2 Sheets—Sheet 1.

J. J. ANTHONY.

Locomotive.

No. 209,209. Patented Oct. 22, 1878.

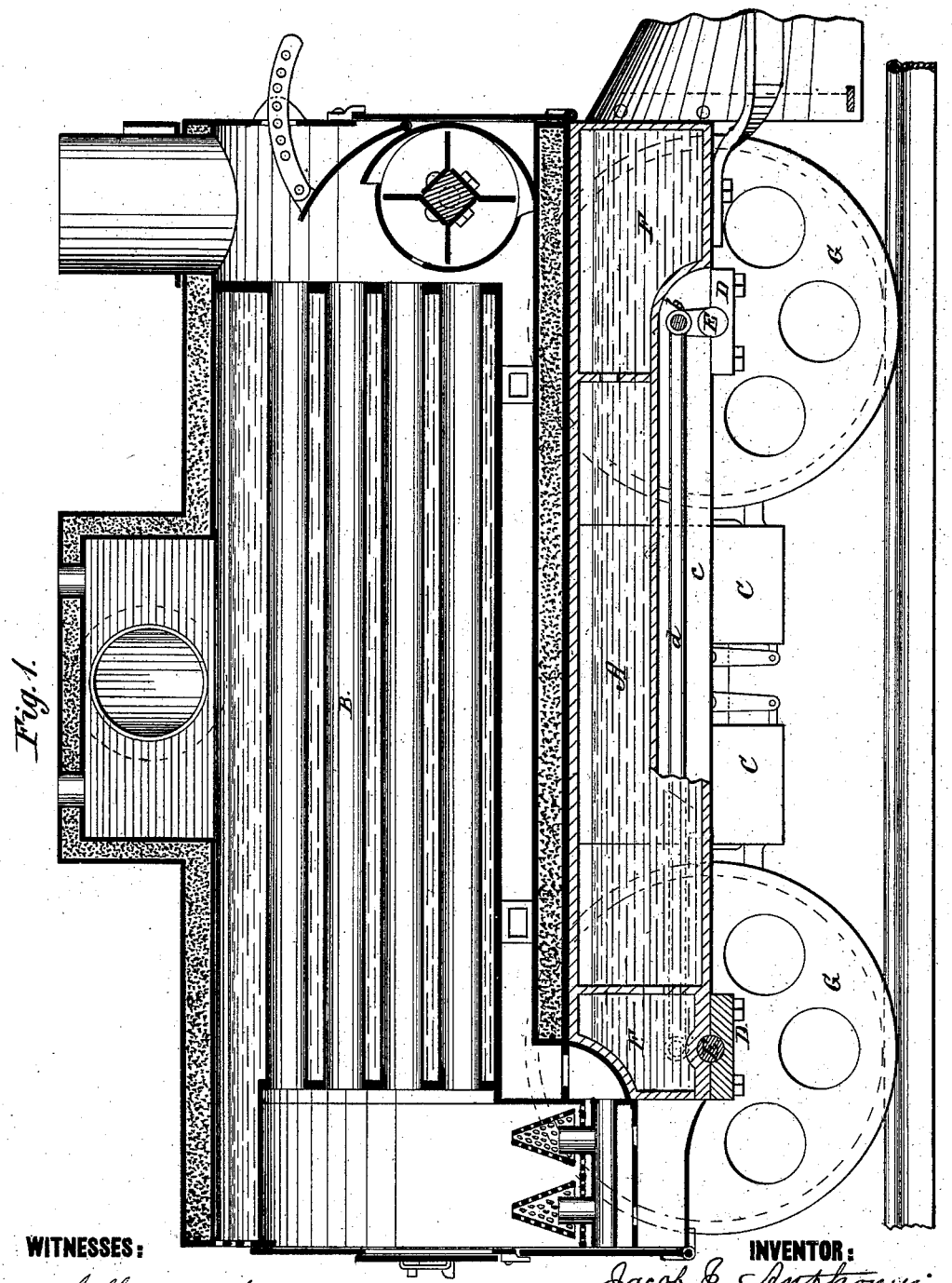

Fig. 1.

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Solon C. Kemon

INVENTOR:

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2 Sheets—Sheet 2.

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Fig. 3.

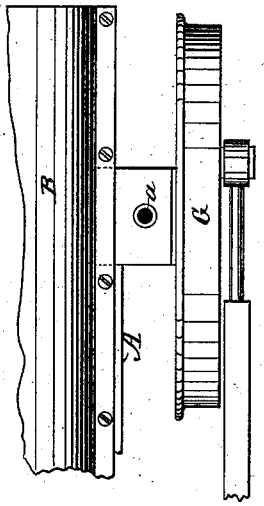
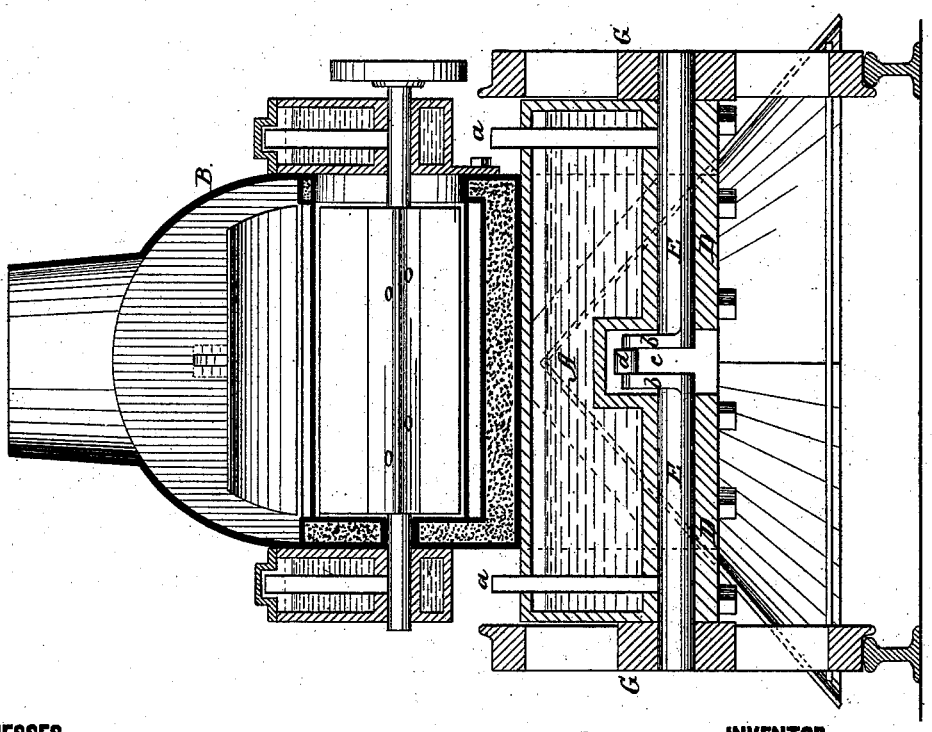


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JACOB J. ANTHONY, OF SHARON SPRINGS, NEW YORK.

IMPROVEMENT IN LOCOMOTIVES.

Specification forming part of Letters Patent No. **209,209,** dated October 22, 1878; application filed July 24, 1878.

To all whom it may concern:

Be it known that I, JACOB J. ANTHONY, of Sharon Springs, in the county of Schoharie and State of New York, have invented a new and useful Improvement in Locomotives; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to an improvement in road-locomotives; and it consists in a rectangular water-tank adapted to receive the locomotive-boiler, and constructed with a recess to receive the cranks and connecting-rods of the locomotive.

In accompanying drawing, forming part of this specification, I show my invention in connection with other parts of a locomotive, for which I propose to take out separate Letters Patent.

Figure 1 is a vertical longitudinal section of the locomotive. Fig. 2 is a cross-section. Fig. 3 is a detail plan view.

Referring to the drawing, A is a rectangular water-tank, which is made sufficiently strong to act as a frame for supporting the boiler B, cylinder C, and the working parts of the locomotive, and to it are secured the boxes D of the axles E. Over each box there is a water compartment or reservoir, F, which is in communication with the body of the tank. The boxes D are oiled through pipes *a*, that extend upward through the tank.

The two axles E are separated so that the steam-cylinders C may be placed between the drive-wheels G, and the axles are each provided with one or more cranks, *b*, at the middle of their length, which revolve in a recess, *c*, formed in the bottom of the tank A, and are connected by a rod, *d*.

I am aware of the use of cylindrical tubes to form a feed-water holder and a truck-frame, and I make no claim to such construction.

What I claim is—

1. The combination, with the flat-bottomed locomotive-boiler B, of the oblong rectangular water-tank A F, all constructed and arranged and the parts being connected as shown and described.

2. The water-tank A, having the journal-boxes D secured thereto for receiving the axles E, and having the recess *c* for receiving the cranks and connecting-rods of the axles, as herein shown and described.

JACOB J. ANTHONY.

Witnesses:

L. H. JACKSON,

FREDERICK HARPER.