

No Model.)

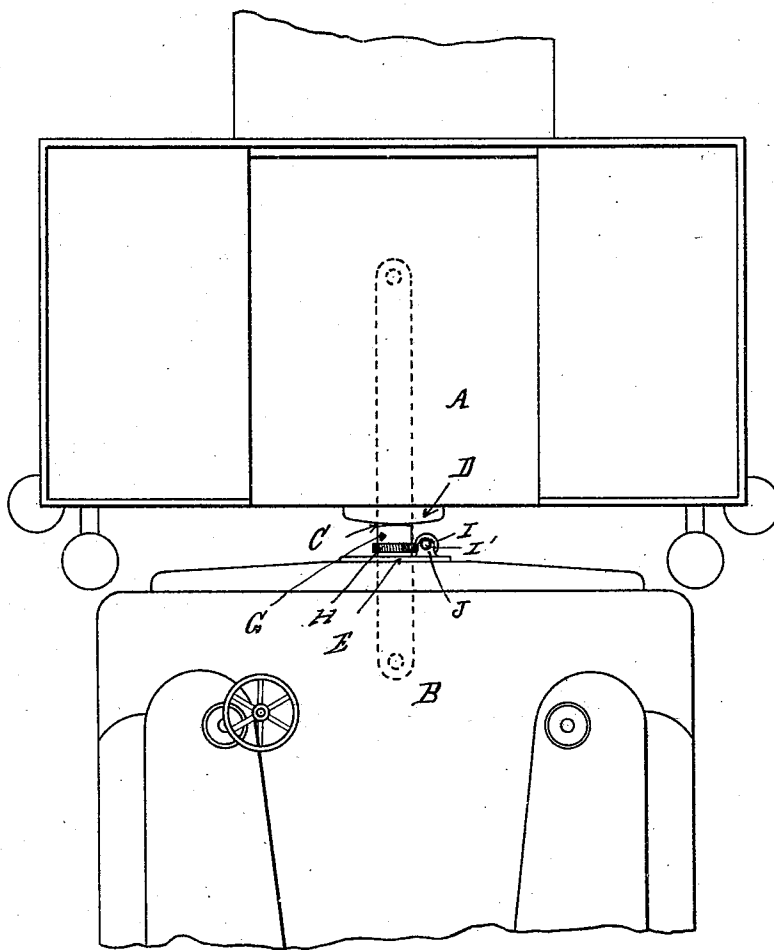
2 Sheets—Sheet 1

J. E. BAKER.
ADJUSTABLE BUFFER.

No. 551,742.

Patented Dec. 17, 1895.

Fig. 1.



WITNESSES.

F. Einfeldt
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INVENTOR.

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By A. Sturgeon
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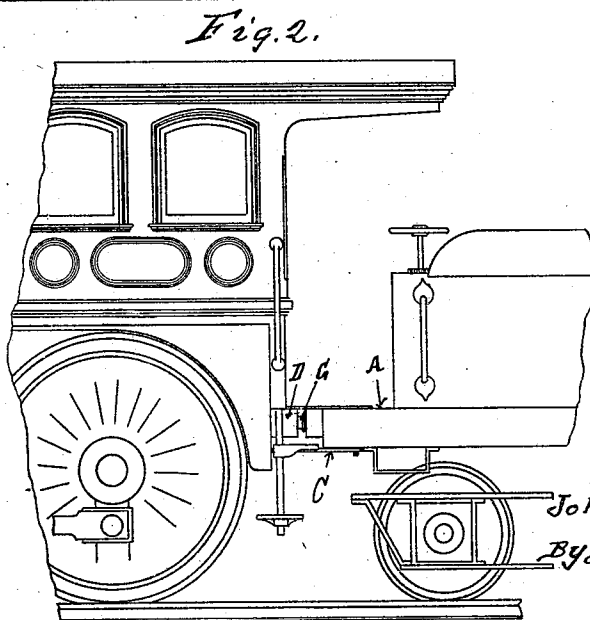
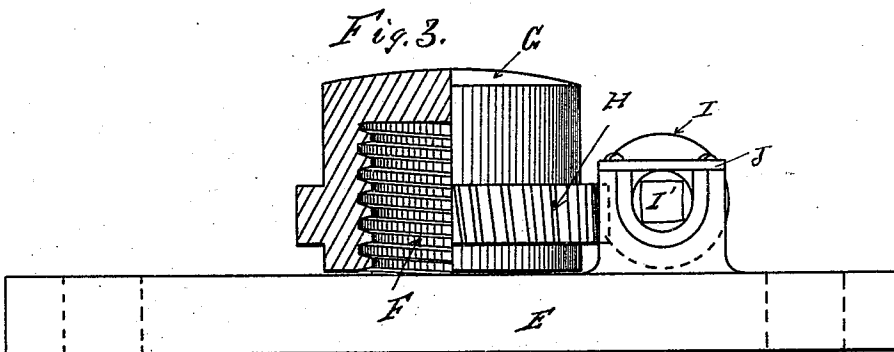
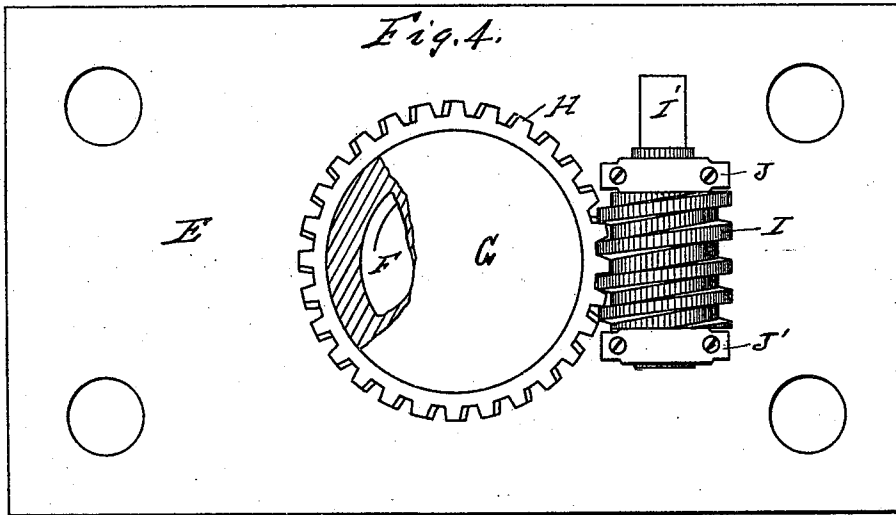
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2 Sheets—Sheet 2.

J. E. BAKER.
ADJUSTABLE BUFFER.

No. 551,742.

Patented Dec. 17, 1895.



WITNESSES.

F. Einfeldt
F. J. Barrett

INVENTOR.

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UNITED STATES PATENT OFFICE.

JOHN E. BAKER, OF ERIE, PENNSYLVANIA, ASSIGNOR OF THREE-FOURTHS
TO GEORGE E. BARGER, FELIX F. CURTZE, AND CHARLES TAFFT, OF
SAME PLACE.

ADJUSTABLE BUFFER.

SPECIFICATION forming part of Letters Patent No. 551,742, dated December 17, 1895.

Application filed November 10, 1893. Renewed March 29, 1895. Serial No. 543,753. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. BAKER, a citizen of the United States, residing at the city of Erie, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Adjustable Buffers Between Railroad Locomotives and Tenders; and I do hereby 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, forming part of this specification.

My invention consists in the improvements in adjustable buffers between railroad locomotives and tenders hereinafter set forth and explained, and illustrated in the accompanying drawings, in which—

Figure 1 is a top or plan view of the rear end of a locomotive and the front end of a tender embodying my improved adjustable buffer. Fig. 2 is a side elevation of the same. Fig. 3 shows an enlarged top or plan view of my improved adjustable buffer, partially in section. Fig. 4 shows an end view of the same, partially in elevation and partially in section.

The object of my improved adjustable buffer is to provide convenient means by which the slack of the coupling between a locomotive and tender can be readily taken up, so as to prevent any longitudinal concussion or jar between the locomotive and tender.

In the construction of my invention shown in the drawings, A is the rear end of the locomotive frame or platform, and B the front end of the frame or platform of the tender, which parts are coupled together by means of an ordinary draw-bar C (shown in Fig. 2, and in dotted lines in Fig. 1) in the usual manner.

Preferably on the rear end of the locomotive-frame A is secured a fixed buffer D, and on the front end of the tender-frame B, directly opposite the buffer D, is secured a plate E, having thereon a heavy screw-threaded projection F. On this screw-threaded projection F is mounted an internally-screw-threaded cap G, which, when rotated on the

projection F, moves in or out, according to the direction it is rotated, and operates as an adjustable buffer, contacting centrally with the stationary buffer D on the locomotive-frame.

Around the periphery of the screw-threaded cap G is a worm-gear H, which intermeshes with a vertical worm I mounted in bearings J and J' on the plate E, the necessary adjustment in and out of the cap G not being so great that the outward traverse thereof will throw the worm-gear H out of mesh with the worm I. For operating the worm I, a square I' is formed on the upper end of the journal thereof, upon which a wrench can be placed, and the worm turned thereby until the cap G is moved in or out the distance desired.

From the foregoing description of my invention its operation is so obvious that further description thereof is deemed unnecessary.

Therefore what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. An adjustable buffer, consisting substantially of a screw threaded projection, an internally screw threaded cap operating on said screw threaded projection, substantially as and for the purpose set forth.

2. An adjustable buffer, consisting substantially of a screw threaded projection, an internally screw threaded cap operating on said screw threaded projection, a worm gear wheel surrounding said cap, and a worm intermeshing therewith, substantially as and for the purpose set forth.

3. The combination of a fixed buffer D on the rear of a locomotive frame, a plate E having a screw threaded projection F secured to the front of a tender frame, an internally screw threaded cap G on said projection F, a worm gear wheel H on said cap, and a worm I intermeshing therewith, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN E. BAKER.

Witnesses:

F. EINFELDT,
ISADOR SOBEL.