

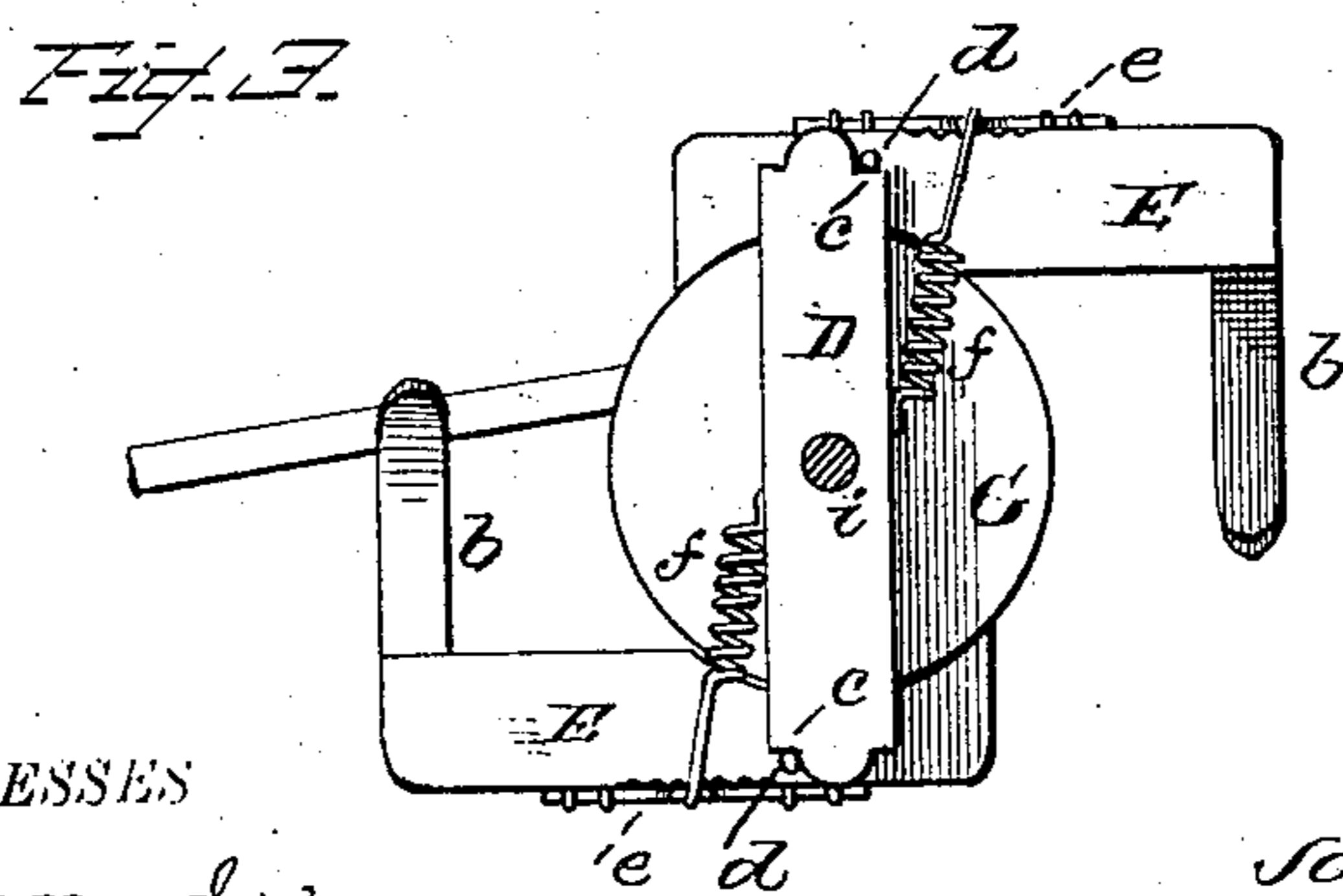
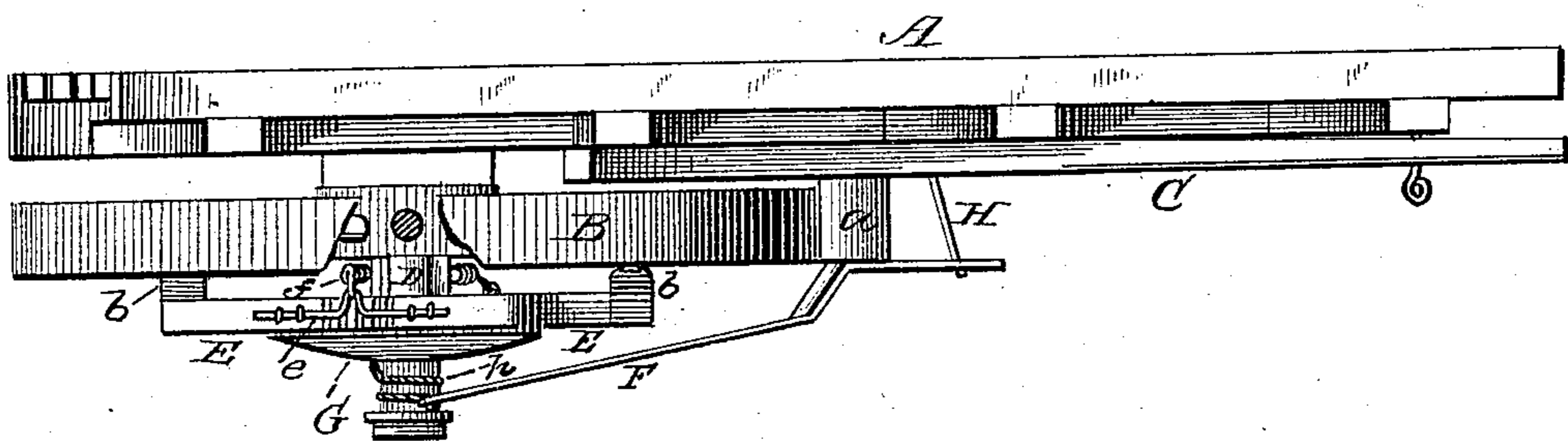
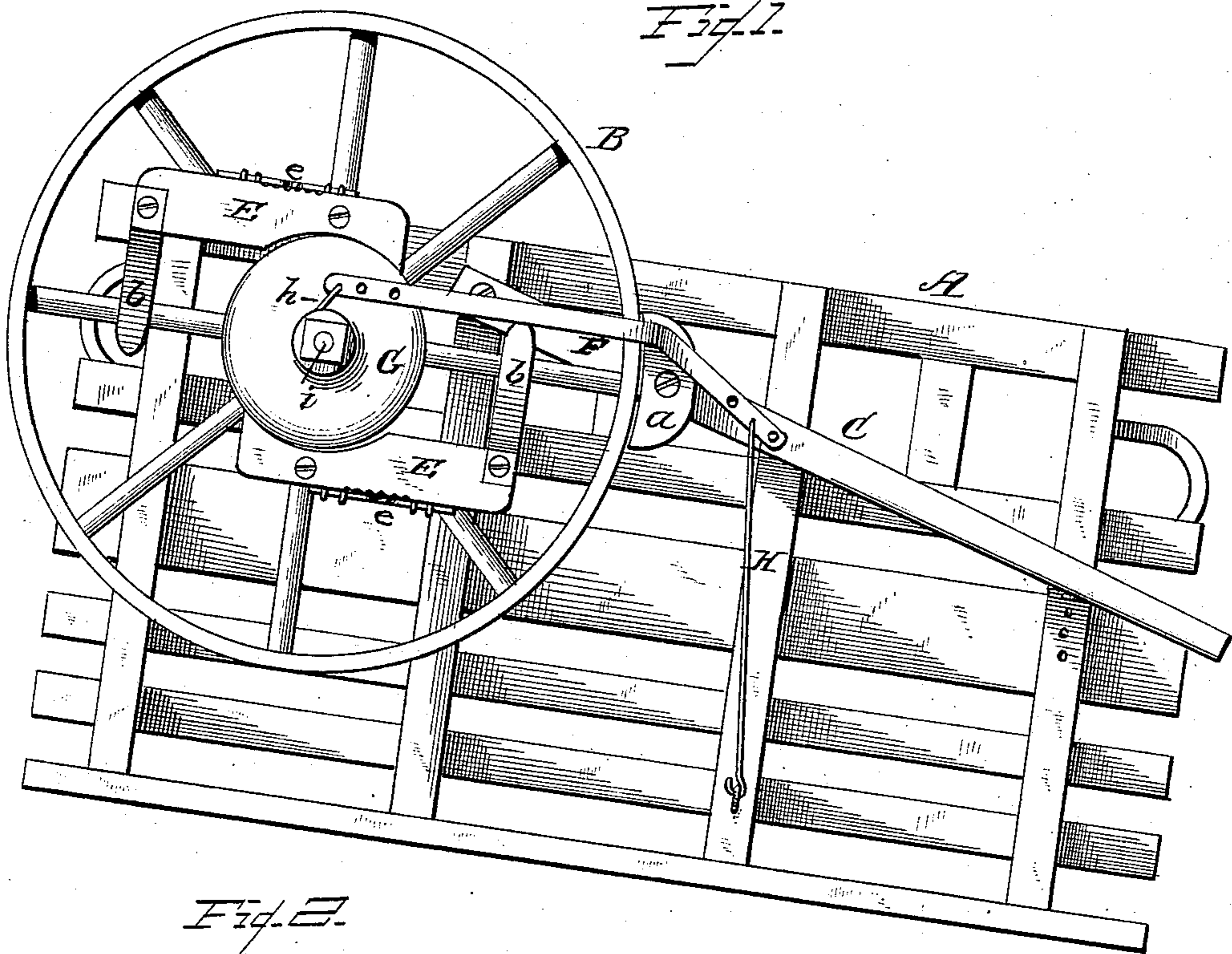
(Model.)

J. C. S. LABAW.

SPEED REGULATOR.

No. 287,134.

Patented Oct. 23, 1883.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOSEPH C. S. LABAW, OF NESHANIC, NEW JERSEY.

SPEED-REGULATOR.

SPECIFICATION forming part of Letters Patent No. 287,134, dated October 23, 1883.

Application filed September 15, 1883. (Model.)

To all whom it may concern:

Be it known that I, JOSEPH C. S. LABAW, a citizen of the United States, residing at Neshanic, in the county of Somerset and State of New Jersey, have invented certain new and useful Improvements in Speed-Regulators; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side elevation of my improved speed-regulator, showing it connected to the frame of a tread-power; Fig. 2, a top plan view thereof, with the wheel partly broken away; and Fig. 3, a detail of the regulator.

The present invention has relation to certain new and useful improvements in that class of speed-regulators adapted for use upon any form of steam-engine, tread-power, or other machine where such a device is found useful.

The invention consists in the several details of construction, substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents a portion of a frame of a tread-power, to which is connected a rotary fly-wheel, B, a brake, *a*, connected to a pivoted lever, C, controlling the motion of said wheel.

To the hub of the wheel B, or any portion thereof, is rigidly secured a bar, D, to the ends of which are pivoted arms E, extending outward in opposite directions, and having fastened thereto fenders *b*, to prevent the arms from catching fast into anything. The ends of the bar D are formed with shoulders *c*, against which press or rest pins *d*, projecting from the sides of the arms E, to hold them from coming down against the periphery of a pulley-wheel, F.

To the outer edge of the arms E are connected rods *e*, of any suitable construction, to which are fastened coiled springs *f*, one end of said springs being connected to the bar D, upon the opposite sides thereof, to hold the arms in position, which are concave a part of their length, as shown at *g*, to conform to the curve of the pulley-wheel. The speed can be changed to run either fast or slow by sliding the rods *e* in the proper direction to increase or diminish the tension of the springs.

To the brake *a* is attached a bent rod, F, one end thereof having a cord or rope, *h*, connected thereto and to the pulley-wheel G, which is mounted upon the axle *i*, while the opposite end of the rod has connected to it the upper end of a wire rod, H, the lower end of said wire rod being secured to the frame A.

By the above construction of the brake mechanism, as the speed raises the wheel of the governor, or, in other words, the pulley-wheel G, said wheel will commence to wind up the cord or rope *h*, and thereby bring down the brake *a* against the rim of the wheel B.

The speed-regulator is reversible, and can be attached to any kind of power or fly wheel, and will work in any position, while the usual chains and pulleys heretofore employed are entirely dispensed with, rendering the regulator more simple and effective, and also quicker in its action in holding the power, and greatly reducing the cost of manufacture.

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

1. The pulley-wheel G and pivoted arms E, in combination with the brake *a*, rods F H, and rope or cord *h*, connected to the rod F and to the pulley-wheel, substantially as and for the purpose set forth.

2. The combination, with the pulley-wheel G, of the arms E, adapted to move upon a pivot, and provided with springs *f*, and adjustable rods *e*, for regulating the tension of said springs, as specified.

3. The combination, with the pulley-wheel G, of the pivoted arms E, provided with fenders *b* and rods *d*, and the shouldered bar D, substantially as and for the purpose described.

4. The wheel B, and pulley-wheel G, and the brake *a*, rods F H, and cord or rope *h*, in combination with the pivoted arms E, provided with fenders *b*, adjustable rods *e*, and springs *f*, adapted to operate substantially as and for the purpose set forth.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

JOSEPH C. S. LABAW.

Witnesses:

JACOB R. T. YOUNG,
HENRY O. VAN DOREN,