No. 871,527. PATENTED NOV. 19, 1907.

E. SCOTT.

ROTARY ENGINE.

APPLICATION FILED SEPT. 3, 1907.

Fig. 1.

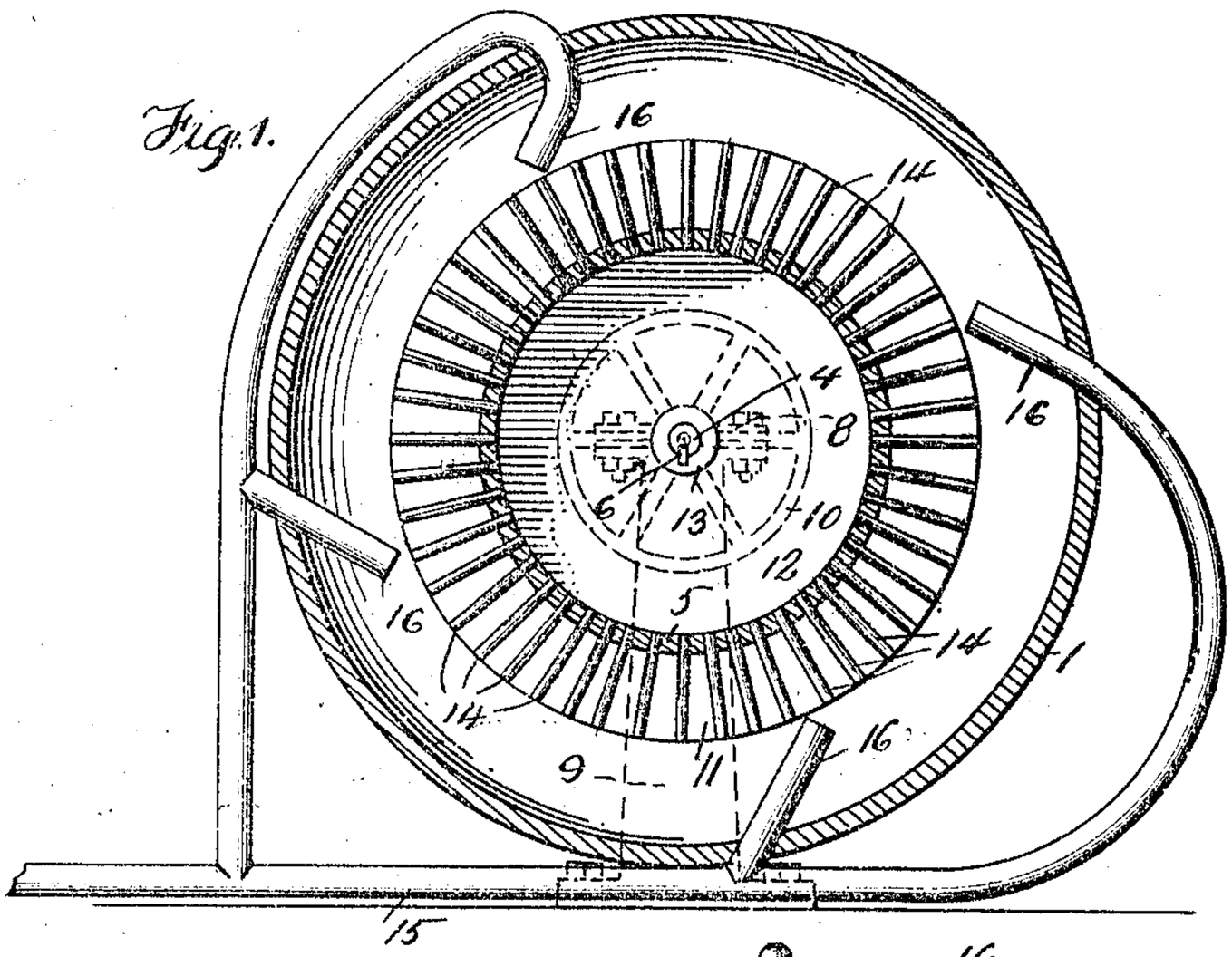
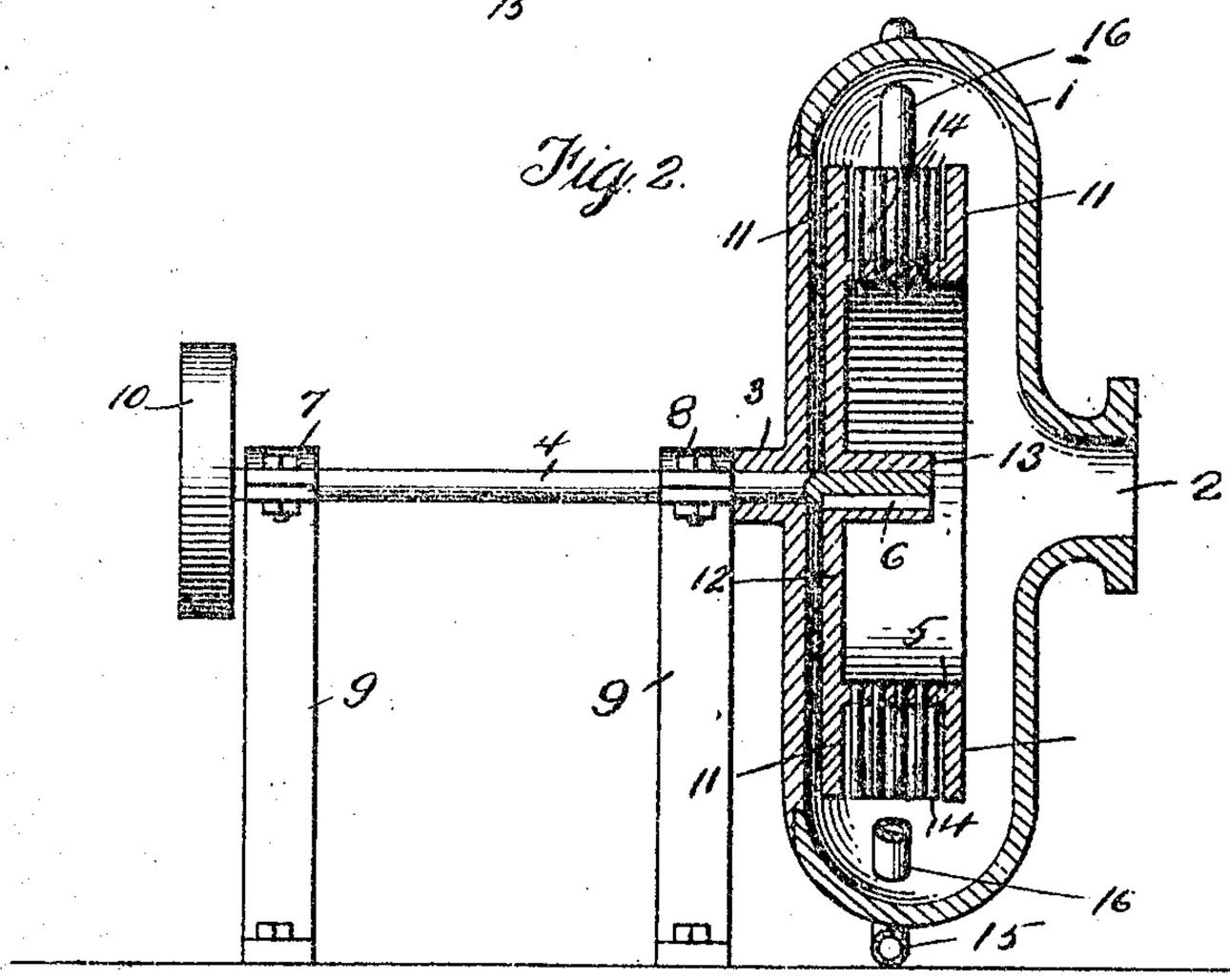


Fig. 2.



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UNITED STATES PATENT OFFICE.

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ROTARY ENGINE.

No. 871,527. Specification of Letters Patent. Patented Nov. 19, 1907.

Application filed September 3, 1907. Serial No. 391,104.

To all whom it may concern:

Be it known that I, EDWARD SCOTT, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rotary Engines, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rotary engines, and its object is, to provide a simple and inexpensive engine adapted to be operated either by steam or compressed air.

The invention comprises a rotary piston of novel construction in combination with a casing provided with inlet and exhaust ports and a revoluble shaft upon which the rotary piston is mounted.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawing which forms a part of this specification, and its features of novelty will be set forth in the appended claims.

In the drawing Figure 1 is a vertical section of a rotary engine embodying the invention, and Fig. 2 is a transverse section of the same.

The reference numeral 1 designates a circular casing provided at one side with an exhaust opening 2, and at its opposite side with a center bearing 3 for a shaft 4.

Within the casing 1 is a rotary piston 5 secured by a key 6 to the shaft 4, said shaft being supported in bearings 7 and 8 at the upper ends of standards 9, and having a belt pulley 10 mounted thereon.

The rotary piston comprises a ring 5 having parallel flanges 11, a disk 12 provided with a hub 13 within which the shaft 4 is secured.

Projecting radially from the ring 5 are series of pins 14 each alternate row being out of vertical alinement with the next adjacent row of pins. That is to say the rows of pins are arranged in staggered relation.

The numeral 15 designates a supply pipe for steam or compressed air, provided with a plurality of equi-distant inlets 16, four of said inlets being shown in the drawing to project motive fluid against the pins 14, to revolve the piston.

The utility and operation of the engine will be readily understood. The pins 14 afford extended bearing surfaces for the impact of the steam or air, and the shaft 4 is thus revolved conveying its revoluble motion to any suitable machinery by means of the belt pulley.

The exhaust steam or air passes off through the exhaust opening 2 as is obvious from the drawing.

I would have it understood that the invention includes all such variations and modifications in the details of construction as may fall within the terms and scope of the claims.

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

1. A rotary engine comprising a circular casing provided with an exhaust opening and a central hub, of a shaft support within said hub, a rotary piston on said shaft provided with radial pins to receive the impact of the motive fluid.

2. A rotary engine comprising a circular casing provided with an exhaust opening and a central hub, of a shaft supported within said hub, a rotary piston on said shaft provided with radial pins to receive the impact of the motive fluid, said pins being arranged in rows in staggered relation.

3. A rotary engine comprising a circular casing provided with an exhaust opening, and a central shaft bearing, of a shaft supported in said bearing, a rotary piston on said shaft within the casing pins projecting from the periphery of the piston and arranged in rows, and a supply pipe for motive fluid provided with inlets to project the motive fluid against said pins.

4. A rotary engine comprising a circular casing provided with an exhaust opening, and a central shaft bearing, of a shaft supported in said bearing, a rotary piston on said shaft within the casing pins projecting from the periphery of the piston and arranged in rows, and a supply pipe for motive fluid provided with inlets to project the motive fluid against said pins, said inlets being located at equal distances apart to equalize the force of the impact against the pins.

In testimony whereof I affix my signature in the presence of two witnesses.

EDWARD SCOTT.

Witnesses:
MAX H. SROLOVITZ,
C. V. BROOKS.