(No Model.)

P. D. ROQUEMORE.

GEAR POWER FOR PRESSES.

No. 387,451. Patented Aug. 7, 1888.

Fig. 1.

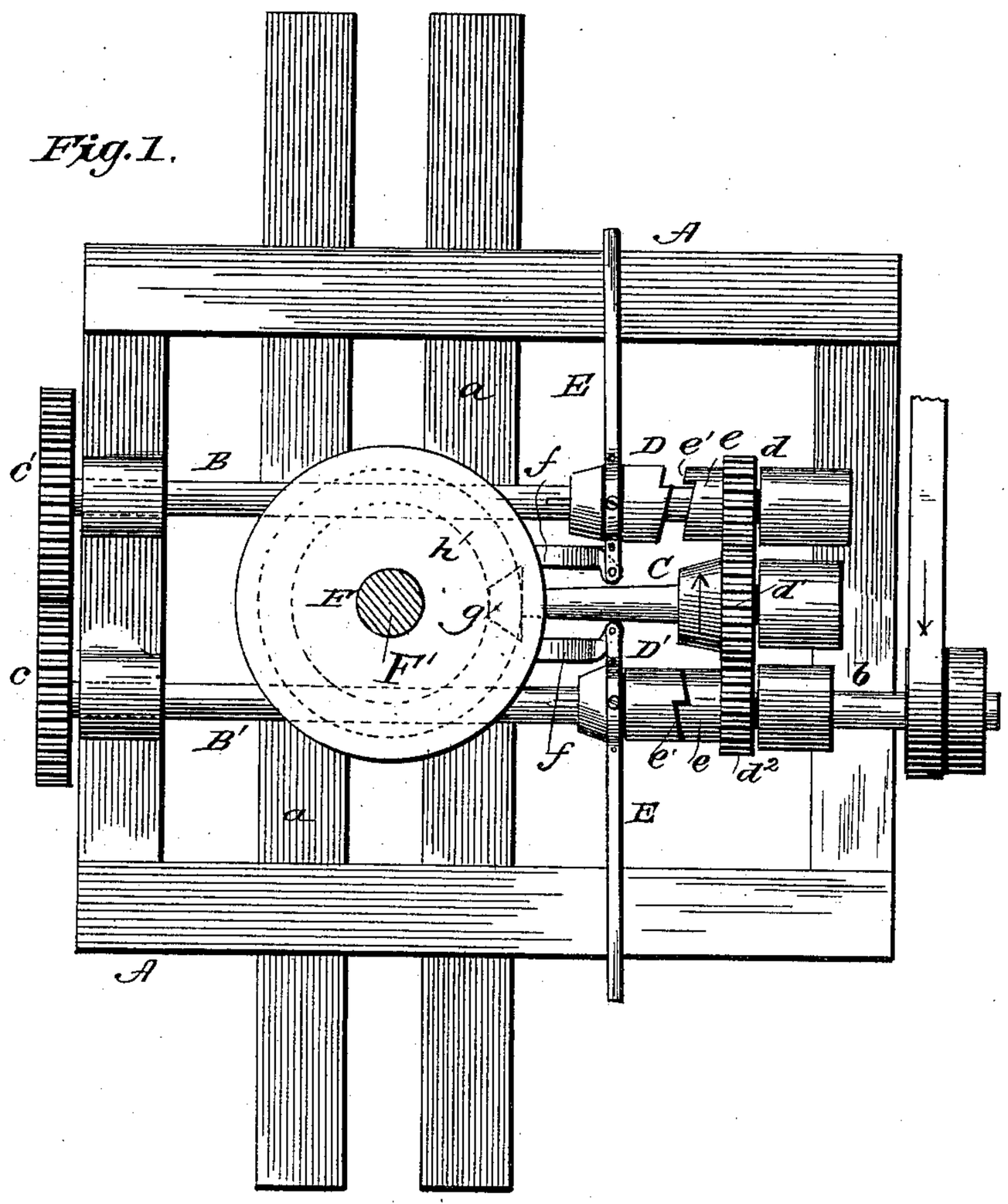
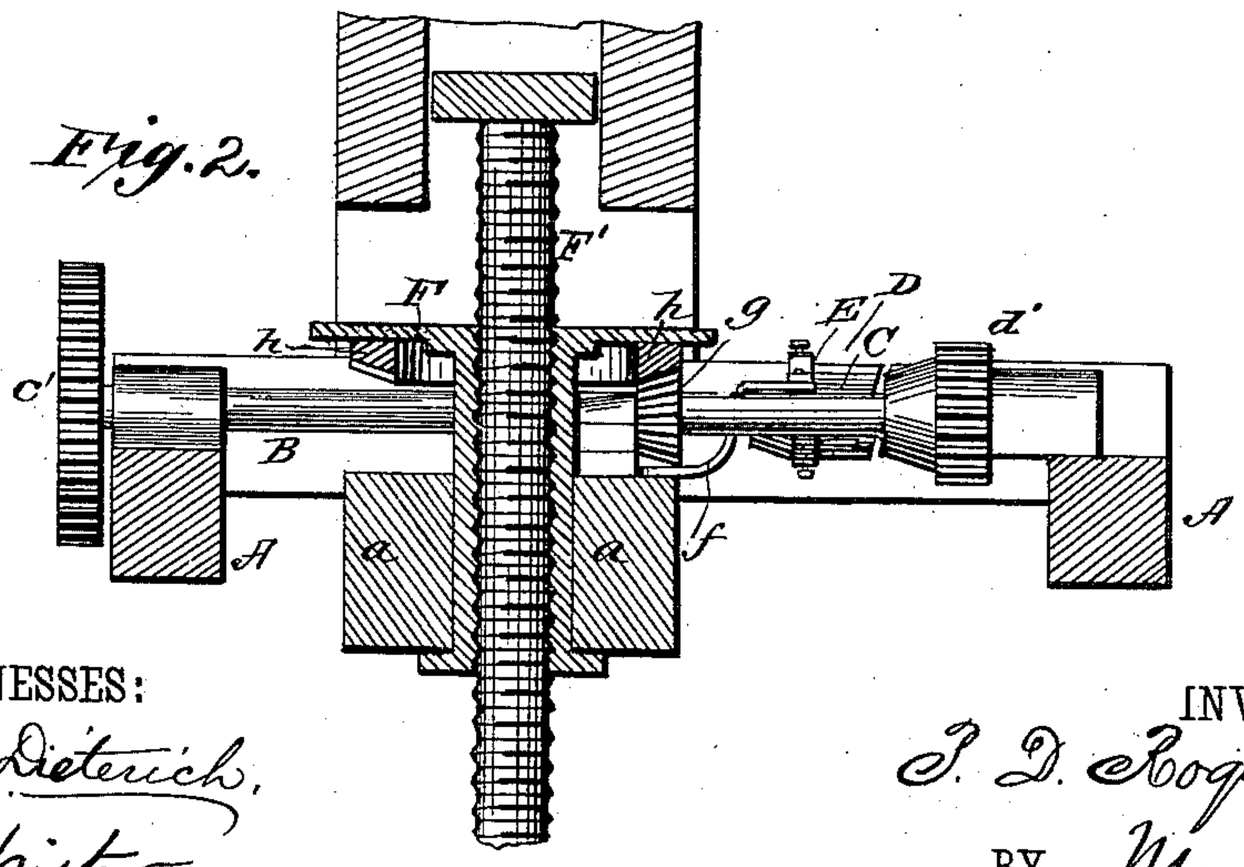


Fig. 2.



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PETER D. ROQUEMORE, OF DE BERRY, TEXAS.

GEAR-POWER FOR PRESSES.

SPECIFICATION forming part of Letters Patent No. 387,451, dated August 7, 1888.

Application filed February 6, 1888. Serial No. 263,182. (No model.)

To all whom it may concern:

Be it known that I, PETER D. ROQUEMORE, a citizen of the United States, residing at De Berry, in the county of Panola and State of Texas, have invented new and useful Improvements in Gear-Power for Presses, of which the following is a specification.

This invention pertains to improvements in gear power or mechanism for operating baling-presses; and it consists of the sundry combinations of parts, including their construction, substantially as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view of my invention. Fig. 2 is a sectional view of the same, showing it as applied for use.

In the organization of my invention I employ a frame, A, which is suitably mounted and bolted upon sills or timbers *a a*.

Upon the end pieces of the frame A are journaled two shafts, B B′, intermediately of which is arranged a third short shaft, C. The shaft B′ is extended, as at *b*, and provided with two pulleys upon said extension—one a loose and the other a fixed driving-pulley. The shafts B B′ are directly geared together by two gear wheels or pinions, *c c′*, of different diameters, and secured or fixed, one to each shaft, at one end. All three shafts, B B′ C, are geared together by pinions *d d′ d²* at or near their opposite ends, of which pinions the middle one, *d′*, upon the shaft C is fixed and is the larger, the others being of the same diameter.

The two pinions *d d²* of the shafts B B′ are sleeved loosely upon the shafts, their sleeves or hubs *e e* being formed with clutch-shoulders *e′ e′*, with which are adapted to engage clutch-shouldered sleeves D D′, fitted to slide longitudinally by the usual spline connection or coupling upon said shafts.

E E are two shipping-levers, each of which is pivoted at one end to the upper end of a support or standard, *f*, secured to one of the sills or timbers *a a*. These levers are adapted to engage with the sleeves D D′, and to put the latter separately into and out of engagement with the clutch-shoulders *e e′* of the pinion sleeves or hubs *e e* in throwing either of the pinions *d d²* into or out of operation. The middle shaft, C, is provided at its inner end with a slightly-beveled pinion, *g*, which gears with a larger beveled toothed wheel, *h*, secured to a sleeve or "tap," F, through which works the screw F′ for operating the baling-press follower.

The pinion *d′* on the middle short shaft, C, being fixed, and the pinions *d* and *d²* being loose, by shipping the clutch-sleeve D′ into engagement with the clutch-sleeve *e* of the pinion *d²* the middle pinion, *d′*, and its shaft C will be driven so as to cause the pinion *g* to revolve to the left, and accordingly affect the gear-wheel *h* and the sleeve or tap F, actuating the screw F′ of the baling-press follower, the shaft B′ being driven or revolved to the right. By unshipping the clutch-sleeve D′ from the sleeve *e* of the pinion *d²*, and throwing the clutch-sleeve D into engagement with the clutch-sleeve *e* of the pinion *d* of the shaft B, the movement of the pinion *d′* and its shaft C will be reversed, driving or revolving the pinion *g* to the right, accordingly affecting the gear-wheel *h* and the pin-actuating sleeve or tap F, the shaft B′ being driven, as before, to the right.

The machine can be thrown wholly out of gear—*i. e.*, all the gearing be put out of motion—by shipping the driving-belt to and upon the loose pulley of the driving-shaft B′, which also has the effect to do away with all noise arising from the action of the wheel teeth or cogs upon each other.

The invention is adapted to run either to the right or left, packing the bale either up or down, while it can be run at any rate of speed by increasing the size of the driving-pulley.

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

1. The driving-gear comprising shafts geared together at one end, and having loose pinions at or near the other ends, and an intermediate fixed pinion upon a third power-transmitting shaft, substantially as set forth.

2. In a driving-gear, the combination of the shafts geared together at one end, and having at the other ends loose or sleeved pinions geared to a fixed pinion on an intermediate or third shaft carrying a second pinion, and clutch-sleeves sliding upon the first-named shafts and adapted to engage with the sleeves of the first-named pinions, substantially as set forth.

3. In the driving-gear, the combination of the shafts geared together at one end, and having at the other ends sleeved or loose pinions geared to a fixed pinion upon a third shaft having a second pinion, and the sleeve or tap carrying a gear-wheel meshing with the said second pinion, together with the clutch-sleeves upon the first-named shafts and the clutch-sleeve-shipping mechanism, substantially as set forth.

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