

# DESIGN.

No. 34,765.

Patented July 9, 1901.

## C. VANDERBILT. LOCOMOTIVE TENDER BODY OR SIMILAR ARTICLE.

(Application filed May 31, 1901.)

3 Sheets—Sheet 2.

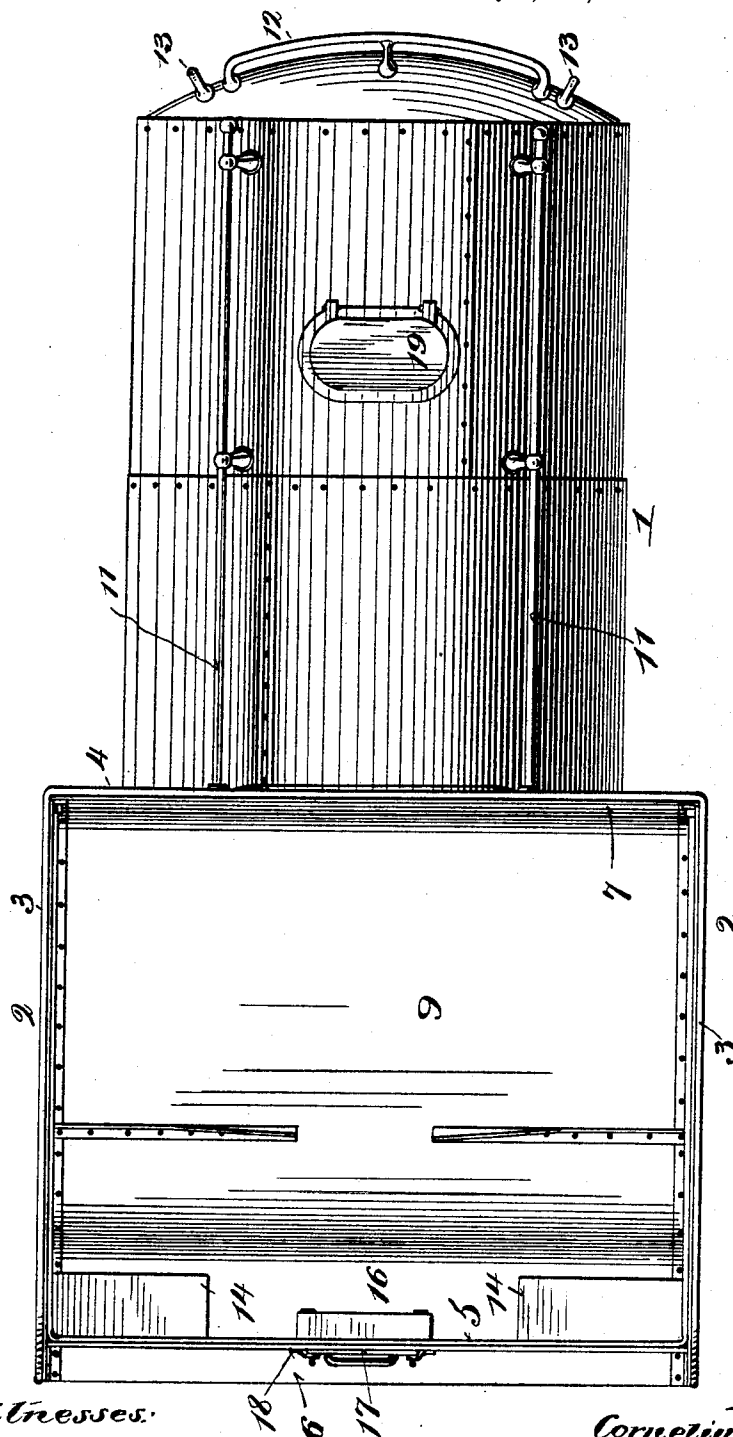


Fig. 2.

Witnesses:  
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# UNITED STATES PATENT OFFICE.

CORNELIUS VANDERBILT, OF NEW YORK, N. Y.

DESIGN FOR A LOCOMOTIVE-TENDER BODY OR SIMILAR ARTICLE.

SPECIFICATION forming part of Design No. 34,765, dated July 9, 1901.

Application filed May 31, 1901. Serial No. 62,677. Term of patent 14 years.

*To all whom it may concern:*

Be it known that I, CORNELIUS VANDERBILT, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, county and State of New York, have invented and produced a certain new and original Design for Locomotive-Tender Bodies or Similar Articles, of which the following is a specification.

My invention relates to the new and original design for the body of a locomotive-tender; and it consists in the configuration and disposition of the parts thereof, substantially as herein shown and described.

In the drawings forming part of this specification, Figure 1 is a side elevation of the tender-body. Fig. 2 is a plan view thereof. Fig. 3 is a front end elevation, being the end intended to be next adjacent the engine; and Fig. 4 is a rear end elevation.

The essential features of my design reside in the cylindrical tank portion 1, and in the rectangular fuel-box portion 2, superposed above the tank at one end and within an inclined recess formed within one end of the tank—that is to say, the rectangular fuel-box (that is, substantially rectangular) has its lower lateral dimension entirely within the vertical limits or area of the tank and extends above the tank, substantially as illustrated. The parts which define the contour of the box include the vertical side pieces 3, the rear end piece 4 and the front end piece 5, and the bottom or septum having a horizontal portion 6, extending completely across

the tank, (and in the drawing shown as extending beyond the tank—that is, of greater width than the diameter of the tank;) a rear end piece 7, commencing at a point 8 within the tank and extending upwardly above the same and coextensive in width with the horizontal section, and an intermediate inclined section 9, uniting the horizontal and perpendicular sections, the inclined portion being within the longitudinal limits of the tank, the segmental front end course 10 of the tank being under the horizontal section of the septum.

The tender-body is provided with certain subsidiary accessories, as the longitudinally-disposed hand-rails 11 on top of the tank; the longitudinal and perpendicular grab-handles 12 13 at the rear end of the tank; rectangular boxes 14 at the front corners, within the fuel-box; apertures 15 in the front plate, leading into these boxes; an outwardly-extending transversely-disposed shelf 16, and doors 17, located in front of an aperture 18 in the front plate, and a covered manhole, as at 19.

Having described my invention, I claim—  
The design for a locomotive-tender body or similar article, substantially as herein shown and described.

Signed at the city, county, and State of New York this 29th day of May, 1901.

CORNELIUS VANDERBILT.

Witnesses:

JOSEPH L. LEVY,  
CHAS. G. HENSLEY.