

No. 661,577.

Patented Nov. 13, 1900.

E. N. DICKERSON.
MOTOR CONTROLLING DEVICE.

(Application filed Aug. 16, 1900.)

(No Model.)

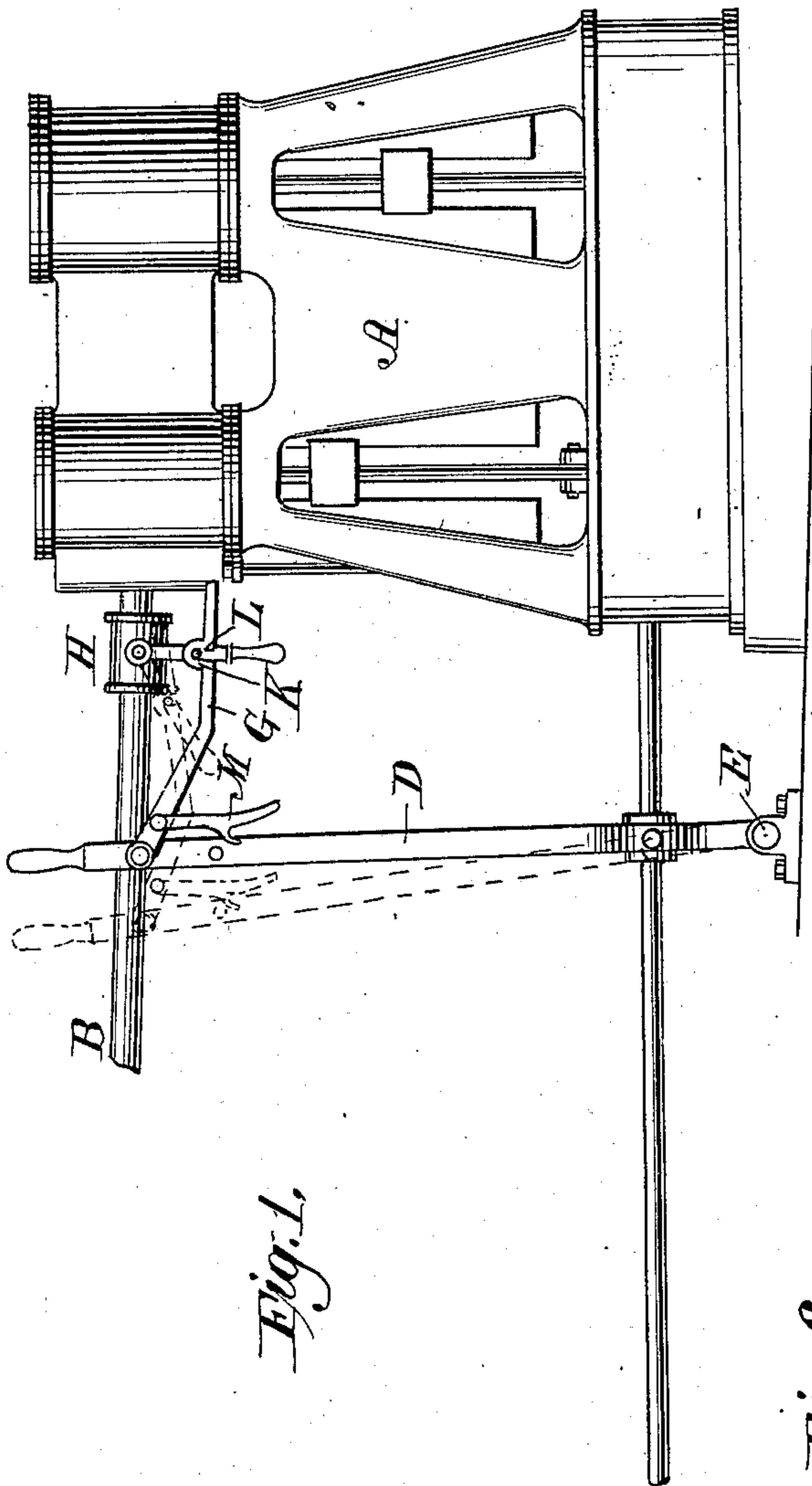


Fig. 1.

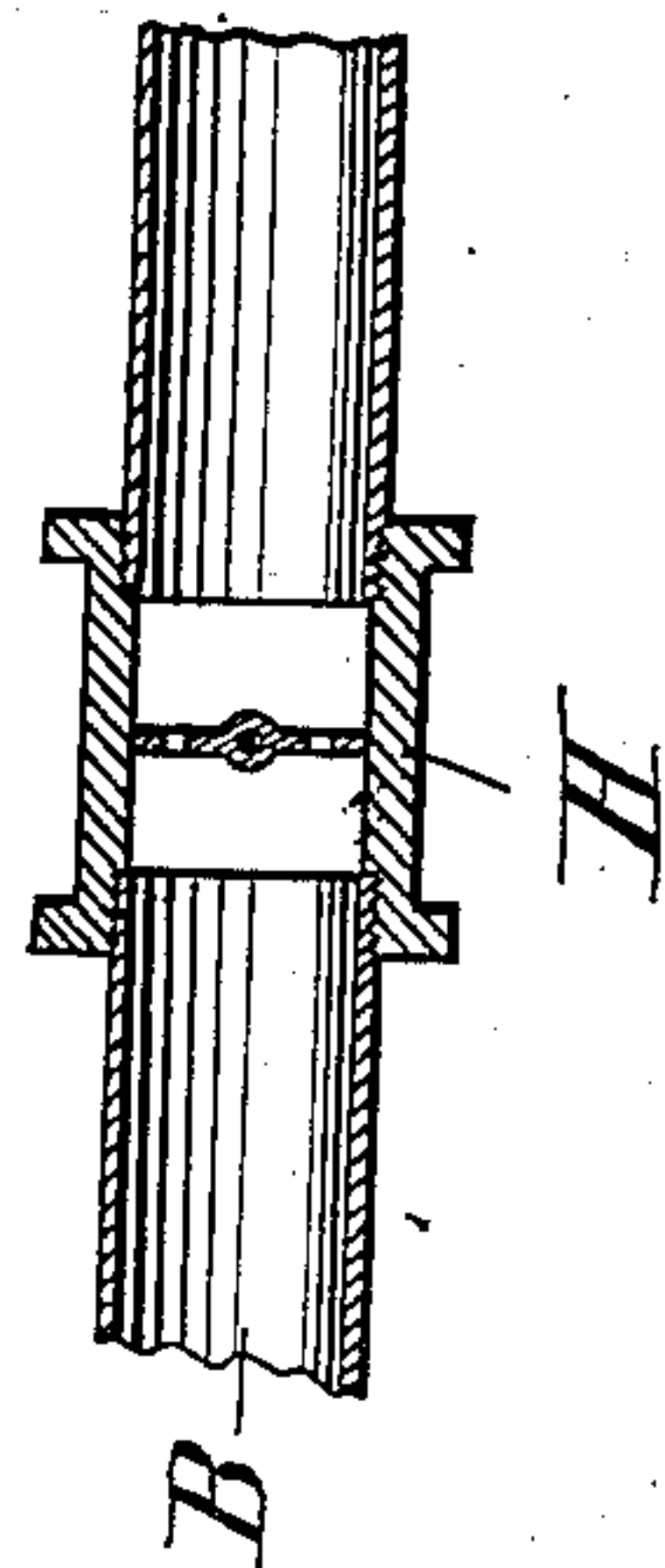
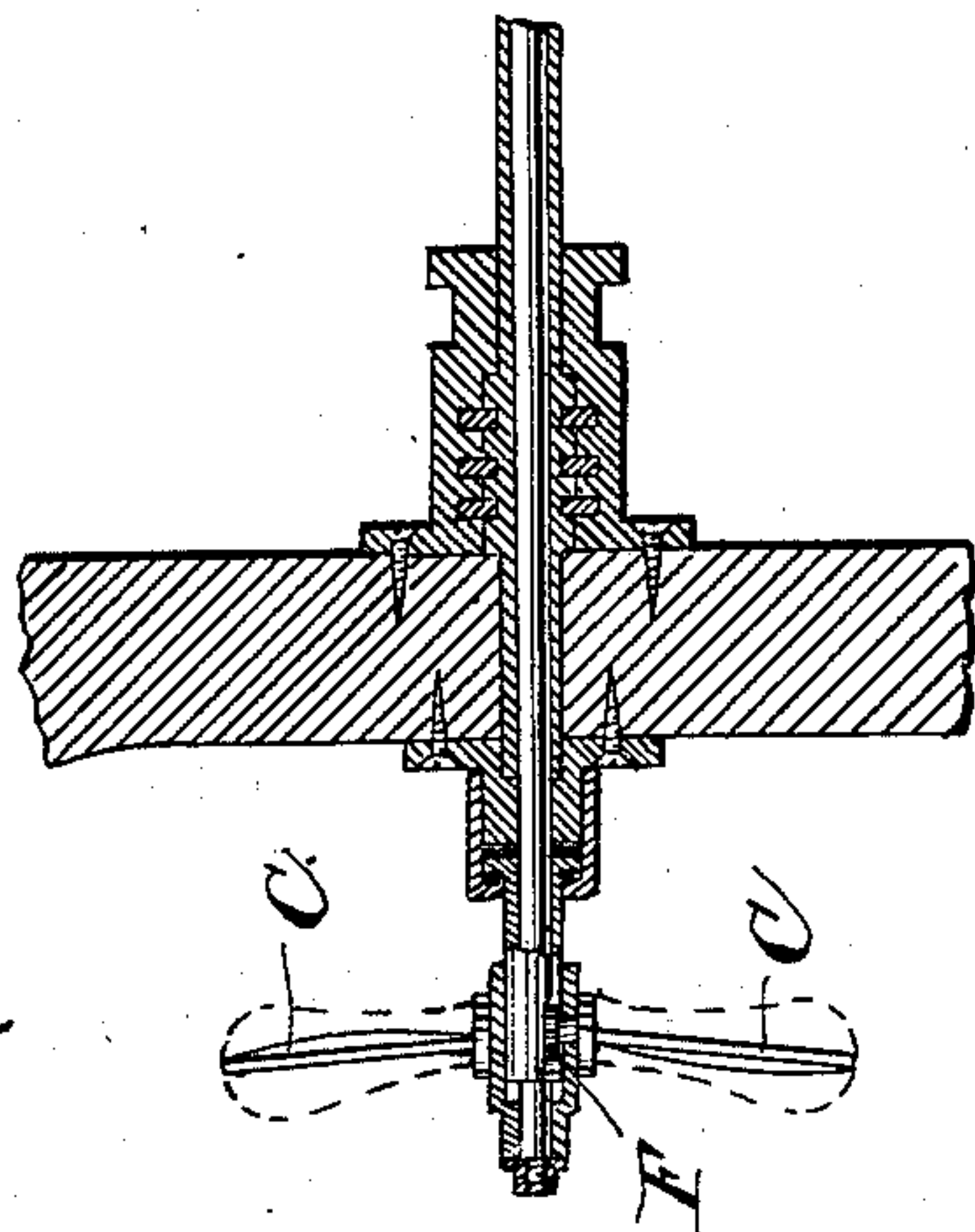


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWARD N. DICKERSON, OF STOVALL, NORTH CAROLINA.

MOTOR-CONTROLLING DEVICE.

SPECIFICATION forming part of Letters Patent No. 661,577, dated November 13, 1900.

Application filed August 16, 1900. Serial No. 26,996. (No model.)

To all whom it may concern:

Be it known that I, EDWARD N. DICKERSON, of Stovall, Granville county, in the State of North Carolina, have invented a new and useful Improvement in Motor-Controlling Devices, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improvement in mechanism for controlling the speed of a motor when the motor is connected with work, which may be thrown on or off by means of a hand-lever or similar device; and my invention is especially applicable to launches which are provided with adjustable propeller-blades, the angle of which blades to the water can be adjusted. When the blades are in their central position, they are practically at right angles to the motion of the boat and practically no work is done in revolving the propeller-shaft, the work increasing as the angle of the propeller-blades to the motion of the boat decreases. In these devices the position of the propeller-blades is regulated by a hand-lever, and when a steam-engine or equivalent source of power is employed to drive the propeller-blades a governor on the engine is provided to prevent the racing of the engine when the blades are in their neutral position.

By my invention I attach a throttle-valve to the propeller-regulating lever which is so arranged as to practically shut off the steam in the neutral position of the blades and to increase the supply of steam as the control-lever is moved forward or backward from its neutral position.

My invention will be readily understood from the accompanying drawings, in which—

Figure I represents a vertical elevation, partly in section, of my invention; and Fig. II, a section of the control-valve.

A represents a motor, which may be of any desired construction. As shown a steam-engine is represented.

B represents the pipe supplying the power

to the motor. As represented it is a steam-pipe carrying the steam.

C represents the propeller-blades, which are controlled by the lever D, pivoted at E.

F represents the well-known mechanism for reversing the propeller-blades C, which is usually done by sliding a reversing-stem through the hollow propeller-shaft.

G represents the connecting-rod, connecting the lever D with the throttle-valve H. The lever D is provided with a hook K, engaging with pin L on the crank of the throttle-valve H. The rod G may be raised by the stirrup M to allow of the regulation of the valve H by hand.

The operation of my device will now be readily understood. The engine having been put in operation, the hook K is allowed to engage with the pin L. When the lever D is swung into the central position, it simultaneously practically cuts off the supply of steam to the engine, merely enough being allowed to pass the valve to keep the engine in operation. As the lever is thrown forward or backward, thereby increasing the work, the steam-supply is correspondingly increased. It is obvious that this device is equally applicable to other motors, such as naphtha-motors.

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

The combination in a vessel, of a reversible propeller, power mechanism for driving the same, a lever connected with the propeller-reversing mechanism and with the throttle-valve of the power mechanism, and means for disconnecting the throttle-valve from said lever, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

E. N. DICKERSON.

Witnesses:

R. H. E. STALL,

CHAS. S. JONES.