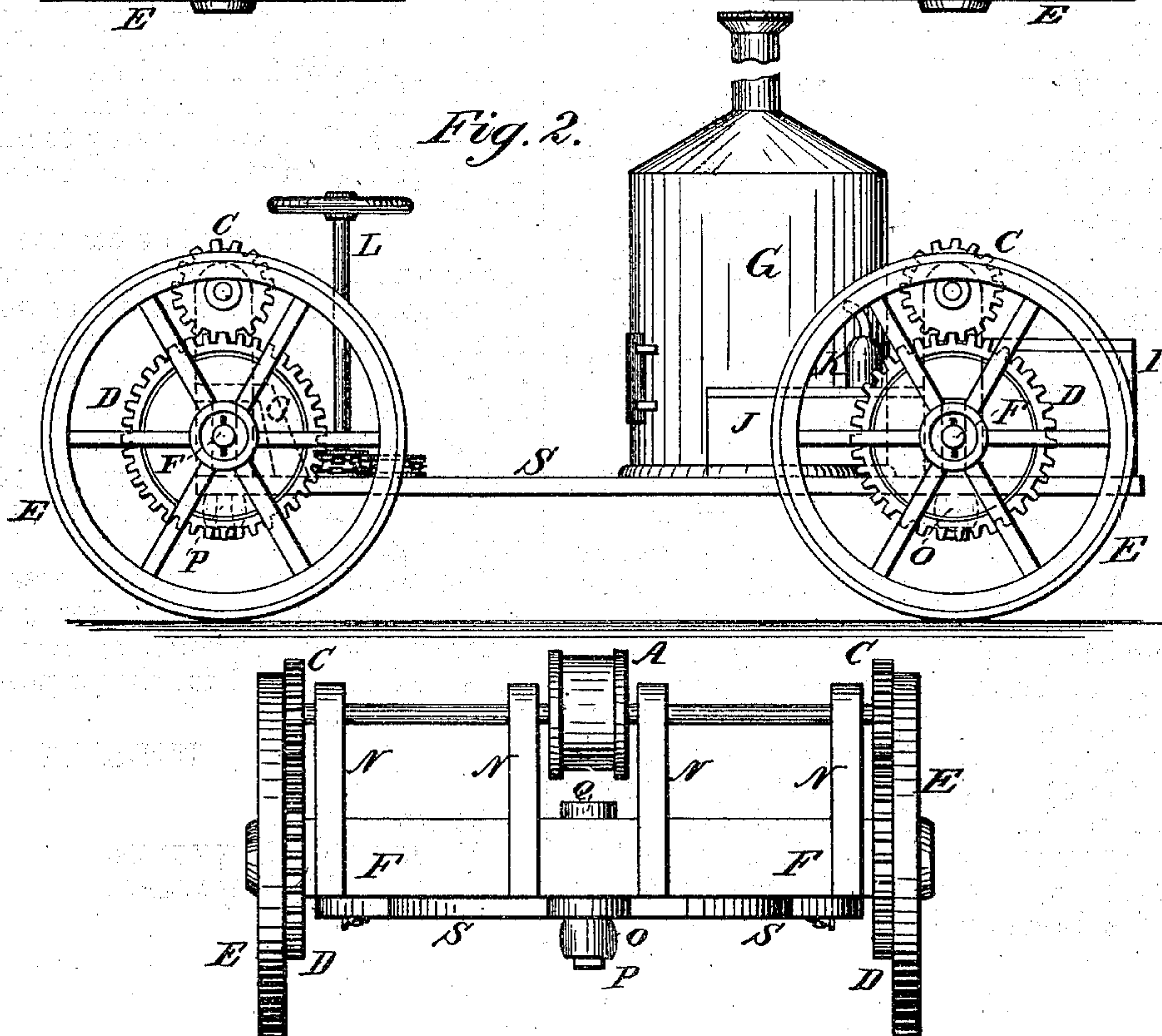
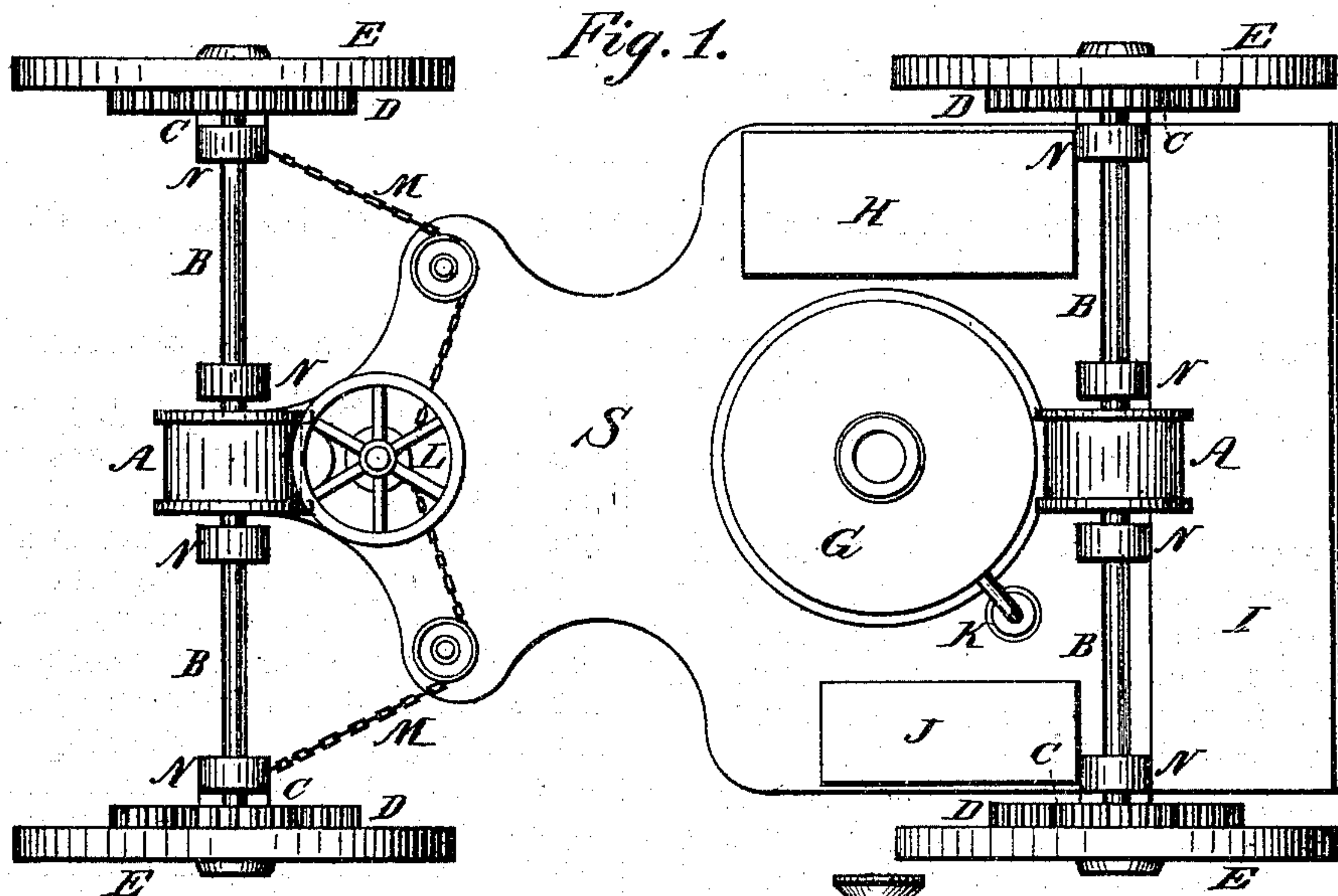


WILLIAM C. BIBB.  
Improvement in Traction-Engines.

No. 127,143.

Patented May 28, 1872.



Witnesses.  
Wm Howard  
H. L. Perrine

Inventor.  
William C. Bibb.

# UNITED STATES PATENT OFFICE.

WILLIAM C. BIBB, OF MADISON, GEORGIA.

## IMPROVEMENT IN TRACTION-ENGINES.

Specification forming part of Letters Patent No. 127,143, dated May 28, 1872.

Specification describing certain Improvements in Traction-Engines, invented by WM. C. BIBB, of Madison, Georgia.

### *Nature and Object.*

The object of my invention is to furnish a power-wagon which may be propelled by steam, gas, or air, for general use, but more especially for traction purposes; but may also be used as a stationary power for thrashing grain and other light work.

The first part of my invention relates to the combination of a rotary engine with a countershaft for propelling a steam road-wagon, to be used either as such singly, or for traction purposes for the road, or plowing and reaping. The second part of my invention relates to the swivel connecting the frame or body to the front axle, and so arranged as to allow the free movement of the axle in steering, and to provide for uneven roads. The third part of my invention relates to the use of India-rubber springs placed underneath the frame, both in front and rear, to relieve the concussion as the wagon passes over uneven surfaces.

### *Description of Drawing.*

Figure 1 is a plan view of wagon. Fig. 2 is a side elevation. Fig. 3 is a front view.

A A are the engines. B B are the countershafts. C C C C are spur-wheels on countershafts. D D D D are spur-wheels attached to wagon-wheels E E E E, revolving on axles F F. G is the boiler. H is the coal-box. I is the water-tank. J is the tool-box. K is the feed-pump. L is the steering apparatus. M M are the steering-chains. N are bearings for support of countershaft. O O O are gutta-percha springs. P is the pin to swivel on front axle. Q is the brace for the front axle. S S is the frame for body.

### *General Description.*

S S is the frame suspended from front and rear axles, having gutta-percha springs underneath and on the supports. G is the boiler, and is connected with the engines A A by pipes, through which the steam is conveyed. The pipe in front enters the front engine in the center of its top, and is connected by either a flexible pipe or a universal joint, to allow of its moving freely in steering, or when the wheel falls in a rut. When the engines are made to revolve, the countershafts revolve with them, and the spur-wheels C C C C being carried around with the countershaft, their teeth engage with the teeth of the larger spur-wheels D D D D attached to the wagon-wheels E E E E, and causing them to revolve the wagon is driven back or forward, as may be desired.

When it is desired to steer the wagon, the apparatus L is turned, and the chains M M being attached to the axle, are wound up on one side and let out on the other, so that the axle is moved steadily in the desired direction, and moves freely on the swivel P.

I am aware that rotary engines have been applied to railroad locomotives; but

What I claim, and ask that Letters Patent may be granted to me for, is—

The combination of rotary steam-engines, attached to the front and rear countershaft, connected with the boiler by means of tubes, substantially as and for the purpose hereinbefore set forth.

WILLIAM C. BIBB.

Attest:

JOHN W. CLEMENTS,  
THS. C. WOODWARD.