(No Model.) 2 Sheets—Sheet 1.

L. DEBARNOT & J. JACQUOT.

LOCOMOTIVE.

No. 262,013. Patented Aug. 1, 1882.

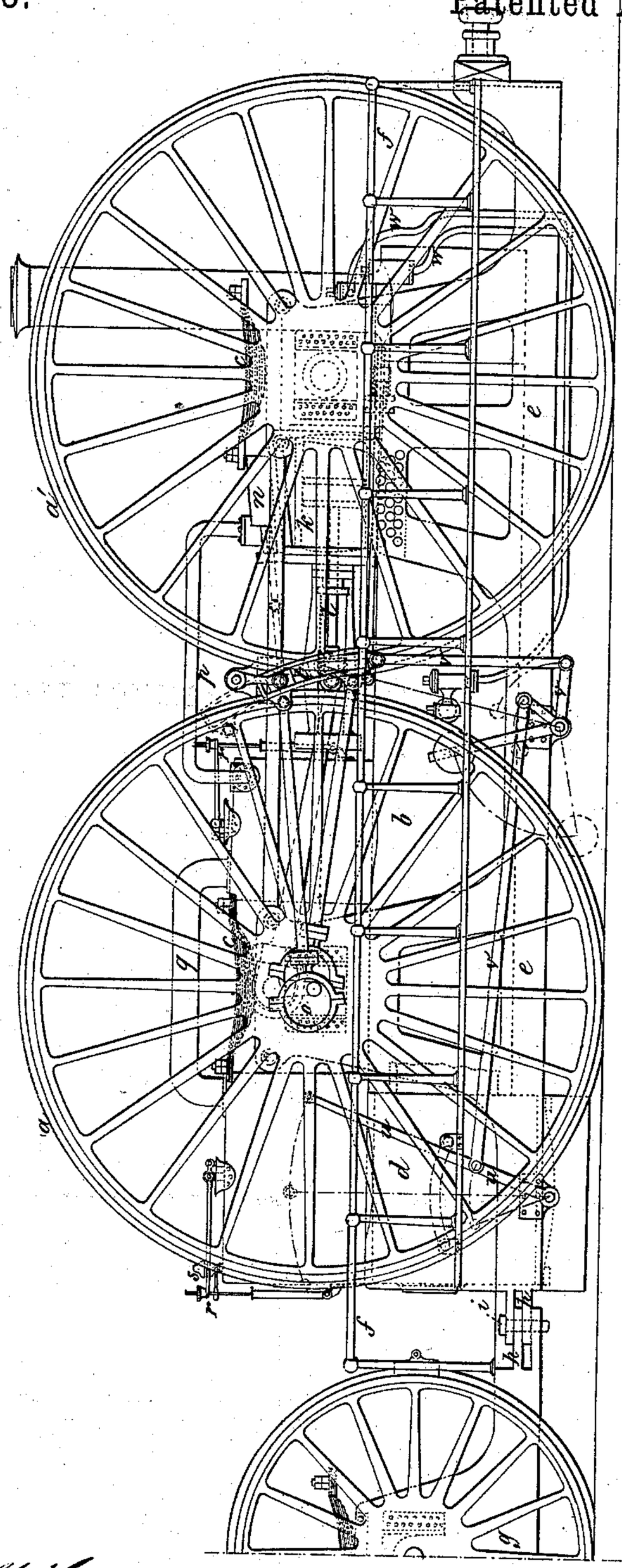

Fig. 1.

Witnesses:

1. Albert M. Kuhn

2. Albert Moreau

Inventor.

Leon Debarnot

Jules Jacquot

(No Model.) 2 Sheets—Sheet 2.

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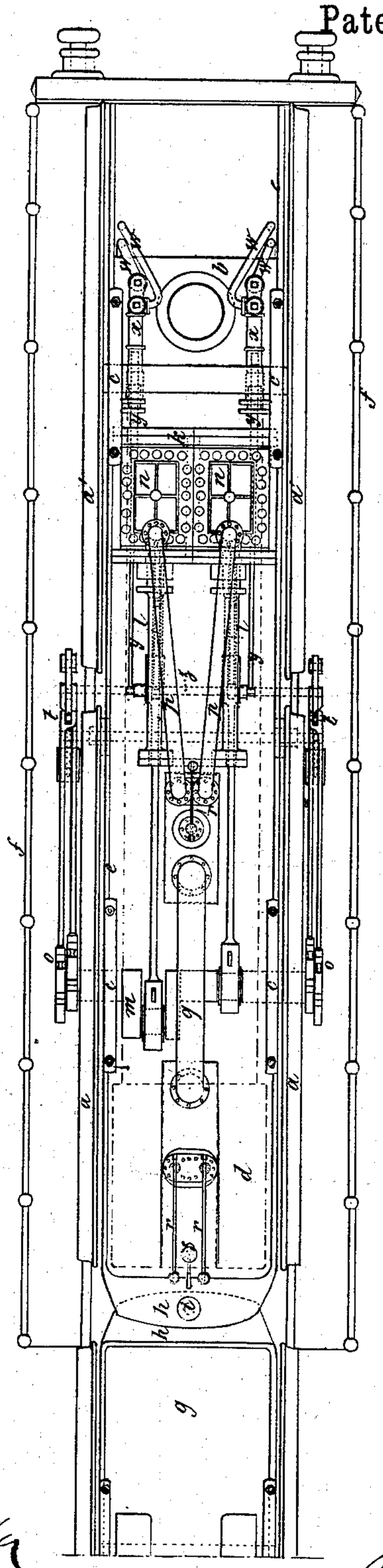

Fig. 2.

Witnesses:

1. [illegible]

2. Albert Moreau

Inventor:

Léon Debarnot

Jules Jacquot

UNITED STATES PATENT OFFICE.

LEON DEBARNOT AND JULES JACQUOT, OF BUENOS AYRES, ARGENTINE REPUBLIC.

LOCOMOTIVE.

SPECIFICATION forming part of Letters Patent No. 262,013, dated August 1, 1882.

Application filed April 29, 1882. (No model.)

To all whom it may concern:

Be it known that we, LEON DEBARNOT and JULES JACQUOT, of Buenos Ayres, Argentine Republic, have invented Improvements in Locomotives; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed sheets of drawings, making a part of the same.

Our invention relates to improvements in locomotives; and it consists chiefly in arranging the stoker's platform over the connection between the engine and tender in a peculiar manner in engines having the axles of the wheels at a level above the boiler. This arrangement admits of the speed of the pistons and other organs of the engine for a given speed of the locomotive being much reduced on account of the increase in diameter which may be given to the wheels, their axles being placed at the upper part of the locomotive. By leaving to the pistons the speed at present used a far more considerable speed may be imparted to the locomotive.

The arrangement of a locomotive constructed according to our invention may obviously be varied according to the use for which it is designed. However, in order that our invention may be more clearly understood, we have shown in the annexed drawings a specimen of locomotive constructed according to our said invention.

Figure 1 shows an elevation of the locomotive. Fig. 2 shows a top view of the same.

Like letters of reference indicate similar parts in both these figures.

a a' are the locomotive-wheels, of which the wheels *a* only are driving-wheels. *b* is the shell of the boiler, which is suspended from the axles by means of springs *c* and suitable axle-boxes. *d* is the fire-box; *e*, the frame of the locomotive; and *f*, a hand-rail, allowing the engine-driver to walk round the locomotive in order to survey and lubricate the several parts of the same. *g* is the tender, the front part of which only is shown in the drawings. The arrangement of this tender as regards the water and coal supply may be varied as required, and its front part, together with the rear part of the locomotive, constitute the platform upon which stand the driver and stoker.

The total length of the engine and tender being considerable, we unite these parts by means of extension-plates *h*, pivoted on a bolt, *i*. This arrangement forms a pivoted joint, around which the engine and tender may turn when the train is running on a curved track.

The arrangement of the several parts of the mechanism, which are similar to those commonly used, may be clearly understood by reference to the drawings.

k are the cylinders; *l*, the piston-rods, connected with the cranks *m* of the driving-axle. *n* are the slide-valves; *o*, the eccentric-rods actuating the same. *p* are the steam-supplying pipes for the slide-valves; *q*, a communication between the two steam-chambers of the boiler. *r* are the safety-valves, and *s* the steam-whistle. *t* is the link-motion; *u*, the actuating-lever, and *v* the transmission-levers, for the same. *w* are the suction and exhaust pipes for the feed-water. *x* are the feed-pumps, driven by rods *y*, pivoted on a cross-bar, *z*, which connects the piston-rods together.

The action of the above-mentioned parts does not require any special description, as it is the same as commonly used. However, we do not limit ourselves to the precise details herein shown and described, as the arrangement of the several parts of the engine may be varied to suit the different purposes to which the said engine is to be applied without in any way changing the nature of our invention. For instance, the number of the driving-axles may be varied, as well as the form and size of the boiler and of the several parts of the mechanism.

We claim—

In a locomotive having the boiler and the body of the tender hung below the wheel-axles, the pivot-joint connecting the engine and tender, consisting of the two pairs of rigid plates *h*, which form the stoker's floor or platform, meshing together in horizontal planes and held together by the vertical pin *i*, as shown and described.

LEON DEBARNOT.
JULES JACQUOT.

Witnesses:
ROBT. M. HOOPER,
ALBERT MOREAUX.