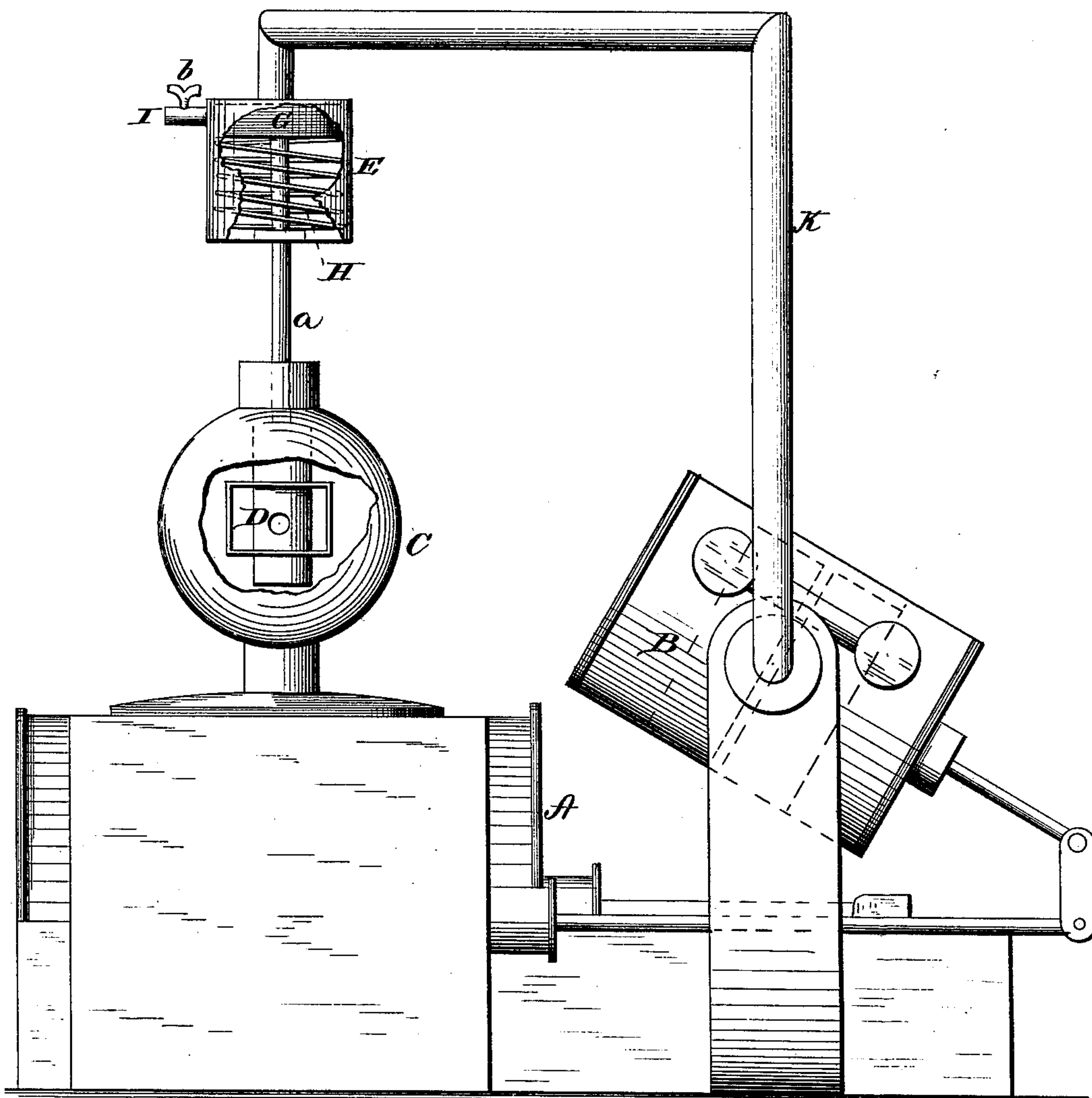


A. YOUNT.
Governor for Steam-Engines.

No. 206,849.

Patented Aug. 6, 1878.

Fig. 1



WITNESSES
F. L. Ouraud
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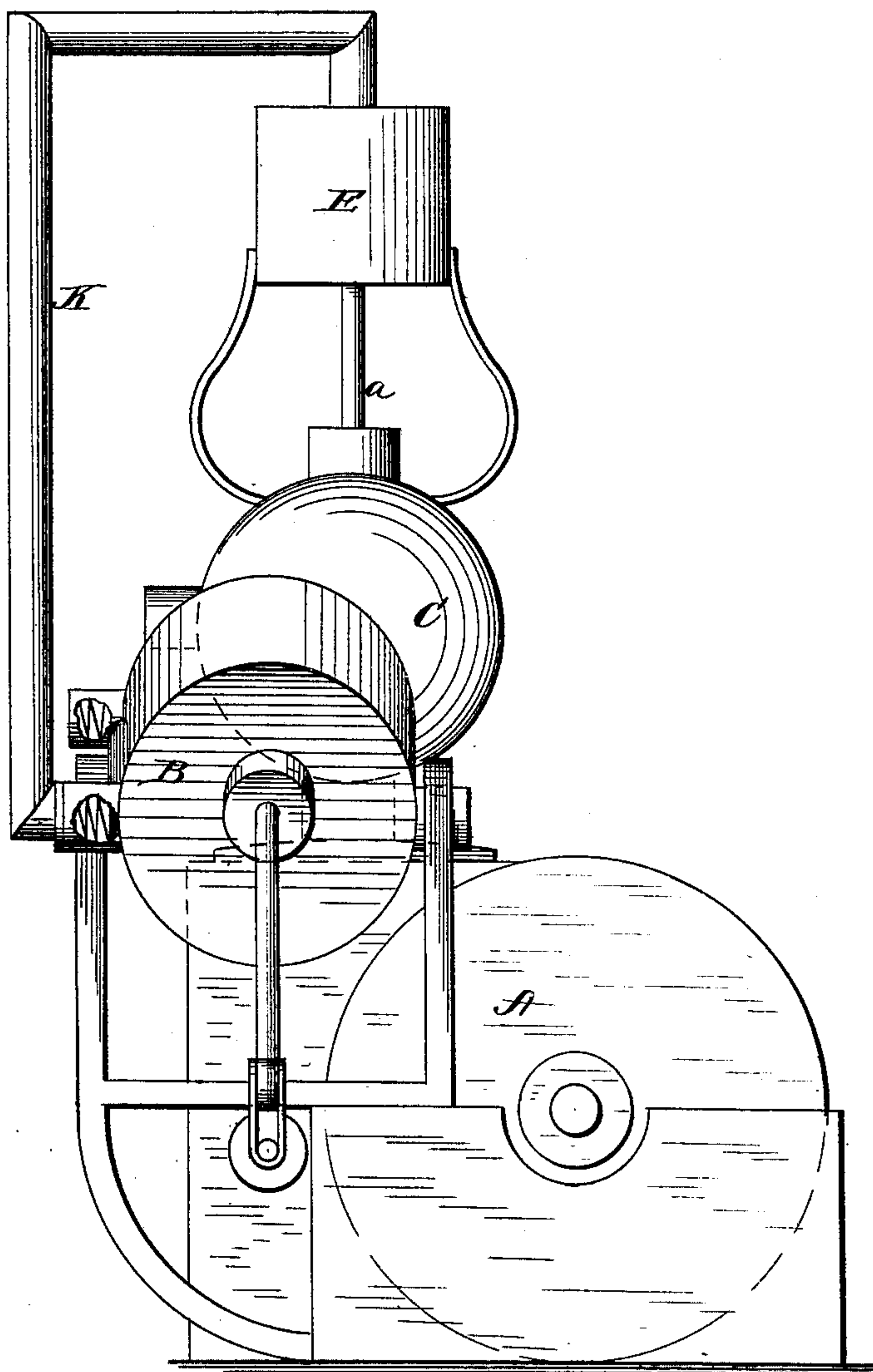
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Fig. 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

ANDREW YOUNT, OF KOKOMO, INDIANA.

IMPROVEMENT IN GOVERNORS FOR STEAM-ENGINES.

Specification forming part of Letters Patent No. **206,849**, dated August 6, 1878; application filed January 16, 1878.

To all whom it may concern:

Be it known that I, ANDREW YOUNT, of Kokomo, in the county of Howard, and in the State of Indiana, have invented certain new and useful Improvements in Governors for Steam-Engines; 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 a governor for steam-engines operated by air, 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 drawings, in which—

Figure 1 is a side elevation of my invention with parts in section. Fig. 2 is an end view of the same.

A represents the cylinder and part of the bed of an engine. Attached to the bed is an air-pump, B, or its equivalent. C is a chamber, in which the governor-valve D works and through which the steam passes to the steam-chest. The valve-rod *a*, attached to the valve D, passes out of the chamber C into another chamber, E, where a head or piston, G, is attached to it, and which piston moves up and down within said chamber. Below the piston G is a spring, H, for forcing the piston toward the head of the chamber E, and between this head and the piston is a discharge-pipe, I, with a stop-cock, *b*.

The air-pump B is connected by a pipe, K, with the chamber E through the outer head thereof. This air-pump or equivalent device for forcing air is to be connected to and driven by the motion of the engine to be governed, and when thus arranged it forces the air into

the chamber E, and forces thereby the piston G down against the spring H, compressing the same, and holding the governing or steam valve D to the required point to govern the engine.

If the engine be loaded heavier, the air passes through the pipe I faster than the pump furnishes it, and the pressure against the piston G is decreased, so that the spring H will cause the valve D to rise and admit more steam.

If the load is taken off the engine, the speed increases, and the pump furnishes air faster than it can escape, thereby forcing the piston G down and closing the steam-valve D.

If the speed of the engine is to be increased, the air is closed in by means of the air-cock *b*, and if required to run faster said cock is opened to allow the air to escape faster, or, in other words, by means of this air-cock *b* the speed of the engine can be regulated at will.

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

1. A governor for engines consisting of an air-forcing mechanism, one or more springs in a closed chamber, a steam-inlet valve, and air-discharge cock, substantially as herein set forth.

2. In combination with an engine, the chamber C, with inlet-valve D, valve-rod *a*, piston G, chamber E, spring H, air-discharge cock *b*, and air-forcing mechanism B, operated by the motion of the engine, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 7th day of December, 1877.

ANDREW YOUNT.

Witnesses:

JAMES R. FITZPATRICK,
WILLIAM RAYE.