

J. B. CALKINS.

Water-Tanks for Railway Stock-Cars.

No. 136,132.

Patented Feb. 25, 1873.

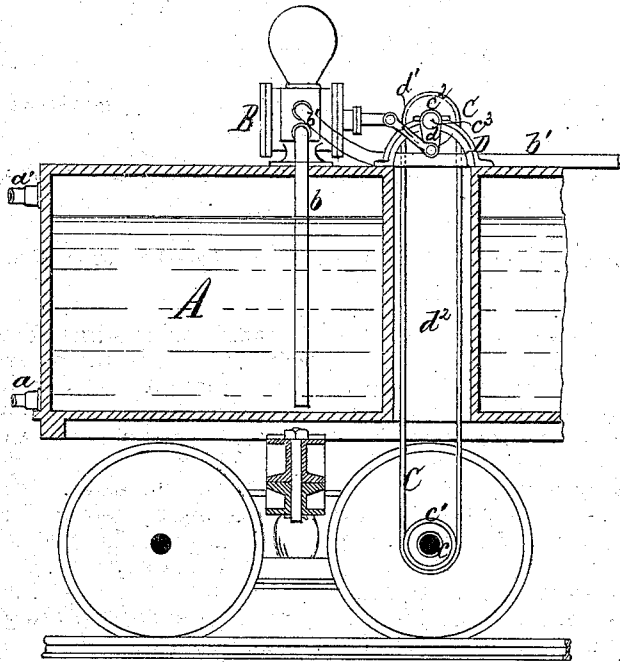


Fig. 1.

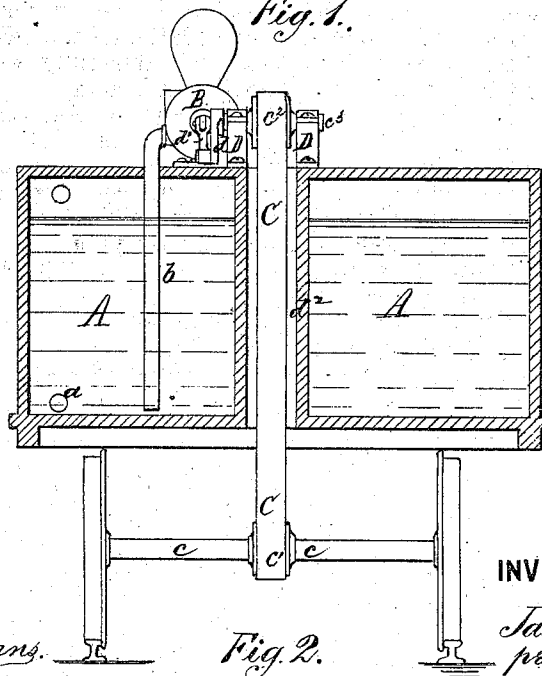


Fig. 2.

WITNESSES:

Robert Burns.
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INVENTOR:

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per Herthel & Co.
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UNITED STATES PATENT OFFICE.

JAMES B. CALKINS, OF PACIFIC, MISSOURI.

IMPROVEMENT IN WATER-TANKS FOR RAILWAY STOCK-CARS.

Specification forming part of Letters Patent No. **136,132**, dated February 25, 1873.

To all whom it may concern:

Be it known that I, JAMES B. CALKINS, of Pacific, in the county of Franklin and State of Missouri, have invented a new and useful Improved Water-Tank for Railway Stock-Cars; and I do hereby declare that the following is a full and true description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

This invention relates to the construction and arrangement of a water-tank car, for purposes chiefly of supplying feed-water to a train of stock-cars. The water-tank is provided with a pump operated by the axle of the truck, and having proper hose-connections with the cars, all of which will now more fully appear.

To enable those herein skilled to make and use my said improvement, I will now more fully describe the same, referring to—

Figure 1 as a longitudinal sectional elevation; to Fig. 2 as a transverse section.

A suitable water-tank, A, is constructed and supported upon ordinary car-trucks. The said water-tank car is arranged back of the locomotive-tender by tubes or pipes *a a'*, so that in filling the tender the water at the same time will flow through pipe *a* and fill the car-tank A. On top of the car-tank is securely

arranged a suitable force-pump, B, the supply-pipe *b* of which passes into the tank. (See Figs. 1 and 2.) The discharge passes through hose *b'*, which connects with and distributes water to the different cars.

In order to operate the pump there is arranged on the axle *c* of the truck the pulley *c'*, connecting by belting C with pulley *c''* on the top shaft *c''*. The said top shaft is supported in proper standards D, and is further provided with a crank, *d*, which communicates the required reciprocating motion to the pump-piston by pitman *d'*.

The tank A is constructed with a walled opening or well, *d''*, for the passage and accommodation of the belting-connections.

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

The tank A, pump B, operated by axle *c*, pulleys *c'* *c''*, belting C, top shaft *c''*, crank-disk *d*, pitman *d'*, when arranged to operate as and for the purpose set forth.

In testimony of said invention I have hereunto set my hand.

JAMES B. CALKINS.

Witnesses:

WILLIAM W. HERTHEL,
ROBERT BURNS.