

J. S. MORGAN.
Feathering Paddle-Wheels.

No. 158,509.

Patented Jan. 5, 1875.

Fig. 1.

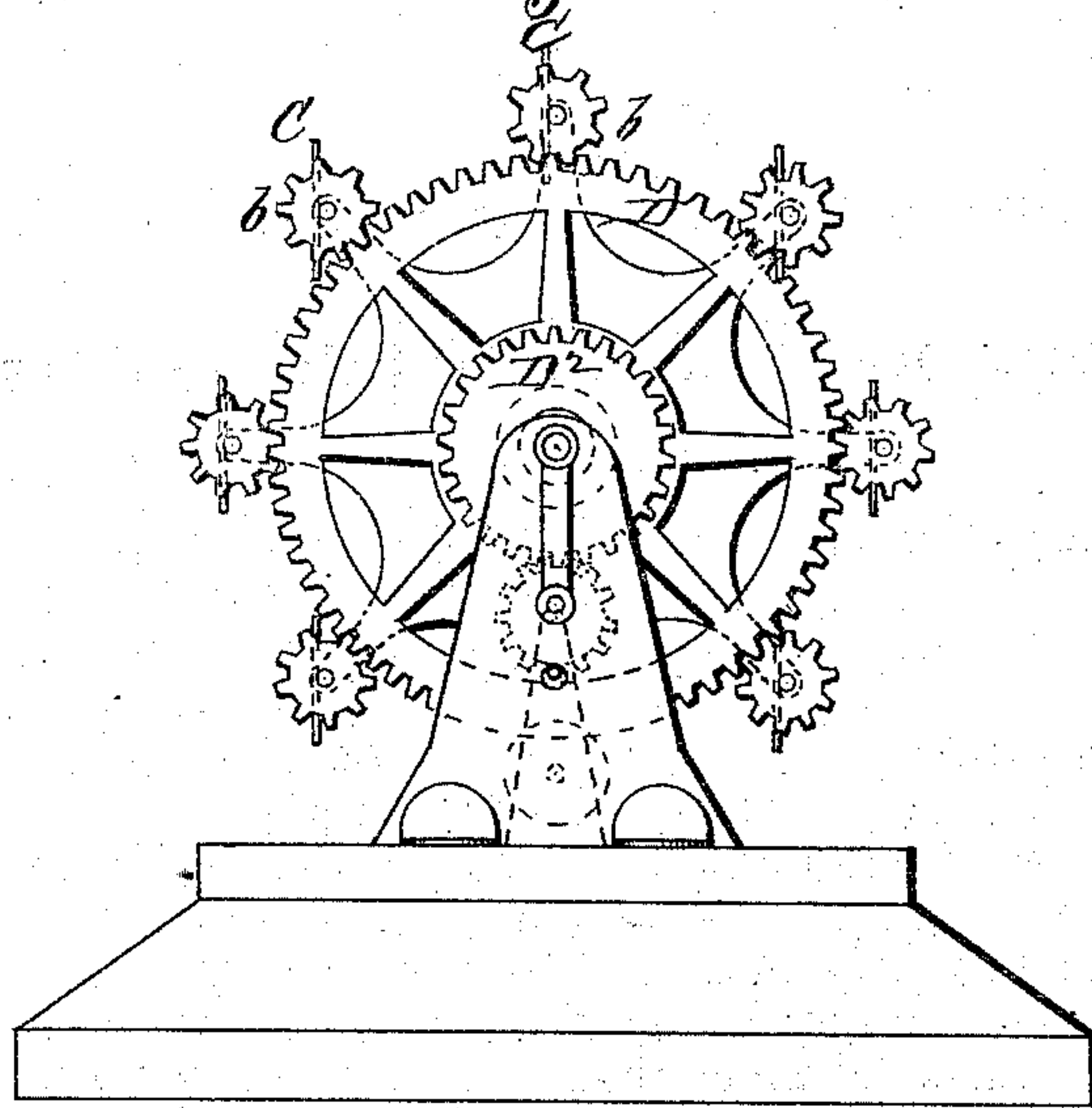
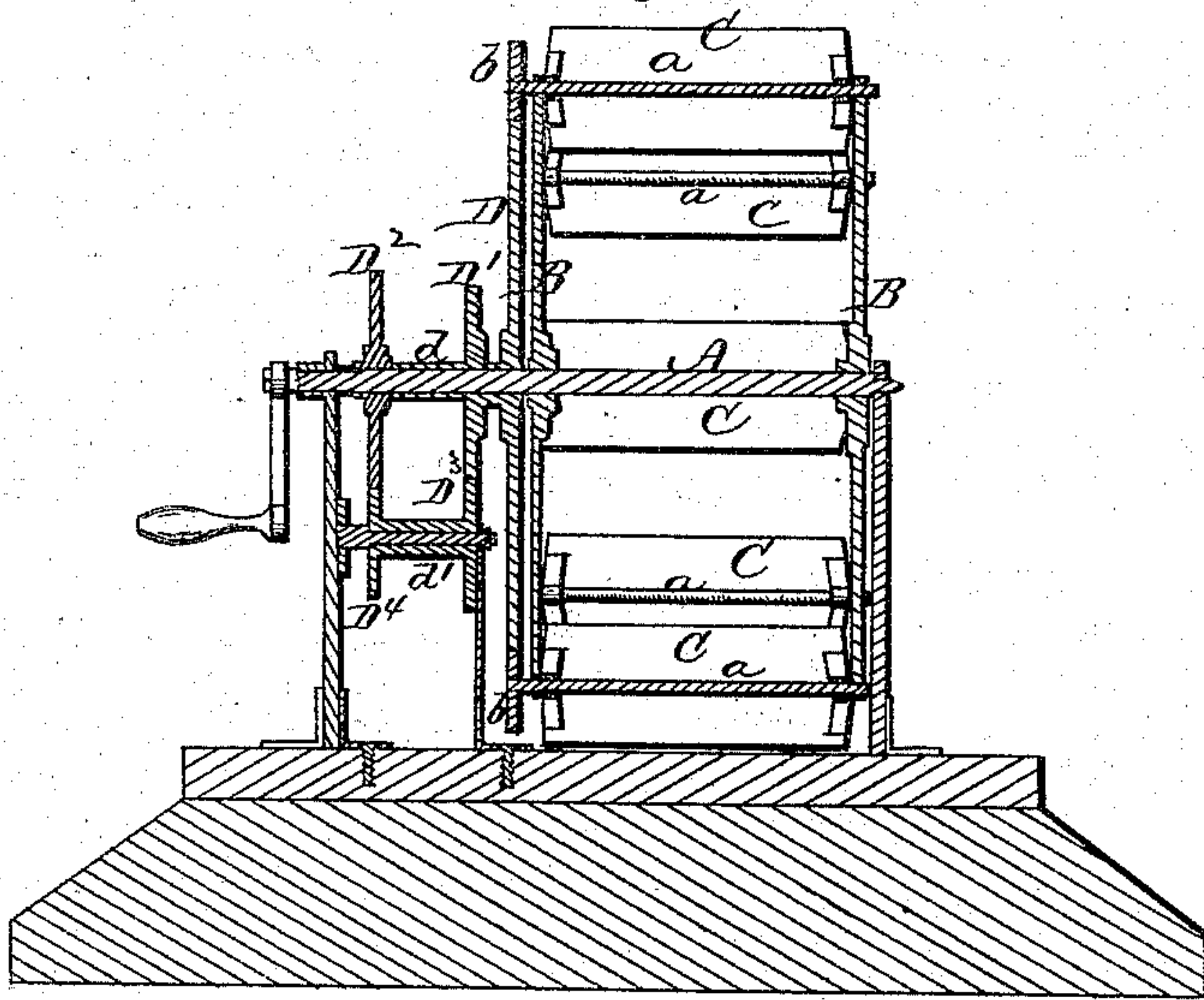


Fig. 2.



WITNESSES

W. H. Schott,
L. L. Ewert,

INVENTOR

John S. Morgan,
per
Alexander Mason

Attorneys

UNITED STATES PATENT OFFICE.

JOHN S. MORGAN, OF HAZLETON, INDIANA.

IMPROVEMENT IN FEATHERING PADDLE-WHEELS.

Specification forming part of Letters Patent No. **158,509**, dated January 5, 1875; application filed October 27, 1874.

To all whom it may concern:

Be it known that I, JOHN S. MORGAN, of Hazleton, in the county of Gibson and in the State of Indiana, have invented certain new and useful Improvements in Automaton Feathering Boat-Wheel; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of an automatic feathering paddle-wheel, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation of my wheel, and Fig. 2 is a longitudinal vertical section of the same.

A represents the central shaft of my wheel, upon which are secured two heads, B B, of any suitable construction. At regular intervals between these heads, at their outer edges, are placed the buckets or paddles C C, each being pivoted in the heads by means of a rod, *a*, fastened to the bucket and having its bearings in the heads. Upon one end of each rod *a* is secured a pinion, *b*, and all these pinions gear with a large cog-wheel, *d*, which is placed loosely on the shaft A outside of the paddle-wheel. This cog-wheel D has a sleeve or hub, *d*, extending from its center, upon which is secured a smaller cog-wheel, D¹. A third cog-wheel, D³, is secured on the shaft A at the

outer end of the sleeve *d*. The two cog-wheels D¹ D² gear, respectively, with two cog-wheels, D³ and D⁴, secured on a sleeve, *d'*, placed on a counter-shaft, *e*. This shaft, with its sleeve and cog-wheels, may be placed above or below or on either side of the cog-wheels D¹ D², as may be most convenient.

The gear-wheels D¹, D², D³, and D⁴ are relatively of such size that when the wheel is in motion the buckets or paddles C C will always retain a vertical position. As the wheel is revolved the cog-wheel D² revolves the wheels D⁴ D³, and the wheel D³ revolves the wheels D¹ D. The large wheel D, by means of the pinions *b b*, turns the buckets or paddles in such a manner that they will retain their vertical position while the wheel revolves.

The number of gear-wheels may be reduced by forming the wheel D¹ on the wheel D, and making the wheels D³ D⁴ in one wheel.

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

The combination, with the shaft A and heads B B, of the pivoted buckets or paddles C C, with pinions *b b*, the gear-wheels D D¹ placed loosely on the shaft, the gear-wheel D² secured to the shaft, and the gear-wheels D³ D⁴ placed on a counter-shaft, *e*, all constructed and arranged to operate substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 27th day of October, 1874.

JOHN S. MORGAN.

Witnesses:

E. J. HOWARD,
P. H. CURTNER, M. D.