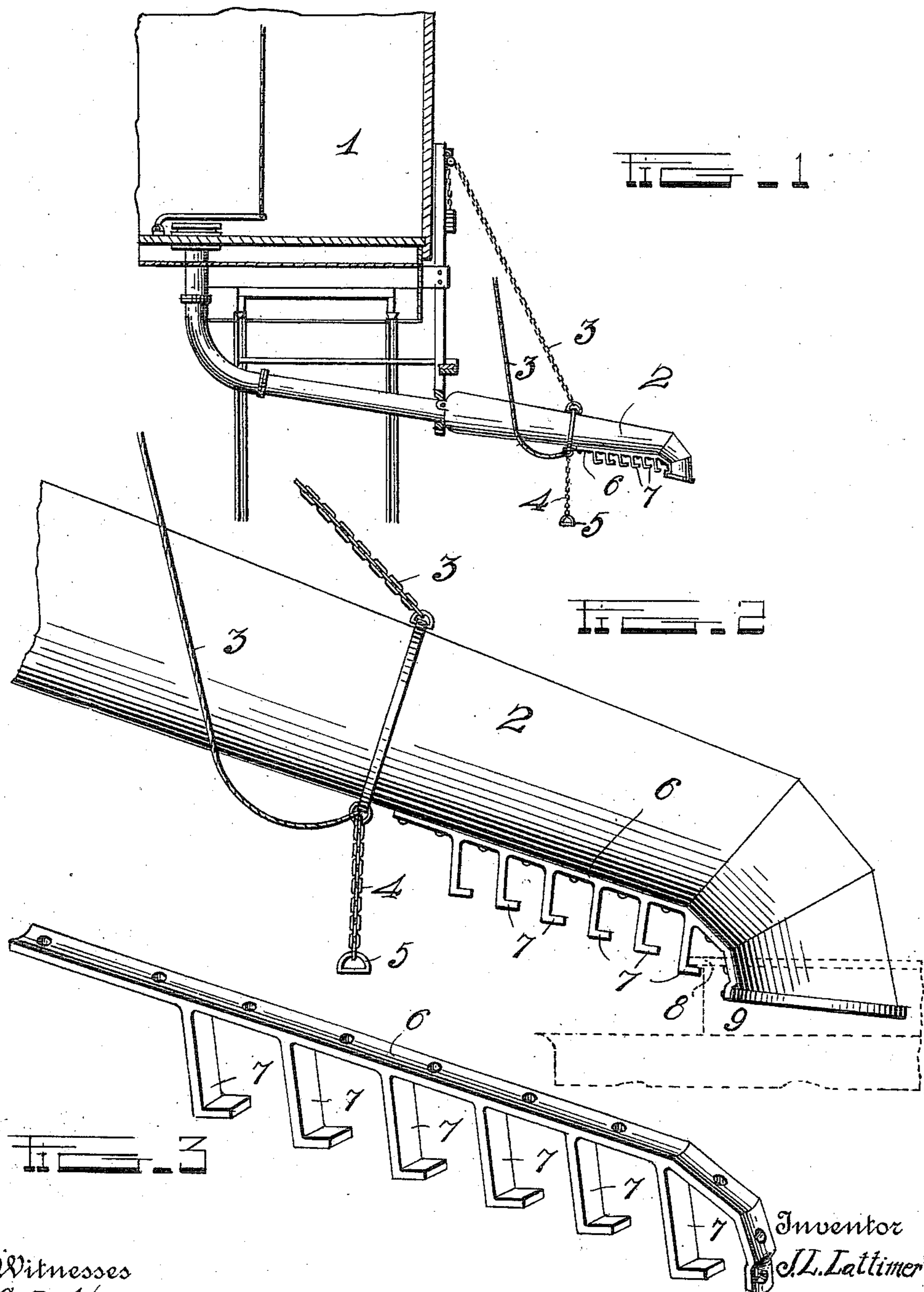


J. L. LATTIMER.
ATTACHMENT FOR THE SPOUTS OF RAILROAD WATER TANKS.
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983,149.

Patented Jan. 31, 1911.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES L. LATTIMER, OF SABINSVILLE, PENNSYLVANIA.

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983,149.

Specification of Letters Patent.

Patented Jan. 31, 1911.

Application filed April 4, 1910. Serial No. 553,218.

To all whom it may concern:

Be it known that I, JAMES L. LATTIMER, a citizen of the United States, residing at Sabinsville, in the county of Tioga and State of Pennsylvania, have invented certain new and useful Improvements in Attachments for the Spouts of Railroad Water-Tanks; 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 attachments for the spouts of railroad water tanks.

The object of the invention is to provide an attachment for spouts of this character whereby the same will be held down in engagement with the man-hole of an engine tender while the latter is being filled with water, thus obviating the necessity of the fireman holding the spout.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side view of a portion of a railroad water tank, showing my invention applied to the spout; Fig. 2 is an enlarged side view of the outer end of the spout, showing the attachment in position thereon; Fig. 3 is a detail perspective view of the attachment.

Referring more particularly to the drawings, 1 denotes the water tank, 2 denotes the spout which is connected at its inner end to the tank or its frame-work in any suitable manner, said inner end having a loose engagement with the end of the water discharge pipe of the tank. The spout is supported by the usual or any suitable supporting chains or cables 3 and counterbalancing weights, and is also provided with the usual chain or cable 4 and handle 5, whereby the spout is pulled down into engagement with the man-hole of the engine tender.

The form of the attachment as shown in Figs. 2 and 3 of the drawings comprises a bar 6 of suitable width and length, said bar having formed at intervals a series of hooks 7, the purpose of which will be hereinafter

described. The bar 6 is adapted to be riveted or otherwise secured to the under side of the spout and has its outer end shaped to conform to the shape or curvature of the outer end of the spout. When the bar 6 is thus arranged and secured to the spout, the hooks 7 depend or project a suitable distance below the lower side of the spout with their ends in position to engage and hook over the flange 8 on the upper edge of the man-hole 9 in the tender. When the spout has been swung down into operative position, and one of the hooks 7 thus engaged with the flange of the man-hole, the spout will be held from slipping out of place or swinging upwardly until released, thus obviating the necessity of the spout being held by the fireman while the tender is being filled.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claims.

Having thus described my invention, what I claim is:

1. In a spout for railroad water tanks, a series of hooks secured to the outer portion of said spout and adapted to be engaged with the man-hole of an engine tender, whereby the spout is held in position while the tender is being filled.

2. An attachment for the spouts of railroad water tanks comprising a bar having arranged thereon a series of hooks, means to secure said bar to the spout, whereby said hooks are adapted to engage the man-hole of an engine tender when the spout is swung down, thereby holding the spout in operative position.

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

JAMES L. LATTIMER.

Witnesses:

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