(No Model.)

F. C. RINSCHE.

ATTACHMENT FOR ENGINES.

No. 542,499. Patented July 9, 1895.

Fig. 1.

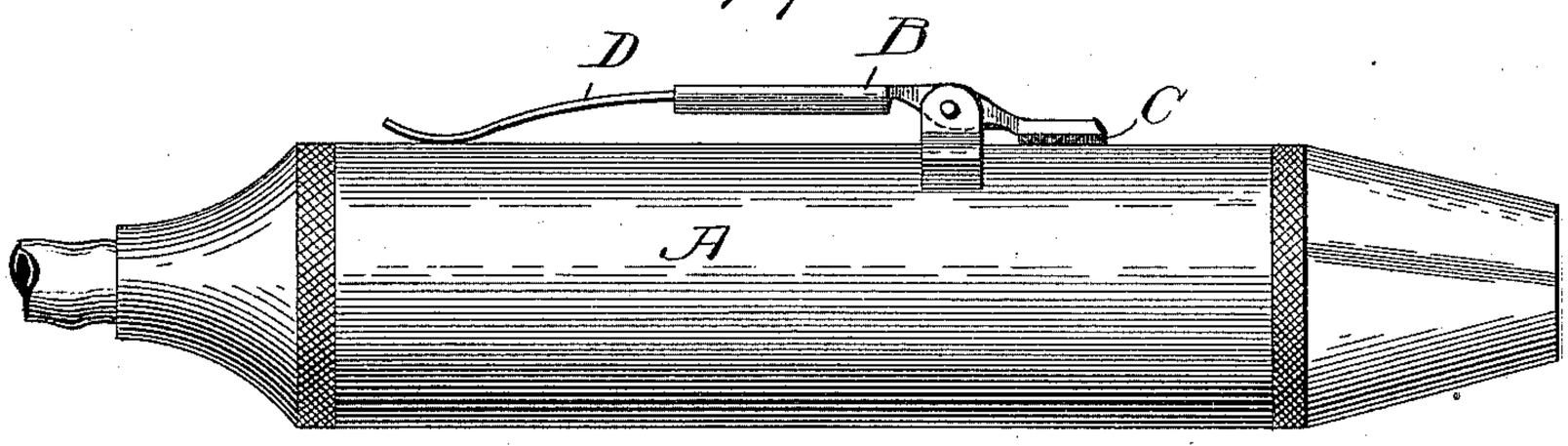
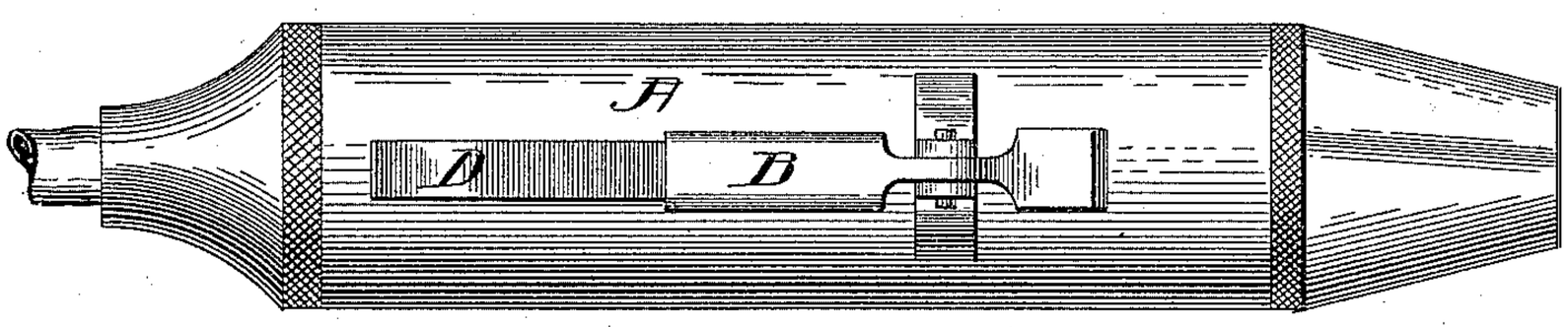


Fig. 2.



Witnesses:
F. R. Cornwall.
Hugh K. Wagner.

Inventor:
Frank C. Rinsche
by Paul Bakewell.
his atty

UNITED STATES PATENT OFFICE.

FRANK C. RINSCHE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO PIERRE CHOUTEAU, OF SAME PLACE.

ATTACHMENT FOR ENGINES.

SPECIFICATION forming part of Letters Patent No. 542,499, dated July 9, 1895.

Application filed April 16, 1895. Serial No. 545,902. (No model.)

To all whom it may concern:

Be it known that I, FRANK C. RINSCHE, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Attachments for Engines, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, wherein—

Figure 1 is a side elevational view of an engine provided with my attachment. Fig. 2 is a top plan view of the same.

This invention relates to a new and useful improvement in attachments to engines, and is especially designed for use in connection with engines which are run by compressed air.

The attachment consists in a pivoted lever arranged at the side of a cylinder, one end of which is in line with the exhaust-port of the engine, while the other end is free and preferably provided with a spring which normally closes the exhaust-port through the medium of the opposite end of the lever.

In the drawings, A indicates the engine-cylinder, through the side of which is arranged the exhaust-port. Pivotally mounted in suitable lugs or ears extending from the cylinder is a lever B, one end of which is faced with a packing C, which is adapted to fit around and close the exhaust-port, while the opposite end has extending therefrom a leaf-spring D, whose tendency is to force the packing down over the exhaust-port. This leaf-spring forms substantially a continuation of the lever, and the packing may be operated by pressing down either on the leaf-spring or on the lever. In this manner the exhaust is controlled by the operator and no throttle-valve is necessary for the engine. The tool can be manipulated with either hand without inconvenience.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

The combination with an engine cylinder, of a lever pivoted thereon, a packing on the lever for controlling the exhaust, and a leaf-spring forming a continuation of a lever, for forcing the packing against the exhaust port; substantially as described.

In testimony whereof I hereunto affix my signature, in presence of two witnesses, this 5th day of April, 1895.

FRANK C. RINSCHE.

Witnesses:

F. R. CORNWALL,

HUGH K. WAGNER.