

(No Model.)

H. W. LOUNSBERY.

LOCOMOTIVE DRAW BAR.

No. 386,888.

Patented July 31, 1888.

FIG. I -

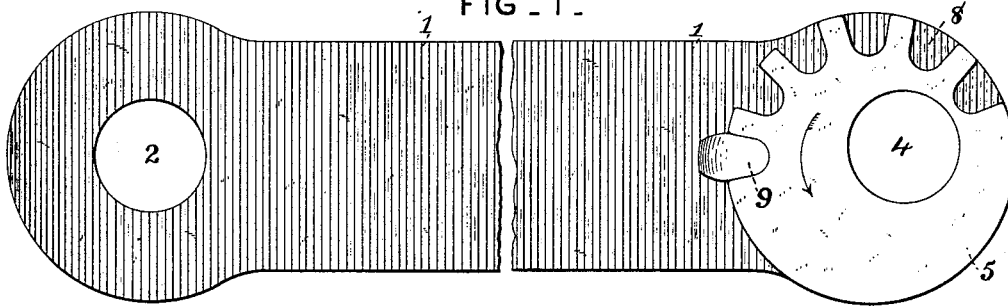


FIG. II -

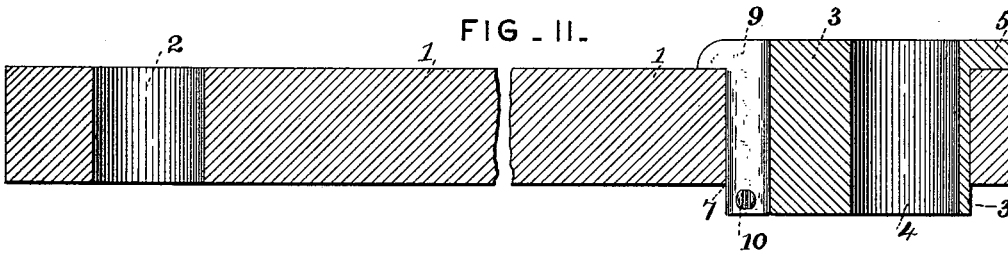


FIG. III -

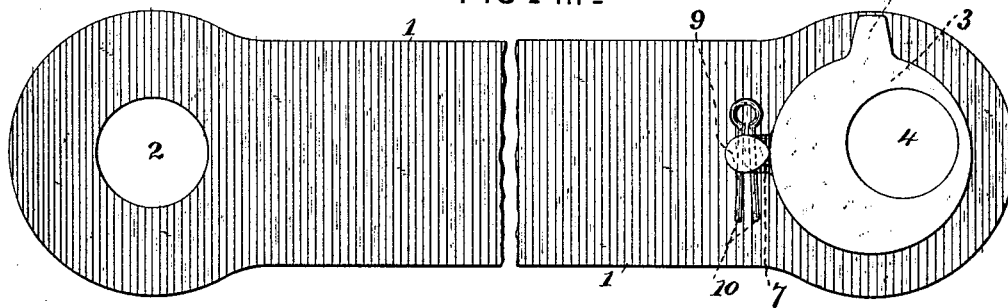
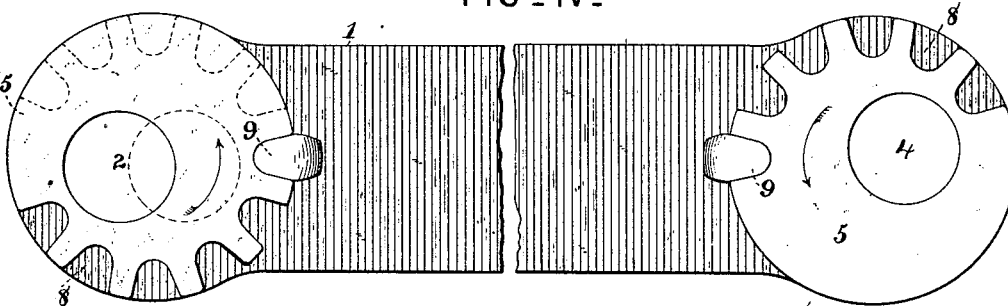


FIG. IV -



Attest:

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By Wm. H. Knight attys

UNITED STATES PATENT OFFICE.

HORACE W. LOUNSBERY, OF CORNING, NEW YORK, ASSIGNOR OF ONE-
HALF TO JOSEPH F. MOORE, OF SAME PLACE.

LOCOMOTIVE DRAW-BAR.

SPECIFICATION forming part of Letters Patent No. 386,888, dated July 31, 1888.

Application filed October 15, 1887. Serial No. 252,475. (No model.)

To all whom it may concern:

Be it known that I, HORACE W. LOUNSBERY, a citizen of the United States, residing at Corning, in the county of Steuben and State of New York, have invented certain new and useful Improvements in Locomotive Draw-Bars, of which the following is a specification.

My invention relates to draw-bars for connecting the engine or locomotive to the tank or tender. Customarily the wear and strain on such draw-bars lengthens the connection between the engine and the tank to such an extent that from time to time the draw-bar has to be heated and upset by hammering to reduce it to such length that the tank and engine will be in the required close connection. Heretofore other devices—such as springs and wedges—have been employed for taking up wear in this case, without, however, practical success.

My improvement consists in a draw-bar provided with an eccentric so arranged as to render possible the shortening of the connection between the engine and the tender at will.

The invention further consists in the peculiar construction and arrangement of the eccentric, as will be hereinafter more fully described.

In the accompanying drawings, Figure I represents in plan my improved draw-bar. Fig. II is a vertical sectional view of the same. Fig. III is a bottom plan view thereof. Fig. IV is a plan view showing a modified form having an eccentric at each end.

1 may represent the draw-bar. As shown in Fig. I, this draw has at one end the customary eye, 2, for connection with either the engine or the tank, and at the other end has a larger eye, which receives a disk, 3, having an eccentric eye, 4, to receive the pin for connecting this end of the draw-bar to either the tank or the engine. The disk 3 has a flange, 5, on one side, and it rests upon this flange when in position in the draw-bar. On the other side of the disk 3 is a tongue, 6, which retains the disk in position by bearing upon the under side of the draw-bar. A notch, 7, is provided in the draw-bar to allow the pas-

sage of this tongue when the disk is being placed in its seat. After the tongue has passed through this notch, the disk may be turned so as to bring the tongue beyond the notch under the draw-bar, and thus prevent accidental dislodgment of the disk.

The flange 5 has a series of notches, 8, any one of which may receive the headed pin 9, which may be placed therein and passed through the notch 7. When thus in position, the headed pin 9 is held in position by the split key 10. If desired, two pins 9 may be used, the notch 7 being in such case duplicated.

In Fig. I the disk is so arranged that the eyes 2 and 4 will be at their greatest distance asunder. When wear occurs, the eyes are brought nearer together by turning the disk in the direction of the arrow, the pin 9 being first removed and subsequently placed in the desired notch for holding the disk at the necessary point.

In Fig. IV, I have shown substituted for the customary eye, 2, a disk similar to that on the other end of the draw-bar, so that, if necessary, adjustment can be made at both ends.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In combination with a draw-bar having an eye, the latter having a notch at one side, a disk situated in said eye and having an eccentric eye and a peripherally-notched flange, and a pin adapted to occupy the notch at one side of the first-mentioned eye and one of the notches in said flange, substantially as and for the purpose set forth.

2. In combination with a draw-bar having an eye, the latter having a notch at one side, a disk having an eye, a peripherally-notched flange at one side of said disk and a tongue at the other, adapted to pass through said notch, and a pin adapted to occupy the latter and one of the notches in said flange, substantially as set forth.

3. The combination of the draw-bar having an enlarged eye at one end, a disk situated in said eye and having an eccentric eye and a flange, the latter having notches on its pe-

riphery, a headed pin adapted to occupy one of said notches and having a seat in the draw-bar, and a split key fitting in one end of said pin, substantially as shown and described.

- 5 4. The combination of a draw-bar having an enlarged eye, said eye having a notch at one side, a disk having a flange at one side and a

tongue at the other, adapted to pass through said notch, substantially as and for the purpose set forth.

HORACE W. LOUNSBERY.

Witnesses:

J. C. MOORE,
O. B. KNIGHT.