

(No Model.)

W. H. RODGERS.
CLOCK WORK MECHANISM.

No. 300,015.

Patented June 10, 1884.

Fig. 1.

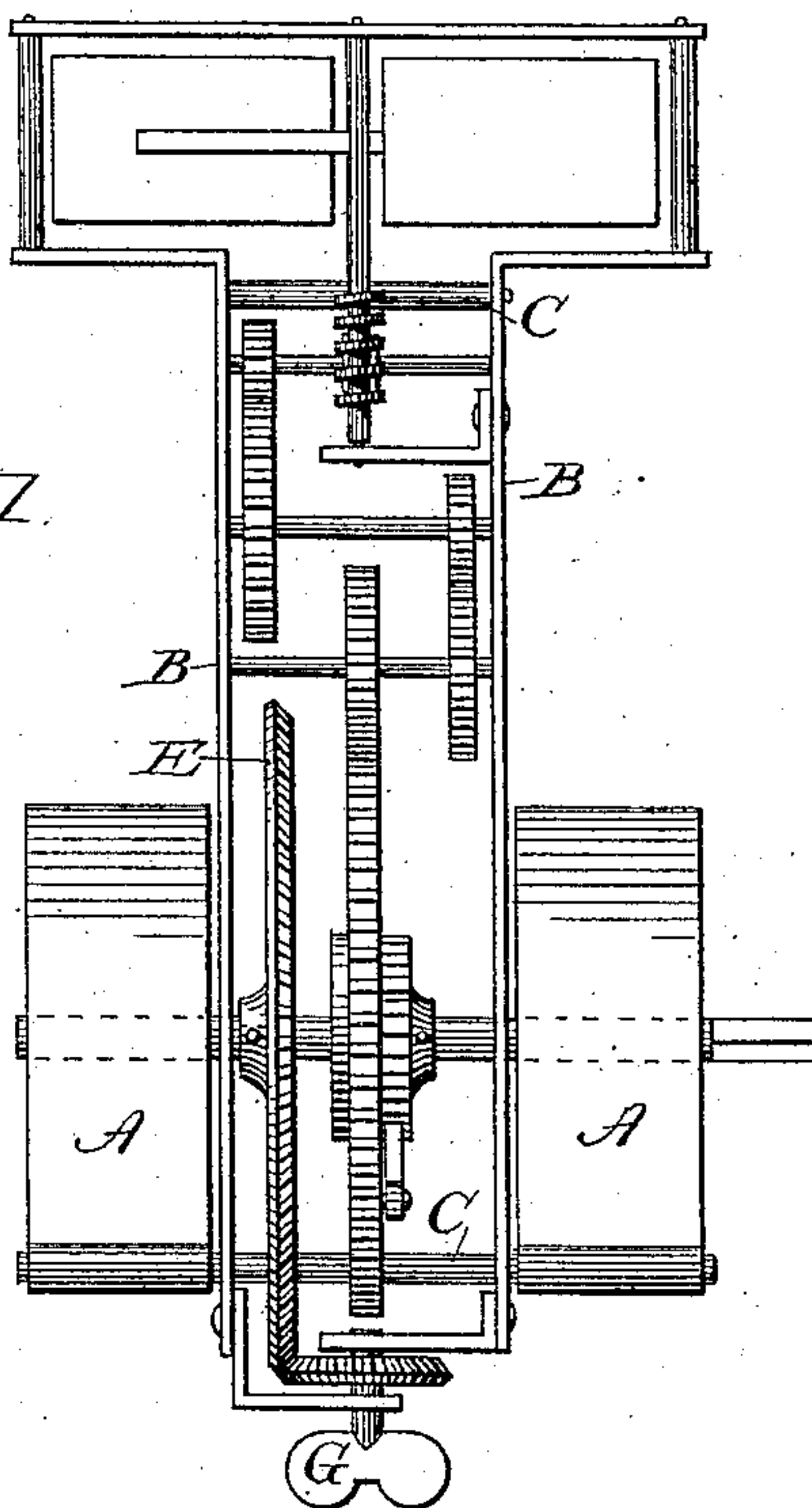
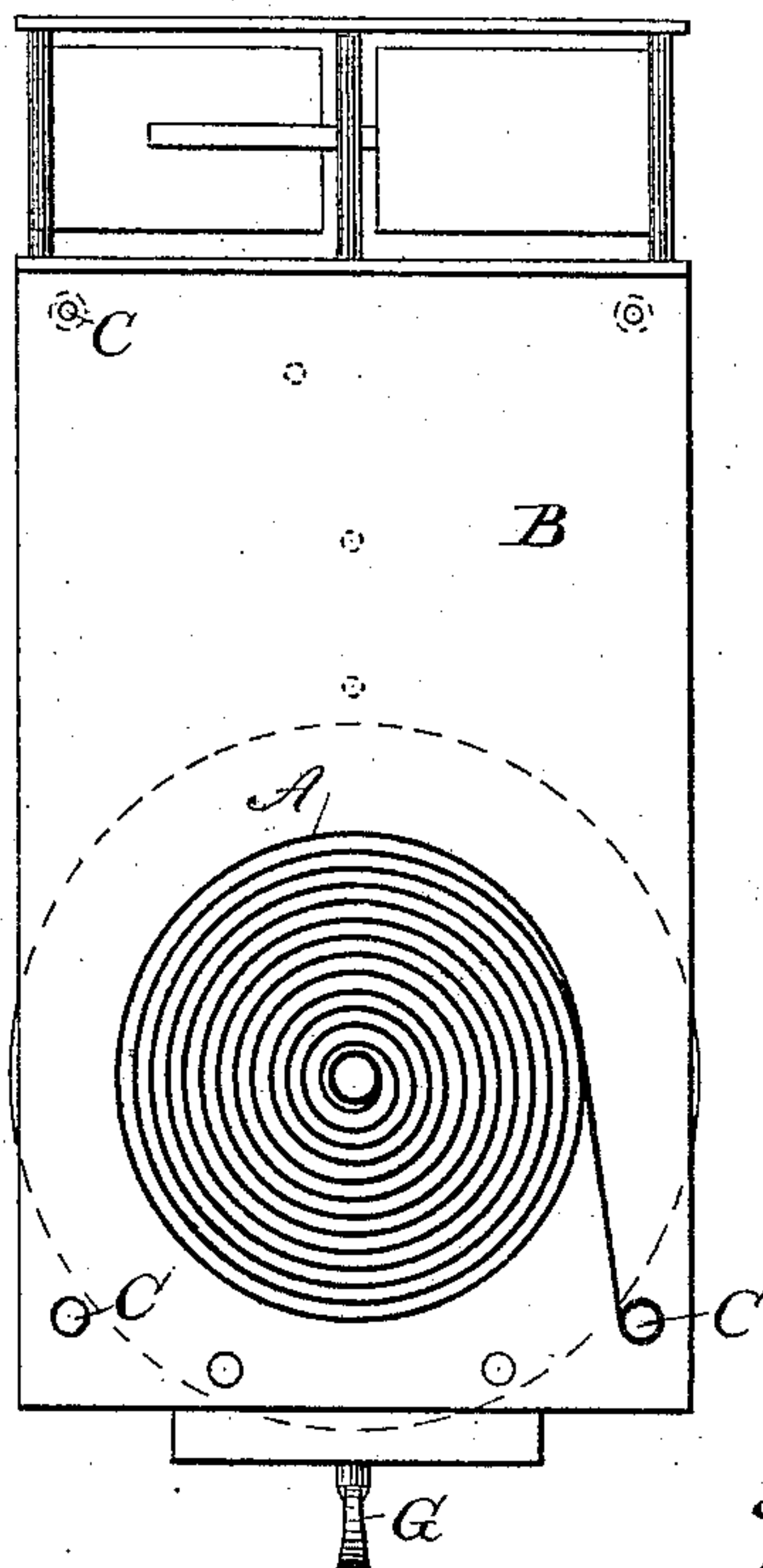


Fig. 2.



Witnesses:
Walter H. Pitt
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UNITED STATES PATENT OFFICE.

WILLIAM H. RODGERS, OF BROOKLYN, NEW YORK, ASSIGNOR TO
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CLOCK-WORK MECHANISM.

SPECIFICATION forming part of Letters Patent No. 300,015, dated June 10, 1884.

Application filed April 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. RODGERS, of the city of Brooklyn, county of Kings, and State of New York, have invented an improvement in clock-work for creating draft or air in lamps to burn without chimneys, or for any other purpose, of which the following is a specification.

Clock-work or a train of wheels have been made in various ways for driving a fan or blower for creating draft or air. The springs have been placed inside of the frames and the winding has been done on the outside. These movements heretofore have been expensive in construction.

The object of my invention is to have one or more springs on the outsides of the frames, so that springs of different lengths can be used. Their action is not impeded in the full extent of their power and they do not interfere with any of the gears. The winding arrangement will be put between the frames at the lower part, thus making a compact piece of mechanism, which allows the removal of the springs in case of breakage, or for cleaning, without disarranging in any manner the mechanism, thus saving half of the expense in manufacturing over movements or clock-work made in any other manner.

Figure 1 represents a side view of a clock-work or a train of wheels and a blower or fan propelled by two springs, one on each side of the frames, on the outsides. Fig. 2 represents a face or front view of the same, showing an end view of one of the springs.

A A are the springs; B B, the frames; C C C, the pillars which hold the frames B B together. D is the axle, to which the inner ends of the springs A A are connected, and to which, between the frames B B, the driving-wheel is attached. EE is a bevel gear or wheel attached to the axle D, connected with a bevel-pinion, F, at the lower part of the movement, below the frames B B. A thumb-piece or key, G, is attached to the axle of the pinion F, which latter is geared into the bevel-wheel E for the purpose of winding the springs with much less expenditure of force than in other ways. The outer ends of the springs A A are attached to the extended ends of the lower supporting-pillars, C C, outside of the frames, as aforesaid. This base-winding is indispensable in all cases where the mechanism is suspended.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. One or more springs, A A, secured on the ends of the axle D, outside of the frames B B, containing the clock-work mechanism for propelling the same, for the purpose set forth.

2. The winding apparatus consisting of the key G, in combination with the bevel-pinion F and the bevel-wheel E, substantially as and for the purpose set forth.

In witness whereof I have hereunto set my hand this 9th day of April, 1884.

WILLIAM H. RODGERS.

Witnesses:

WALTER H. PITT,
ROBT. J. DODGE.