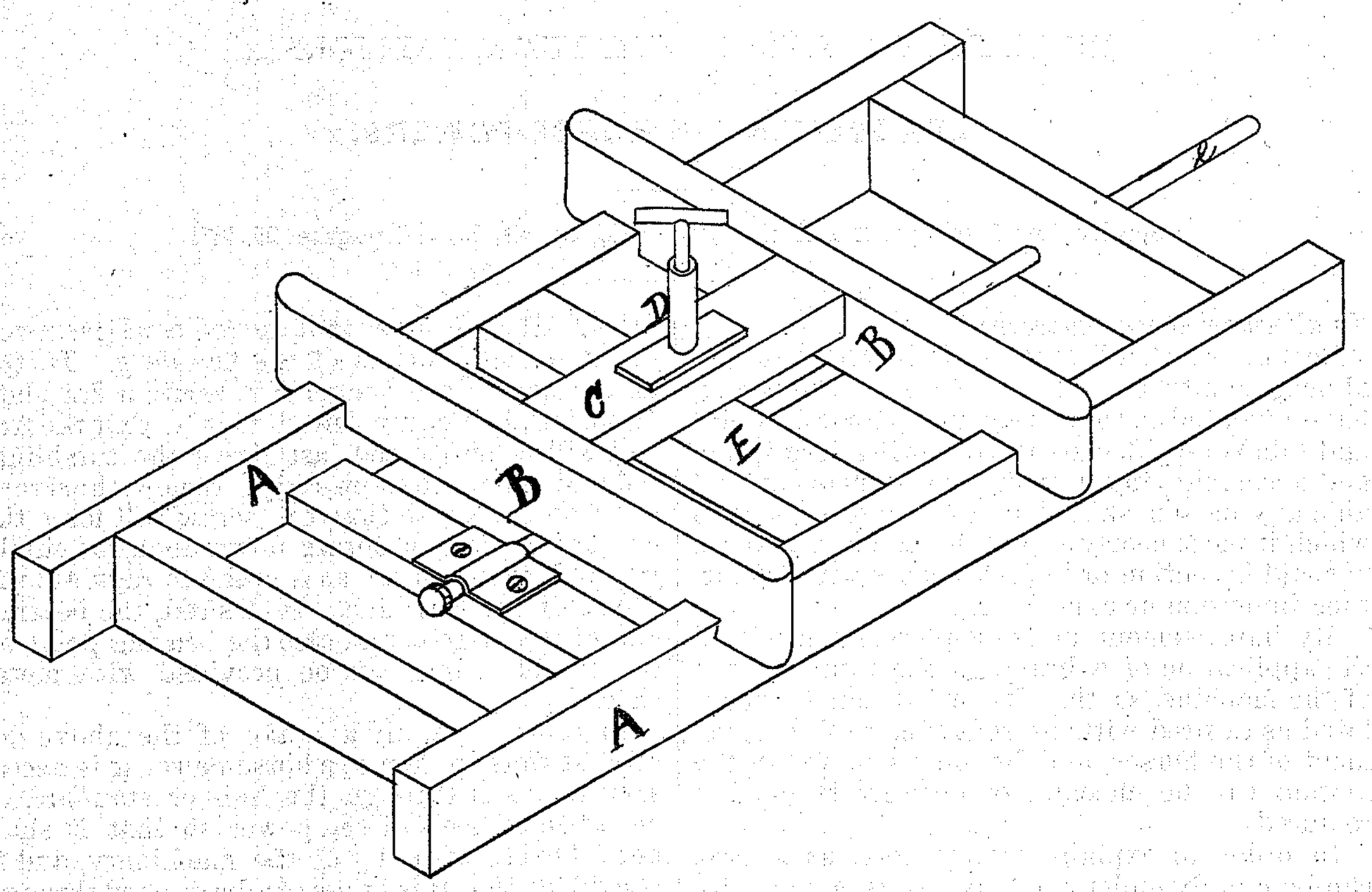
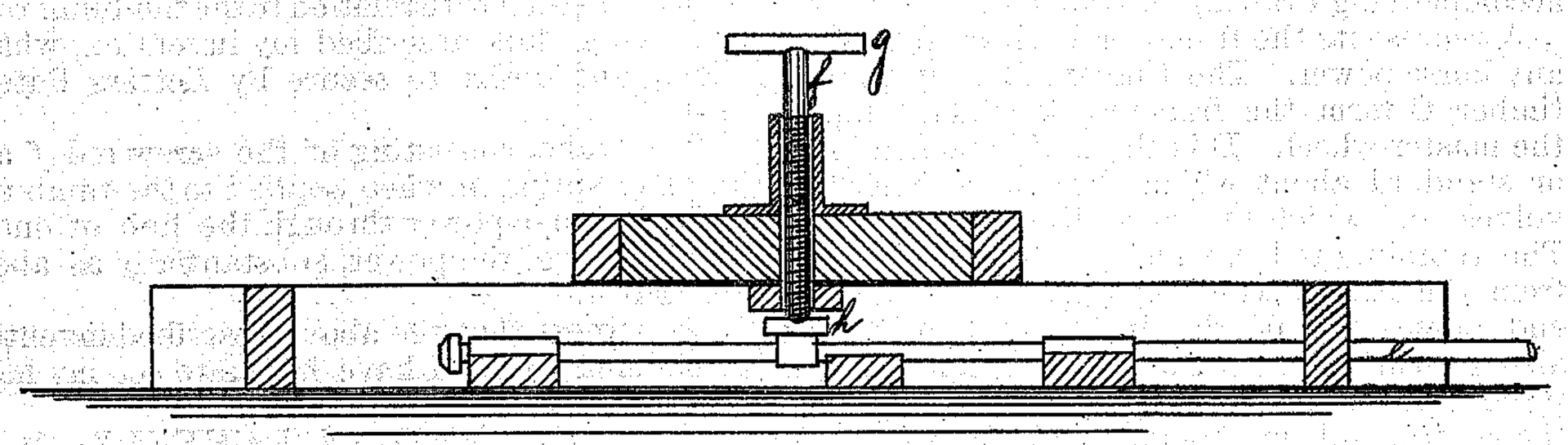
[63.]

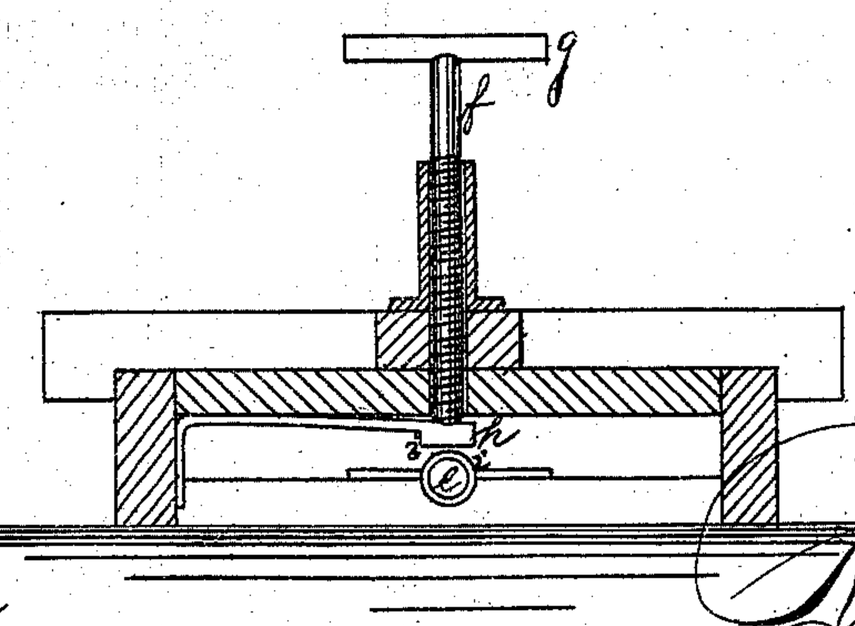
RETURN J. CHENEY.

Improvement in Horse Powers.

No. 119,221. Patented Sep. 26, 1871.







Witnesses

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Inventor:

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UNITED STATES PATENT OFFICE.

RETURN J. CHENEY, OF PETALUMA, CALIFORNIA.

IMPROVEMENT IN HORSE-POWERS.

Specification forming part of Letters Patent No. 119,221, dated September 26, 1871.

To all whom it may concern:

Be it known that I, RETURN J. CHENEY, of Petaluma, county of Sonoma, State of California, have invented an Improvement in Horse-Powers; and I do hereby declare the following description and accompanying drawing are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvements without further invention or experiment.

My improvement in horse-powers consists in the application of a brake to the tumbling-rod of the machine so that its speed can be regulated as desired without reference to the movement of the horses, and by means of which the motion can be checked or entirely stopped if required.

In order to explain my invention so that it can be readily understood by others, a complete description is given below, with reference to the accompanying drawing, in which—

A represents the frame or horizontal base of any horse-power. The timbers B B and cross-timber C form the frame-work which support the master-wheel. D is the upright central hub or standard about which the master-wheel revolves, and which serves as its journal or shaft. The tumbling-rod *e*, which receives its motion from the master-wheel through a pinion at its end, passes beneath the timbers B B and C, and also beneath the central hub D. In order to provide a brake for the tumbling-rod *e* I make the central hub or standard D hollow and continue the hole through the timbers C and E. I then either tap the inside of this hole in the standard or insert a nut in one of the timbers, C E, so as to receive a rod, *f*, which is also provided with threads, so that the rod can be screwed up or down by means of the handle *g*. To the under face of the timber E I secure a flat plate or spring, *h*, or equivalent device, so that the free end will be supported just above the tumbling-rod and below the screw-rod *f*. If, now, the screw-rod *f* be turned so that the screw will force the end of the plate or spring down upon the tumbling-rod, it will serve as a brake to regulate the speed of the machine. If desired, the bearing end of the plate *h*, and also the bearing point on the tumbling-rod, can be provided with metal shoes *i*.

In order to apply a brake of the above described construction to a horse-power it is necessary to do it through the hub or standard of one of the wheels of the power so that it shall not interfere with any of the machinery, and it is evident that this brake can be applied through the hub of any of the wheels which are in the proper position with relation to the tumbling-rods.

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

The brake, consisting of the screw-rod *f* and plate or spring *h*, when applied to the tumbling-rod of a horse-power through the hub of one of the wheels of the power, substantially as above described.

In witness that the above-described invention is claimed by me I have hereunto set my hand and seal.

RETURN J. CHENEY. [L. S.]

Witnesses:
RALPH BROWN,
FRANK W. SHATTUCK.

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