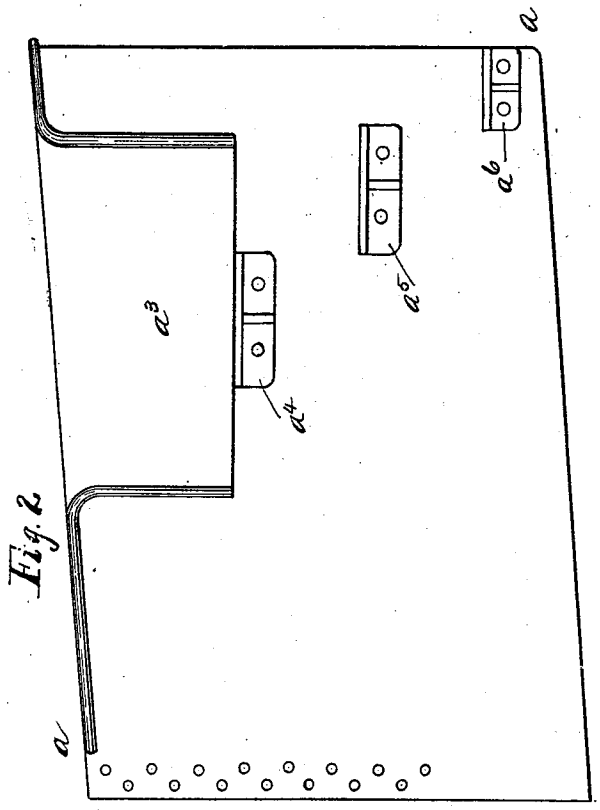


Fig. 2



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UNITED STATES PATENT OFFICE.

EDWARD T. WRIGHT, OF SPRINGFIELD, OHIO, ASSIGNOR TO THE O. S. KELLY COMPANY, OF SAME PLACE.

TENDER FOR ROAD-ENGINES.

SPECIFICATION forming part of Letters Patent No. 518,982, dated May 1, 1894.

Application filed February 2, 1894. Serial No. 498,916. (No model.)

To all whom it may concern:

Be it known that I, EDWARD T. WRIGHT, a subject of the Queen of England, who has made oath of his intention to become a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Tenders for Road-Engines, of which the following is a specification.

My invention relates to improvements in tenders for traction engines, road rollers, or similar devices.

The object of my invention is to provide a combined tender and foot-board, which shall provide an economical arrangement for fuel or water supply and at the same time afford the operator the greatest freedom in operation, consistent with said arrangement. I attain these objects by the constructions shown in the accompanying drawings, in which—

Figure 1 is a plan view of a device embodying my invention shown attached to a traction engine. Fig. 2 is a side elevation of the device removed, and Fig. 3 is a rear elevation of the same shown partly broken away.

Like parts are represented by similar letters of reference throughout the several views.

In carrying out my invention, I connect to the rear portion of the engine a rectangular box or tender *a*, *a*, preferably formed of boiler iron or steel and riveted or otherwise secured to the main frame *b b* of the engine. This rectangular box or tender is preferably provided with an inclined or sloping bottom, and is divided by a horizontal partition a' into an upper and lower compartment, the lower compartment a^2 constituting the water tank, and the upper compartment constituting the fuel bunker and foot board. That portion of the tender which is above the partition a' is open at the top and has one side cut away from the top downwardly to the partition a' to form an opening a^3, which affords ingress and egress to and from the foot-board, a series of steps a^4 a^5 a^6, bolted or otherwise secured to the side of the tender, being adapted to afford access to said opening.

Extending from a point immediately behind the opening a^3, and projecting diagonally across the upper portion of the tender and connected to the opposite side thereof, is a partition a^7, which divides the upper part thereof into two parts, a^8 and a^9, the part a^8 constituting the fuel or coal bunker and the part a^9 the foot-board of the operator. The part a^9 communicates with the opening a^3, and, by reason of the diagonal partition, easy access is afforded thereto. The diagonal partition also permits the operator to reach the fuel in the bunker with the aid of a shovel or otherwise, while facing in a direction toward the engine, and is enabled to shovel from the back to the front and directly into the fire-box without turning around.

The tank is connected in the usual way through any suitable means to the pumps which supply the boilers, the whole furnishing a complete, convenient and economically arranged tender which affords the greatest facilities for feeding and operating the machine.

Having thus described my invention, I claim—

1. A tender for road engines consisting essentially of a rectangular casing having a horizontal partition, with a water tank in the bottom thereof, and an open-top projecting portion having a side opening above said partition and a diagonally arranged partition to form a combined fuel bunker and foot-board above said tank, substantially as specified.

2. In a tender for road engines, a water tank, a superimposed compartment having a side opening, and a diagonal partition extended across said compartment to form a foot-board and fuel bunker, respectively, and laterally projecting steps leading to said opening, substantially as specified.

In testimony whereof I have hereunto set my hand this 29th day of January, A. D. 1894.

EDWARD T. WRIGHT.

Witnesses:
OLIVER H. MILLER,
CHAS. I. WELCH.