

(No Model.)

A. T. FINKE.
TRACTION ENGINE TENDER.

No. 509,886.

Patented Dec. 5, 1893.

FIG. 1.

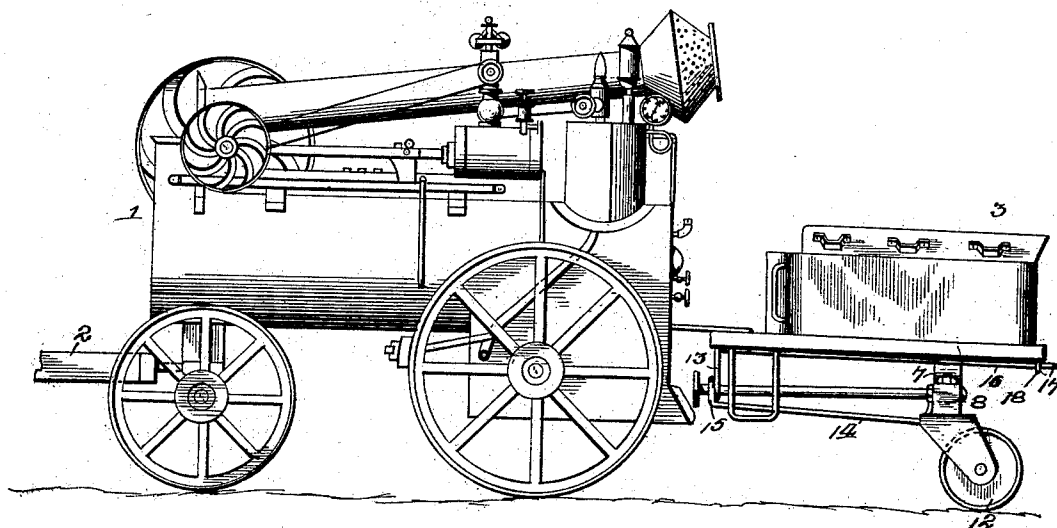
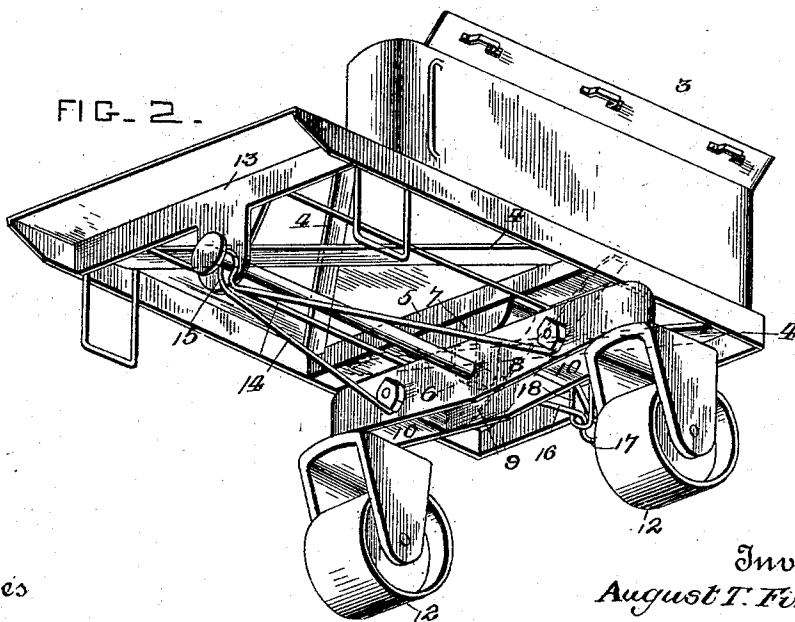


FIG. 2.



Witnesses

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AUGUST T. FINKE, OF GOOD THUNDER, MINNESOTA.

TRACTION-ENGINE TENDER.

SPECIFICATION forming part of Letters Patent No. 509,886, dated December 5, 1893.

Application filed July 26, 1893. Serial No. 481,501. (No model.)

To all whom it may concern:

Be it known that I, AUGUST T. FINKE, a citizen of the United States, and a resident of Good Thunder, in the county of Blue Earth and State of Minnesota, have invented certain new and useful Improvements in Traction-Engine Tenders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to traction engines and has special reference to tenders for the same, the object being to provide simple and convenient means for managing the tender in backing up any distance, turning around so as to get into line for work, or to run in any direction, backward or forward from the place occupied, without detaching the same, and also to cause it to adjust itself to unevenness of the ground over which it may travel or upon which it may stand.

With these and other objects in view, the invention consists of the construction and arrangement of parts as will be more fully hereinafter described and claimed.

In the drawings: Figure 1 is a side elevation of a traction engine, with the improved tender applied thereto. Fig. 2 is a detail perspective view of the tender looking toward the bottom thereof.

Similar numerals of reference are employed to indicate corresponding parts in both figures of the drawings.

Referring to the drawings, the numeral 1 designates a traction engine of any preferred form of construction, and having a suitable draft-tongue or pole 2, which is attached to the front axle, the latter being adapted to turn in guiding the engine. To the said traction engine is secured the improved form of tender 3, which has the bottom thereof supplied with a series of cross braces 4 to strengthen the same, and nearer to the rear part thereof it is provided with a cross beam or support 5, having a central depending fulcrum 6 with a central bearing 7. Pivottally connected to the said fulcrum 6 is a rocking-bolster 8, comprising a pair of transversely extending plates 9 having end space blocks 10 bolted in position therein which form bearings for the shanks of oppositely disposed

casters 12 the shanks of the said casters being rotatably mounted in the said space blocks. To the front under portion of the tender is secured an apertured plate 13 and to the said rocking bolster is attached the opposite ends of a converging brace 14, whose front converged end is formed with a loop 15 that is adapted to bear against the front part of the plate 13. An elongated pivot-rod is then inserted through the aperture of the plate 13 and the loop 15 and is then passed through openings in the plates 9 of the rocking bolster and through the bearing 7. By this means of pivoting the rocking bolster the strain is more nearly distributed in an equal manner and the pivot rod will wear longer than a short bolt.

In order to couple a thrasher or other machine to the tender, I provide an elongated metal rod 16 and bend it into a U-shaped form. The two front ends of the said U-shaped rod are connected to the front under portion of the tender and from said point extend rearward over the cross beam or support and terminate in a reduced loop 17 over the neck of which passes a loop 18, secured to the rear under part of the tender. The loop 17 is extended out rearwardly from the tender and is in convenient position to be engaged for the purpose of coupling.

It will be seen that a great convenience of operation will accrue from the construction described, and the tender automatically adapts itself to unevenness of the road over which it travels or of the ground upon which it may stand. It will also be seen that the device may be readily backed and in general operation along the road the movement of the engine and tender is greatly facilitated.

It is obviously apparent that changes in the form and proportion, within the scope of the invention might be made and substituted for those shown and described without in the least departing from the nature or spirit of the invention.

Having thus described the invention, what is claimed as new is—

1. The combination with a tender for a traction engine of a rocking bolster having casters on opposite ends thereof, substantially as described.

2. The combination with a tender for a trac-

tion engine, of a cross beam, having a central fulcrum, a rocking bolster pivotally connected to said fulcrum and having casters on the opposite ends thereof, and an elongated pivot-rod engaging the said rocking bolster and fulcrum, substantially as described.

In testimony whereof I have signed this

specification in the presence of two subscribing witnesses.

AUGUST T. FINKE.

Witnesses:

CHR. SOHN,

I. N. FLANAGAN.