

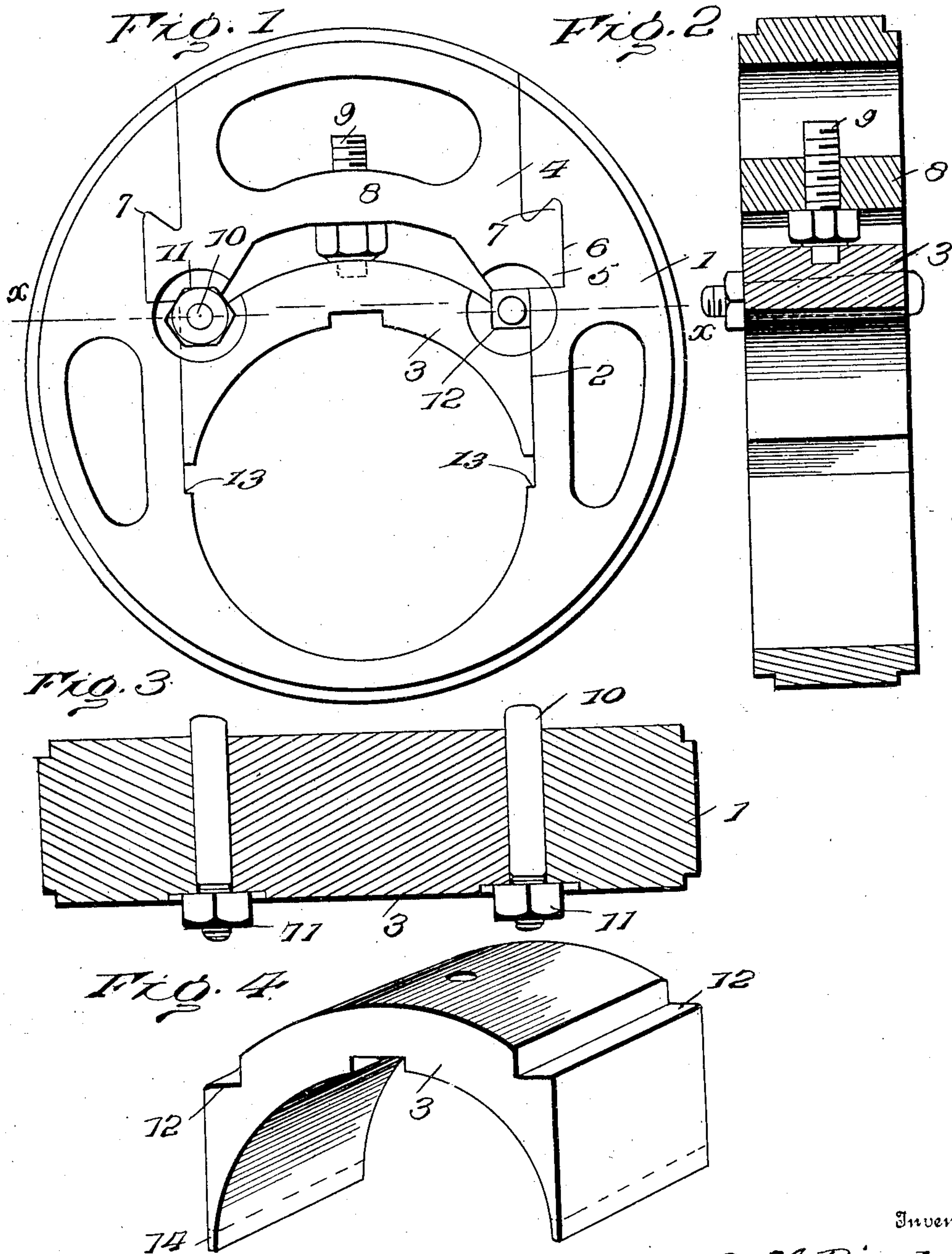
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G. M. RIED.

SKELETON ECCENTRIC FOR LOCOMOTIVES.

APPLICATION FILED AUG. 26, 1907.



Inventor

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Witnesses

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SKELETON ECCENTRIC FOR LOCOMOTIVES.

No. 882,537.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GEORGE M. RIED, citizen of the United States, residing at Meridian, in the county of Lauderdale and State of Mississippi, have invented certain new and useful Improvements in Skeleton Eccentrics for Locomotives, of which the following is a specification.

This invention has for its object an improved construction of skeleton eccentric for the shafts of locomotives or other engines which may be easily applied to and removed from the shaft without removing the fly wheel or drive wheel as the case may be.

The invention consists in certain constructions and arrangements of the parts that I shall hereinafter describe and then point out the novel features in the appended claims.

For a full understanding of the invention, reference is to be had to the accompanying drawings, in which:

Figure 1 is a side elevation of my improved eccentric; Fig. 2 is a vertical transverse section thereof; Fig. 3 is a horizontal sectional view, the section being taken approximately on the line $x-x$ of Fig. 1; Fig. 4 is a detail perspective view of the key.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

My improved eccentric comprises a main section 1 which is bored out to fit the shaft, and which is provided with a recess 2 the side walls of which extend outwardly from the bore to the opposite margin of the section.

A curved key 3 is slipped into the recess 2, fitting against the side walls thereof, after the main section 1 has been slipped over the shaft, whereby to encircle the latter. A block 4 is then slipped sidewise into the outer end of the recess 2 so as to complete the circle of the eccentric, said block being provided with oppositely extending end lugs 5 which slip within and snugly fit the sockets 6 formed in the side walls of the recess 2. The lugs 6 are provided with outwardly extending projections 7, forming a dove-tail connection between the section 1 and its fillet block 4. The block 4 is formed with a cross bar 8 preferably spaced from the key 3, and a set screw 9 or similar tension device, works through the said cross bar and impinges against the outer side of the key, said screw

having a square head as shown fitting in a socket in the key.

The lugs 5 of the fillet-block 4, project into the recess 2, as clearly illustrated in the drawing. In order to firmly bind the parts together around the shaft, I provide wedges or bolts 10, with preferably only one side tapered, said bolts being slipped between the said projecting portion of the lugs 5 and shoulders 12 on the key 3, the said projecting portions of the lugs 5 against which the wedges abut being preferably tapered to correspond to the tapered side of the wedges. The wedges or bolts 10 may be held in place after being driven in by means of nuts 11, the main section 1 and key 3 being counterbored for the accommodation of the nuts and the latter overlapping the adjacent face of the main section. It is to be understood that the main locking function is secured by the said wedges, the set screw 9 being used mainly as an auxiliary fastening device, should the wedges ever become loose, it being clear from the description and drawings that when driving these wedges in tight, the key block 3 will be forced firmly down upon the shaft.

Preferably the main section 1 is formed with opposite shoulders 13, against which the ends 14 of the key 3 are designed to fit, so that the parts of the eccentric may be bored out accurately to fit the axle. These ends 14 are cut off to a slight extent, as indicated by the dotted lines in Fig. 4, after the eccentric has been bored.

From the foregoing description in connection with the accompanying drawings, it will be seen that I have provided a simple and efficient construction of detachable eccentric which may be easily and quickly applied to a shaft without the necessity of removing any of the wheels or other parts mounted on said shaft, and which may be as quickly and easily removed whenever desired.

Having thus described the invention, what is claimed as new is:

1. An eccentric, consisting of a main section formed with a recess by which it is adapted to be slipped over a shaft, a key designed to fit in said recess and complete the encircling of the shaft, said key being formed at its outer corners with transversely extending shoulders, the side walls of the recess being formed with sockets, a fillet block closing the outer end of the recess and formed with lugs seated in said sockets, said lugs extend-

ing into the recess, wedges interposed between the block and key and bearing against the shoulders of the latter and the opposing portions of the lugs of the block, and nuts
5 screwing on said wedges and overlapping the main section, the key, and the block.

2. An eccentric, consisting of a main section formed with a recess by which it is adapted to be slipped over a shaft, a key fitting in said recess and adapted to complete
10 the encircling of the shaft, a fillet block closing the outer end of the recess and held from endwise movement therein, wedges interposed between the block and key, the block
15 being formed with a cross bar, and a set screw working through said cross bar, the key being formed with a socket receiving the head of the screw.

3. An eccentric, consisting of a main section formed with a recess by which it is
20 adapted to be slipped over a shaft, a key designed to fit in said recess and complete the encircling of the shaft, a fillet block closing the outer end of the recess, means for preventing the outward movement of the fillet block
25 in the recess, wedges interposed between the block and key at the corners of the latter, and nuts screwing on said wedges and overlapping the main section, the key, and the block.

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

GEORGE M. RIED. [L. s.]

Witnesses:

I. M. RUSH,

H. S. BEATTIE.