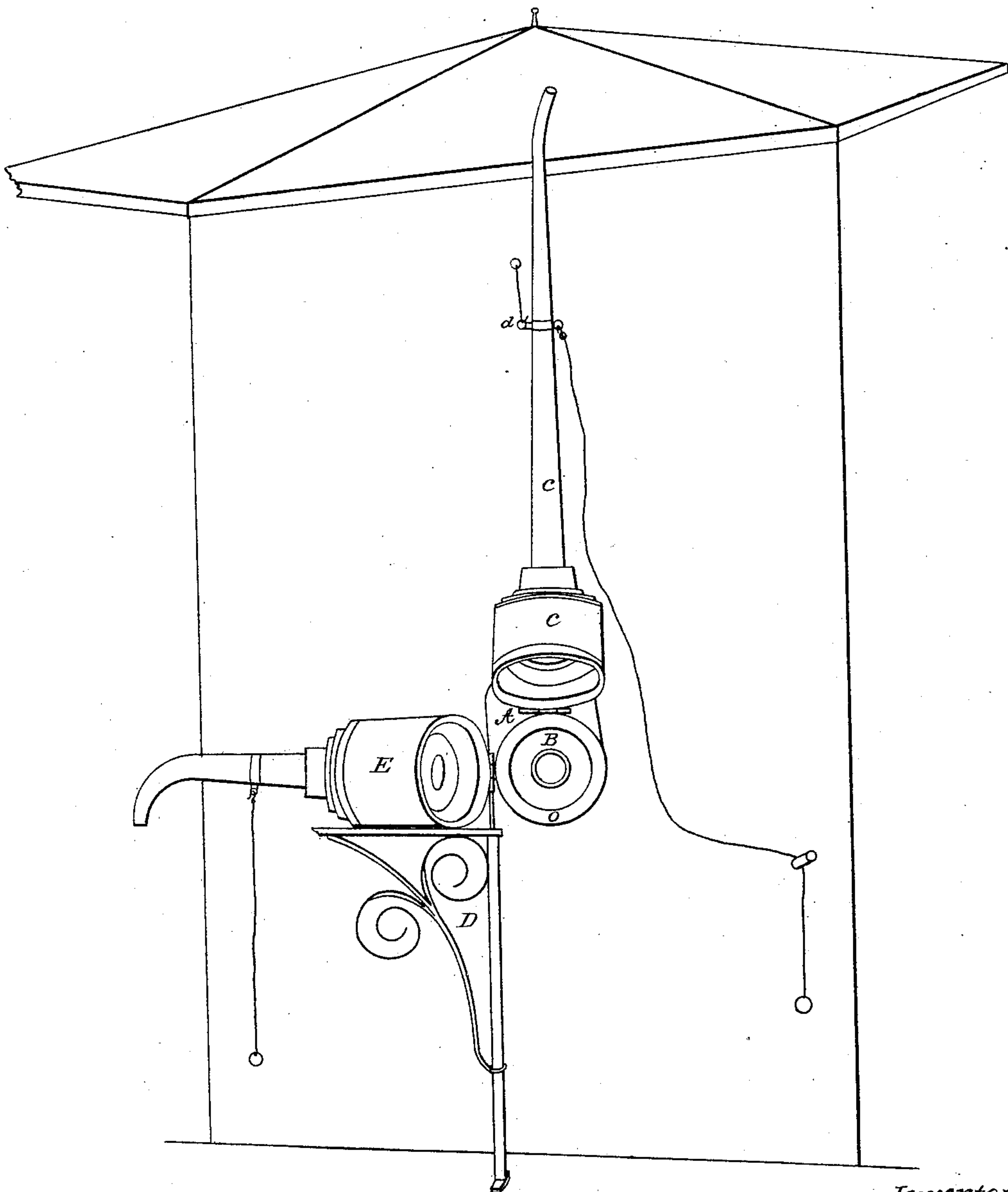


*B. M. Van Der Veer,*

*Water Tank,*

*Nº 20108.*

*Patented Apr. 27, 1858.*



*Witnesses:*

*Wm. H. Van der Veer*

*Martin Allen*

*Inventor:*

*Benjamin M. Van der Veer*

# UNITED STATES PATENT OFFICE.

BENJAMIN M. VAN DERVEER, OF CLYDE, NEW YORK.

IMPROVEMENT IN MACHINERY FOR SUPPLYING TENDERS WITH WATER AT RAILROAD-STATIONS.

Specification forming part of Letters Patent No. 20,108, dated April 27, 1858.

*To all whom it may concern:*

Be it known that I, BENJAMIN M. VAN DERVEER, of Clyde, in the county of Wayne and State of New York, have invented a new and Improved Watering-Pipe for Railroad-Stations and other Purposes; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

The nature of my invention consists in providing railroad-stations with new and convenient metallic (or any other suitable material) watering-pipes, not subject to frost or decay, and which will enable them to convey water into the car-tanks upon two tracks from each reservoir.

This pipe is so simple in its construction and operation that it is only necessary to refer to the accompanying drawing to enable others fully to understand, make, and use the invention.

Figure 1 is the water-house, in which is a reservoir containing the water.

A is the main stationary pipe-head entering the building with a shoulder, and is bolted thereto firmly by means of brace-straps cast thereon, or in any other way most convenient and secure. The part entering the building is reduced in size, so as to correspond and connect with the pipe from the reservoir.

B is the nipple, around the base of which is a groove, O, packed with india-rubber or any other good packing material, and is made to exceed in thickness the depth of the groove sufficiently to feel the pressure, when let down, of pipe-head and pipe C. This pipe is used for filling the water-tank of the engine when coming up on the outside or farthest track

from the water-house. The head, on which it is screwed, is attached to the upper part of the main or stationary one entering and fastened to the building by a strong strap and bolt-hinge. It is operated by means of a weight inside of the water-house, equal, or a little more than equal, to the weight of the pipe and its head, (so as to make a counter or equilibrium,) to which is attached a chain or rope passing out of the building over a pulley and hooks into the ring of the collar or sleeve on the pipe, as seen at *d*. To the other ring of the collar is attached a rope for drawing the pipe down when needed.

E is a duplicate pipe in every particular save in its length, and is operated precisely in the same way, only moving horizontally instead of vertically; and is used for filling when coming up on the inside or nearest track to the water-house.

D is a crane, upon which the last-mentioned pipe-head rests, and which moves laterally with and in the orbit of the pipe and its head.

All of which invention is clearly seen and easily comprehended from the drawing.

I disclaim the hinged joint.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The application of the above-described pipes to the water-houses of railroad-stations, or to any other place for the same purpose.

2. The combination of these pipe-heads and pipes acting upon one bore and nipple, in the manner shown and described.

BENJAMIN M. VAN DERVEER.

Witnesses:

WM. H. VAN DERVEER,  
MARTIN ALLEN.