

(No Model.)

T. MULHEIRN.
LOCOMOTIVE TENDER.

No. 270,330.

Patented Jan. 9, 1883.

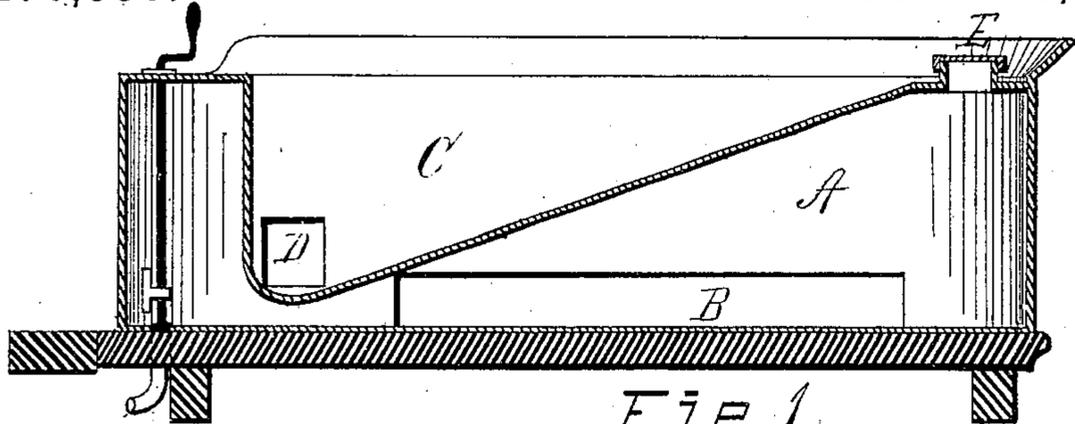


FIG 1.

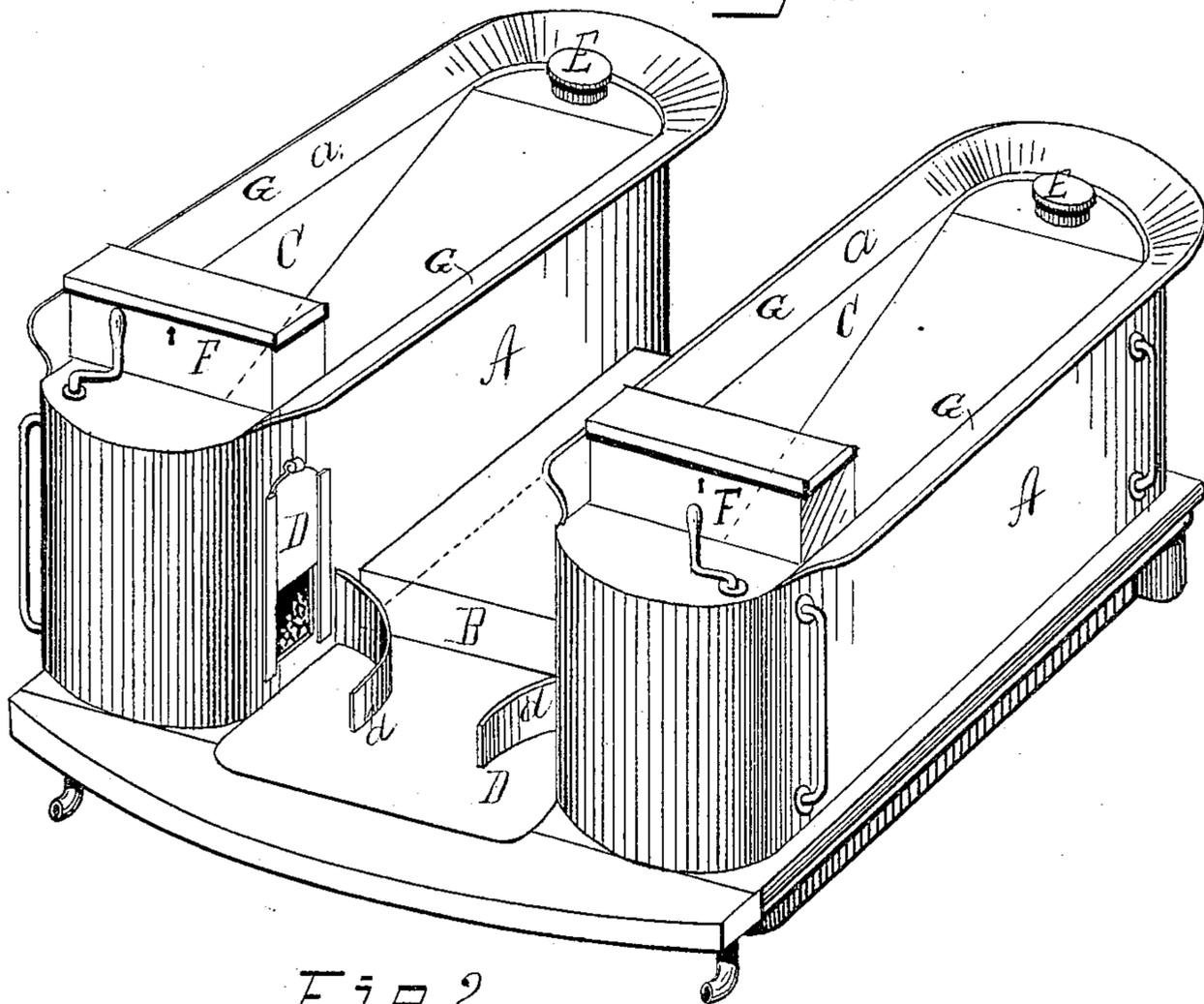


FIG 2.

WITNESSES

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UNITED STATES PATENT OFFICE.

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LOCOMOTIVE-TENDER.

SPECIFICATION forming part of Letters Patent No. 270,330, dated January 9, 1883.

Application filed October 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, THOMAS MULHEIRN, of the city and county of Providence, and State of Rhode Island, have invented a new and useful Improvement in Locomotive-Tenders; and I hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification.

In railroad-trains it is desirable to secure a free passage along the whole length of the train. In passenger-trains this is secured by the passage in the cars between the seats, so that a person can at any time pass the length of the train. The locomotive-tender forms usually the only obstruction, as it has to be surmounted before the engine can be reached. The object of this invention is to provide a passage through the tender, and to prevent the swaying or sudden shifting of the mass of water on one side.

The invention has reference to the construction of the locomotive-tender; and it consists in constructing the same in two separate parts, connected so that the water-spaces communicate, while the coal-bins are separated and a free passage is secured, as will be more fully set forth hereinafter.

Figure 1 is a sectional view of my improved locomotive-tender, showing the coal-bin and the connection between the two parts of the tank. Fig. 2 is a perspective view of my improved locomotive-tender.

In the drawings, A A are two water-tanks, secured one on each side of the tender-frame, so as to leave a passage centrally between the two.

B is a connection between the two water-tanks, through which the water of one tank communicates with the other, so as to equalize the water in both tanks.

C C are the coal-bins, formed by the sloping top of the tanks A A. These bins are closed at the ends of the tanks toward the locomotive, and side openings, D D, are formed, provided with the shields *d d*, so that the coal can be readily shoveled from either aperture.

E E are man-holes, through which the in-

terior of the tank is reached, and by which the tanks are filled with water.

By thus dividing the tank into two separate parts not only is a central passage secured, but the rushing of the whole mass of water from one side to the other is prevented, and the tanks are relieved from the great strain caused by such sudden rush of the water against one side of the tank. With this construction there is no objection to the raising of the tender to a greater height, so as to contain more water and coal, as the central passage allows a clear view to the rear. It also permits of the connecting or coupling and uncoupling of the locomotive and tender with the train, and this can be readily accomplished by the fireman with the ordinary coupling devices now in use, but which could not be applied to the locomotive-tenders as heretofore constructed.

F F are tool-chests secured to each one of the tanks.

G G are projecting guards extending above the tanks. When the tanks are low the inner guards G G may be carried up perpendicular; but if the tanks are made high enough for a person to pass under the guards the same may project over the passage.

A gate or door may be placed on the rear end of the tender to prevent unauthorized persons from entering the same.

By this construction of the tank the conductor or any other authorized person may reach the engineer and communicate with the same while the train is in motion.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

In a locomotive-tender, the combination, with the two separate tanks A A, placed one on each side of the tender-frame to form a central passage, as described, of the connection B, the coal-bins C C, the openings D D, and guards *d d*, as described.

THOMAS MULHEIRN.

Witnesses:

M. F. BLIGH,

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