

G. W. Moyers,

Horse Power.

No. 95,826.

Patented Oct. 12. 1869.

FIG. 1.

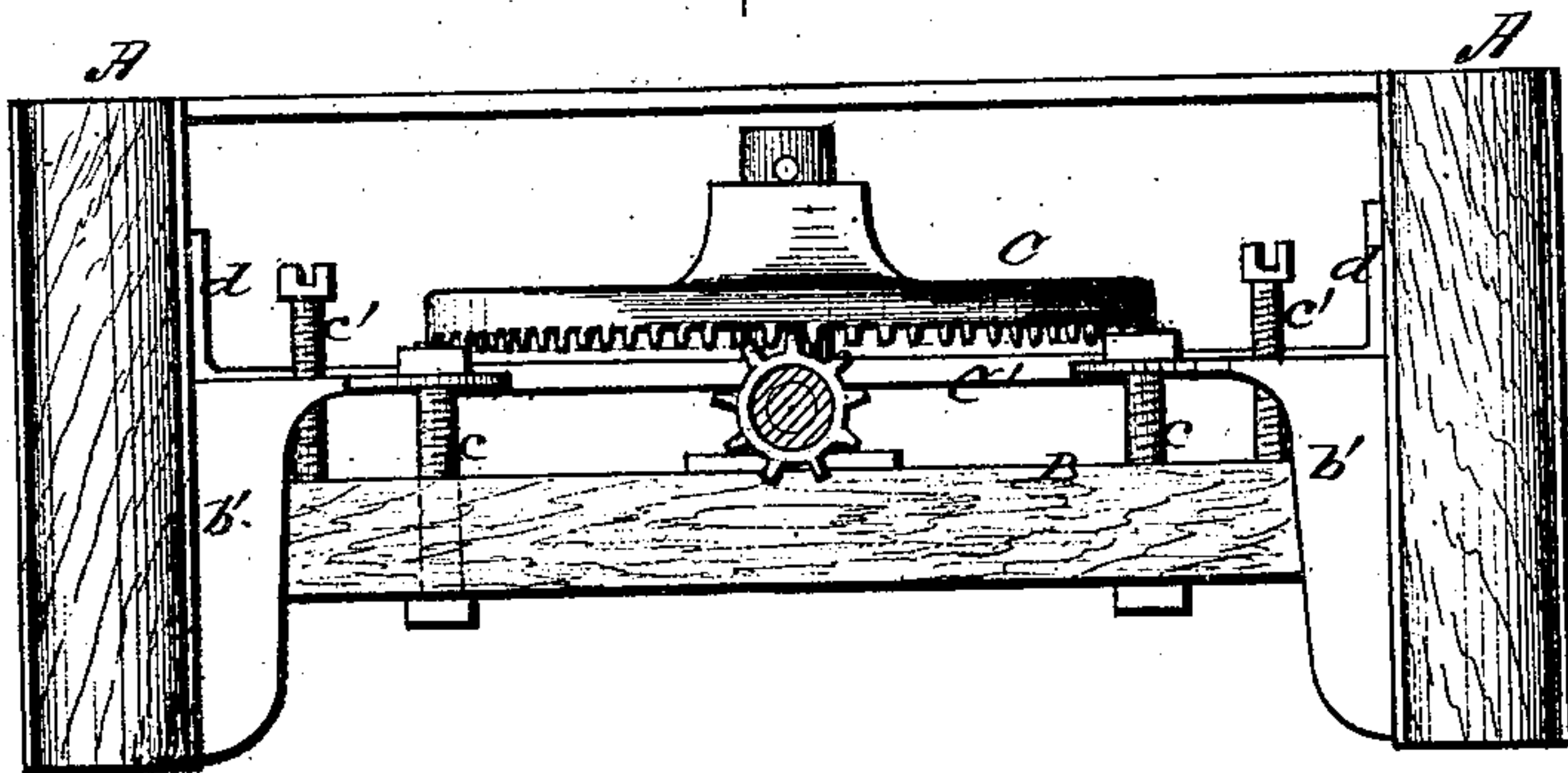
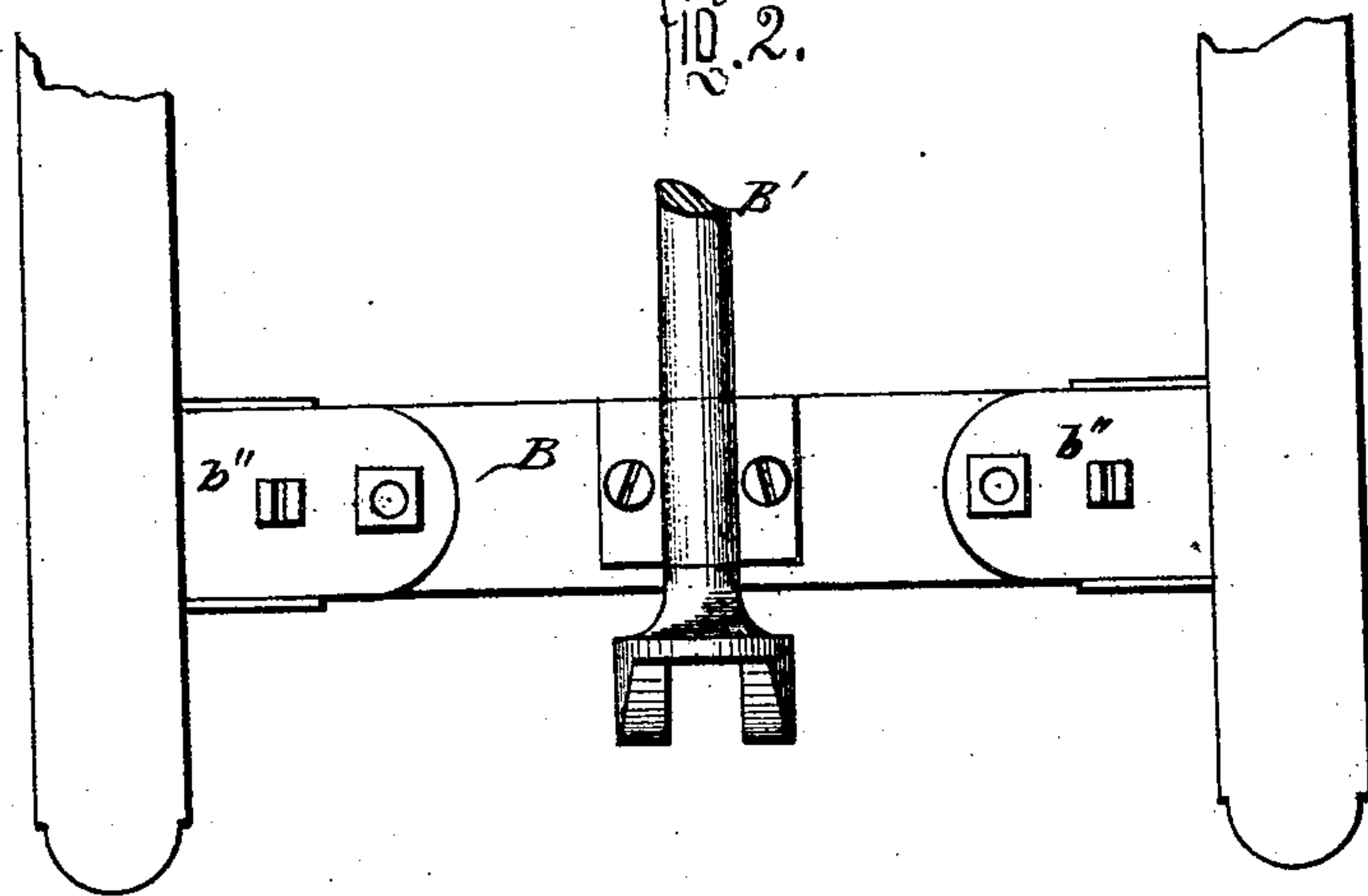


FIG. 2.



Witnesses:

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per Allen & Co.
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GEORGE W. MOYERS, OF GORDONSVILLE, VIRGINIA.

Letters Patent No. 95,826, dated October 12, 1869.

IMPROVEMENT IN HORSE-POWER.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, GEORGE W. MOYERS, of Gordonsville, in the county of Orange, and State of Virginia, have invented a new and useful Improvement in Horse-Powers; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a transverse vertical section, and

Figure 2 is a plan view.

This invention consists in arranging the line-shaft, under the power-wheel, in such manner that the former may be vertically adjusted, with reference to the latter, without removing the power-wheel, or in any manner interfering with it.

Also, in an improved method of connecting the bridge, on which the power-wheel rests, with the sills of the machine, by which the usual cross-piece, on which such bridge rests, and which is placed beneath the line-shaft, is dispensed with, thus enabling the line-shaft to be adjusted vertically, or removed entirely.

In the drawings—

A A are the sills of the horse-power.

B, the cross-piece, on which the end of the line-shaft B' rests, said line-shaft sustaining the bevel-gear that is run by the main power-wheel.

The cross-pieces B have their ends stowed in vertical castings *b b*, affixed by bolts to the inner sides of the sills A.

Said castings have flanges *b' b'* at their sides, which form guide-ways for the ends of the cross-pieces B to slide in, and they also have covers *b''* at their tops, projecting straight out from the sides of the sills.

Through each cover pass two vertical screws *c c'*, the

screws *c* not being in connection with the thread in the hole of the cover *b''*, through which they pass, but extending through the cross-pieces B beneath, and having nuts on their upper ends, above the covers, by turning which the cross-pieces are elevated.

The lower ends of the screws *c'* rest upon the tops of the cross-pieces, and are in connection with threads in the covers *b''*, so that by turning the screws, the cross-pieces are lowered.

The line-shaft, with its bevel-gear, is thus made to approach or recede from the power-wheel, to any degree that may be desired, without moving the former at all, a circumstance that greatly facilitates the adjustment of the gears.

The main power-wheel C rests on the bridge C', which has end-pieces *d*, turning up at right angles, and having threaded holes in them, through which screws pass, fastening the bridge to the sills.

This method of connecting the bridge and sills enables the cross-piece usually placed between the sills, for the bridge to rest on, and which is necessarily located below the line-shaft, to be dispensed with, thus removing an obstacle in the way of the vertical adjustment or removal of the line-shaft.

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

1. Adjusting the line-shaft to the power-wheel, substantially in the manner set forth.

2. The connection of the power-wheel bridge C' with the sills A A, by means of the turned-up end-pieces *d*, as and for the purpose described.

GEO. W. MOYERS.

Witnesses:

WM. T. SNEED,

W. R. JONES.