



No. 840,017.

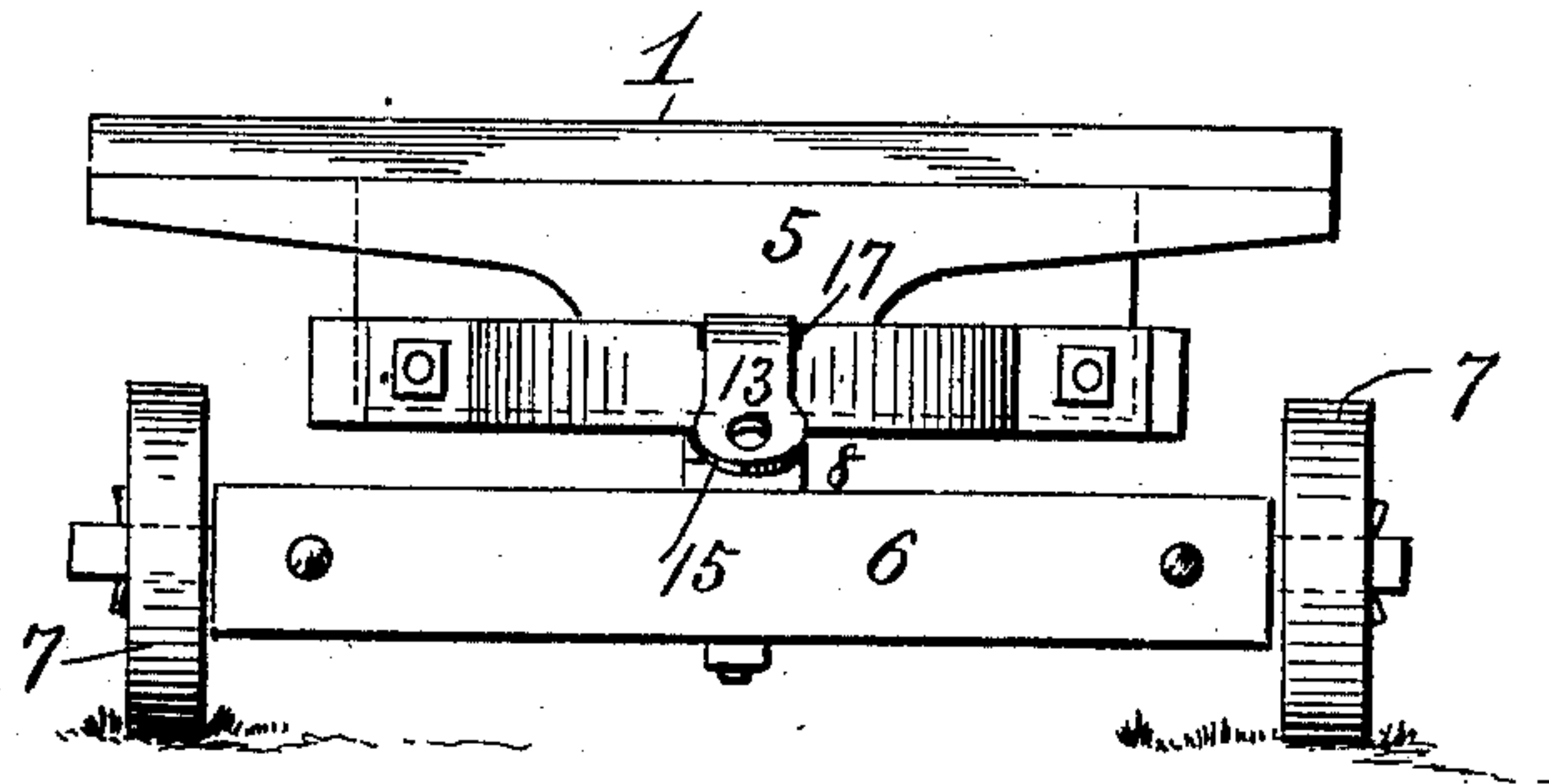
PATENTED JAN. 1, 1907.

G. L. SCHMIDT.  
TRACTION ENGINE TENDER.

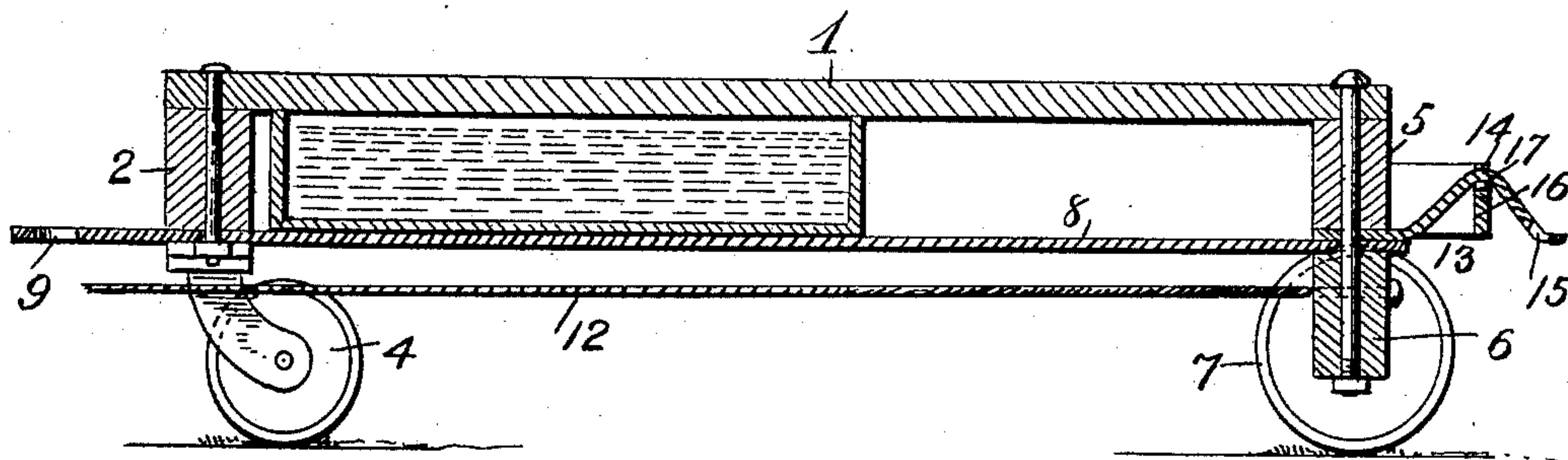
APPLICATION FILED JULY 6, 1906.

2 SHEETS—SHEET 2.

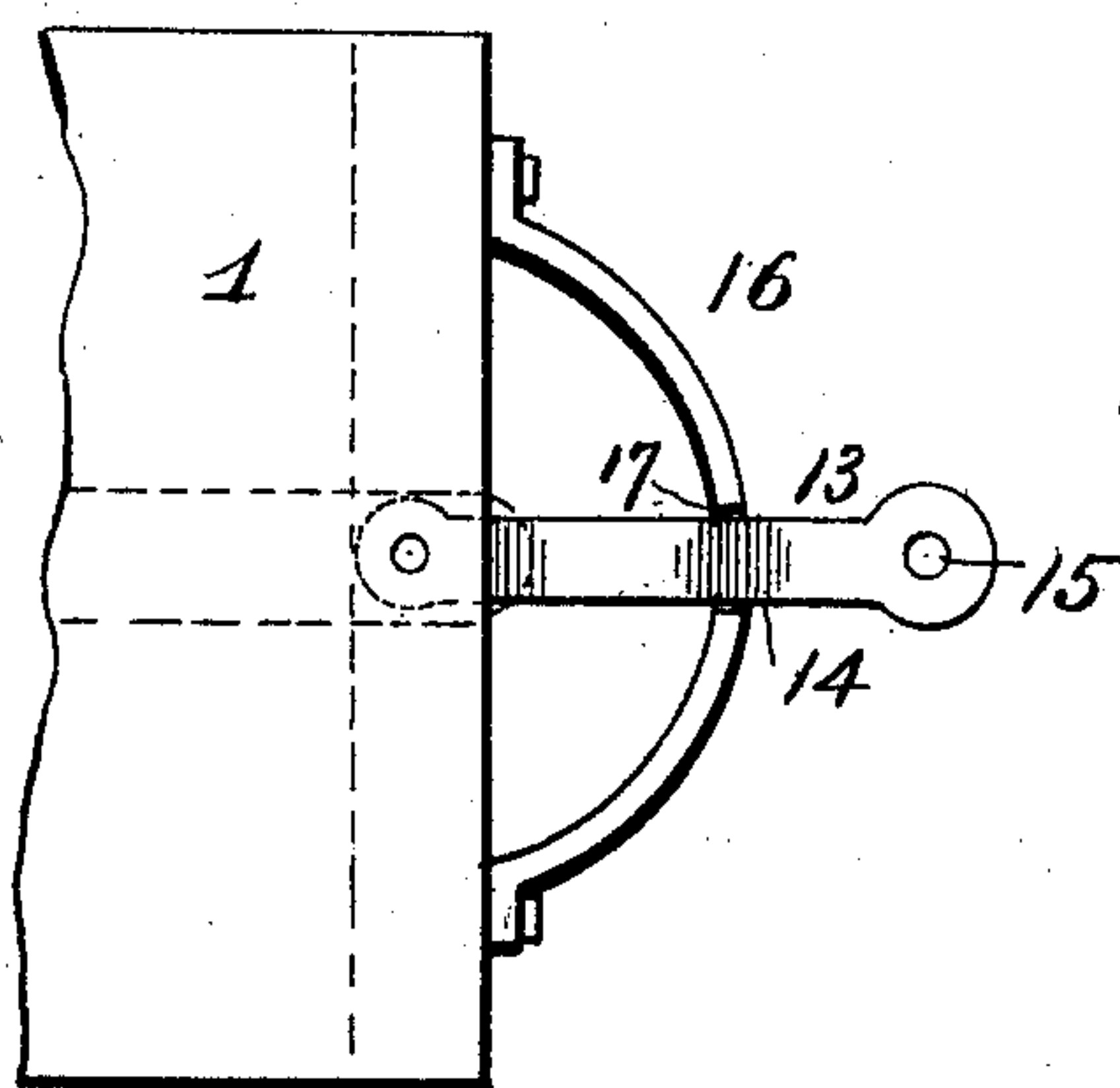
*Fig. 3*



*Fig. 4*



*Fig. 5.*



WITNESSES:

*F. L. Ourand*

*C. H. Gresham*

INVENTOR

*G. L. Schmidt*

BY

*A. B. Villson & Co*  
Attorneys



# UNITED STATES PATENT OFFICE.

GEORGE L. SCHMIDT, OF CHANDLER, SOUTH DAKOTA.

## TRACTION-ENGINE TENDER.

No. 840,017.

Specification of Letters Patent.

Patented Jan. 1, 1907.

Application filed July 5, 1906. Serial No. 324,857.

*To all whom it may concern:*

Be it known that I, GEORGE L. SCHMIDT, a citizen of the United States, residing at Chandler, in the county of Charles Mix and State of South Dakota, have invented certain new and useful Improvements in Traction-Engine Tenders; and I do 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 improvements in traction-engine tenders.

The object of the invention is to provide a four-wheeled tender for traction-engines having a water-tank thereon arranged beneath the floor, thereby providing for an increased fuel-space, means being provided whereby the rear wheels of the tender will be automatically steered by the movement of the steering-wheels of the engine.

Another object of the invention is to provide a coupling mechanism by means of which the tender may be hitched onto a separator or other machine without being in line with the same.

With the above and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side view of a traction-engine tender constructed in accordance with the invention and showing the straw-rack thereon in dotted lines. Fig. 2 is a bottom plan view of the same. Fig. 3 is a rear end elevation. Fig. 4 is a central vertical longitudinal sectional view, and Fig. 5 is a detail plan view of the rear end of the tender and the steering mechanism thereon.

Referring more particularly to the drawings, 1 denotes the floor or platform of the tender, on the forward end of which is secured a front bolster 2, which is suitably connected with and braced to the under side of the floor by inclined brace-bars 3. In the opposite ends of the bolster are formed socket-bearings, in which are journaled caster-wheels 4. The stems or journals of said wheels also pass through the brace-bars 3, as shown.

On the rear end of the platform 1 is arranged a rear bolster 5, to which is pivotally connected the rear axle 6, having journaled thereon rear supporting and steering wheels

7. The front and rear bolsters are connected by a centrally-disposed reach 8, the forward end of which is extended beyond the front bolster 2, and has formed therein an eye 9, by means of which the same is coupled with a traction-engine by a link or other suitable coupling.

Arranged beneath the floor or platform of the tender adjacent to the front bolster is a water-tank 10, in which a considerable amount of water may be carried without interfering with or lessening the fuel-carrying capacity of the tender. Connected to the axle 6 of the steering-wheels on opposite sides of the center of the same are forwardly-projecting steering-chains 12, said chains being crossed beyond the forward end of the tender and extended to and connected with the front axle of the traction-engine, whereby when said axle is turned in one direction or the other the axle 6 of the tender will also turn, thereby steering the tender in the proper direction.

Pivotally mounted on the pivot-bolt of the rear axle 6 is a rearwardly-projecting draw-bar 13, by means of which the tender is connected with a separator or other machine. The draw-bar 13 is curved upwardly and thence downwardly, as shown at 14, and is provided near its outer end with a coupling-eye 15. The upwardly curved or bent portion 14 of the draw-bar is adapted to engage and slide on the upper edge of a rearwardly-projecting bail-shaped locking-bracket 16, which is secured to the rear bolster 5 and projects horizontally therefrom. In the bracket 16 is formed a centrally-disposed locking recess or notch 17, into which the draw-bar is adapted to drop when the latter is in a central position or in direct line with the center of the tender, thereby locking said draw-bar against radial movement and causing the machine hitched thereto to pull straight behind the tender. By swinging the draw-bar to one side or the other on the bracket 16 said bar may be connected with the coupling mechanism of a separator or other machine without the tender being directly in line with the same, thereby obviating the necessity and trouble of getting the machines into line before being coupled. When the machines have been coupled at an angle and the tender drawn forwardly by the traction-engine, the draw-bar 13 will gradually pull the separator or other machine into line in rear of the



tender, at which time the draw-bar will automatically drop into the notch or locking-recess 17 and be held thereby.

When straw is used as fuel for the engine, a suitable rack 18 is provided and adapted to be attached to the tender, as shown in dotted lines in Fig. 1 of the drawings.

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

1. A traction-engine tender comprising a platform having front and rear bolsters, caster-wheels journaled in said front bolster, a steering-axle journaled on said rear bolster, steering-wheels journaled on said axle, a water-tank arranged on the under side of the platform, and means whereby the tender may be coupled with a separator or other machine without being in direct line with the same, substantially as described.

2. A traction-engine tender comprising a platform having front and rear bolsters, caster-wheels journaled in sockets in said front bolster, a steering-axle pivotally mounted on the rear bolster, rear supporting and steering wheels journaled on said axle, means connected to the latter, whereby said tender is automatically steered from the steering mechanism of the engine, a water-tank arranged beneath said platform, and means whereby the tender may be coupled with a separator or other machine without being in direct line with the same, substantially as described.

3. A traction-engine tender comprising a platform having front and rear bolsters, caster-wheels journaled in sockets in said front bolster, a steering-axle pivotally mounted on

the rear bolster, rear supporting and steering wheels journaled on said axle, means connected to the latter, whereby said tender is automatically steered from the steering mechanism of the engine, a water-tank arranged beneath said platform, a draw-bar pivotally connected to the rear bolster of the tender, a locking and supporting bracket for said draw-bar, said bracket having formed therein a centrally-disposed locking-recess to receive said draw-bar and to hold the same against radial movement, substantially as described.

4. A traction-engine tender comprising a platform having front and rear bolsters, brace-bars connected with said front bolster, a reach connecting said front and rear bolsters and having in its forward end a coupling-eye, caster-wheels journaled in socket-bearings in said front bolster, a steering-axle pivotally mounted on said rear bolster, steering-wheels journaled on said axle, steering-chains connected to the latter and adapted to be connected to the steering mechanism of the engine, a water-tank arranged beneath said platform, a draw-bar pivotally mounted on the pivot-bolt of said steering-axle, and a locking-bracket having a locking-recess to receive said draw-bar and hold the same in a central position, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE L. SCHMIDT.

Witnesses:

W. F. McCall,  
F. F. VAN DER VOORT.