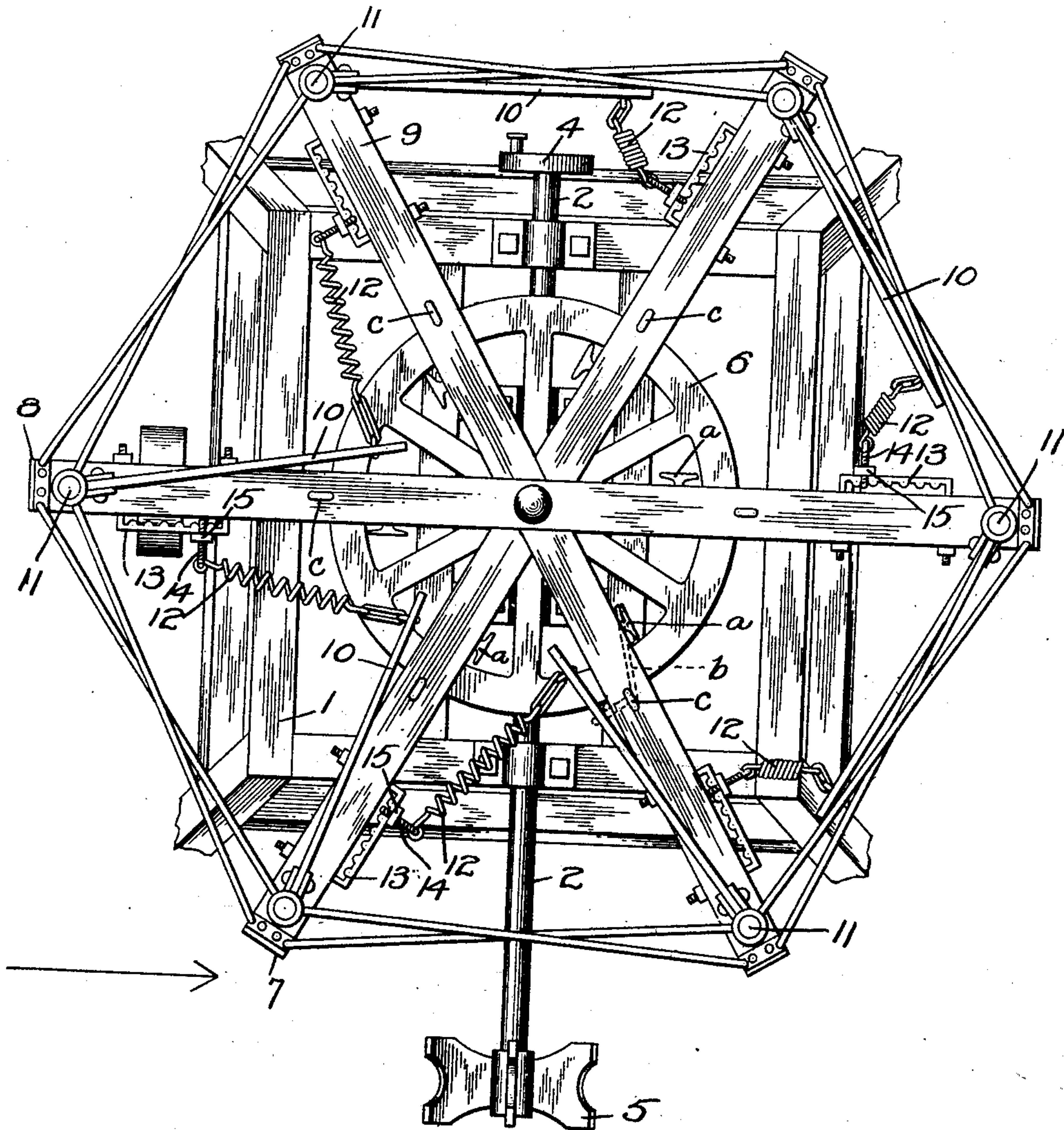


924,909.

V. J. LA BAUVE.
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APPLICATION FILED MAR. 18, 1908.

Patented June 15, 1909.
3 SHEETS—SHEET 1.

Fig. 1.



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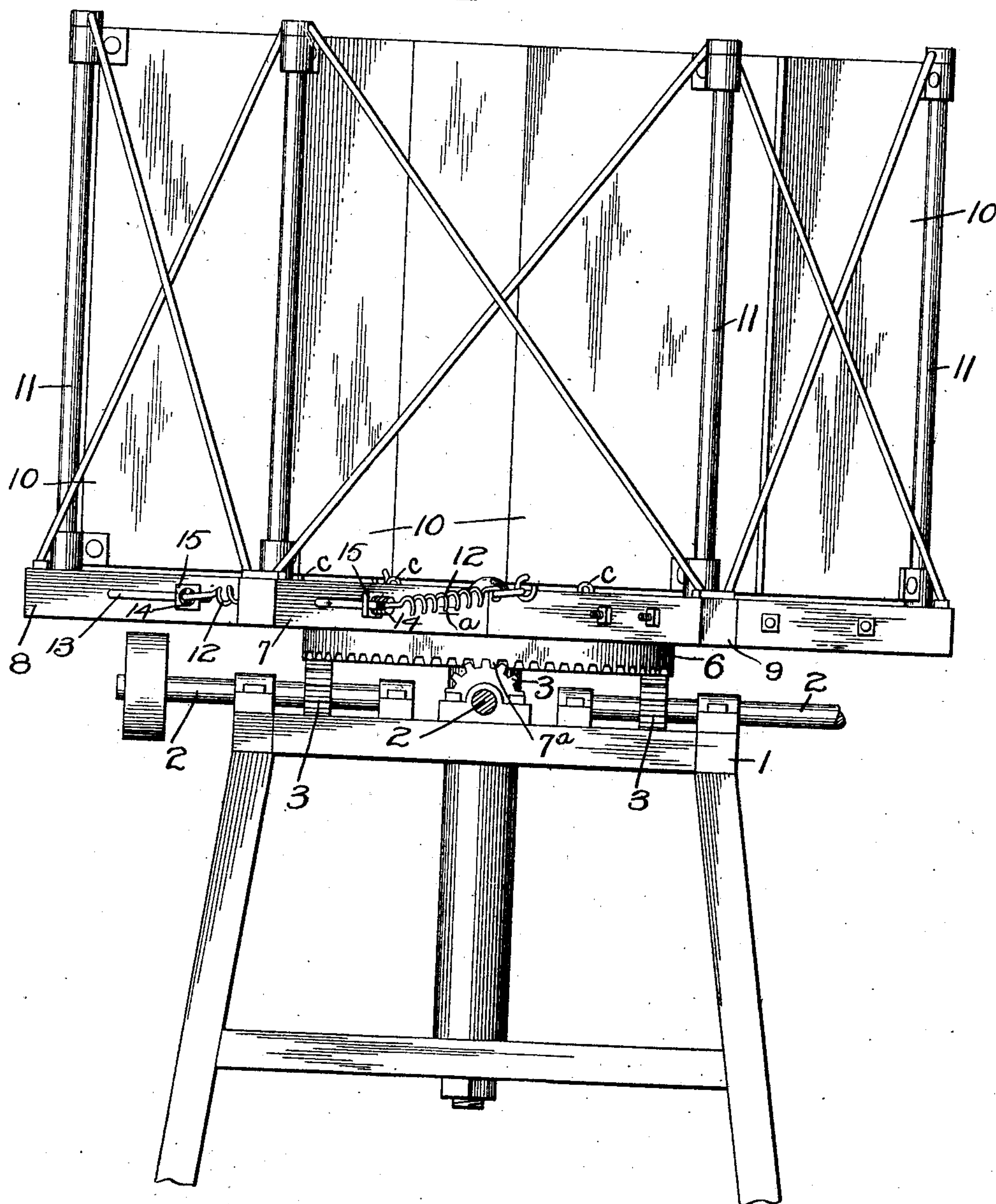
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Fig. 2.



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3 SHEETS—SHEET 3.

Fig. 3.

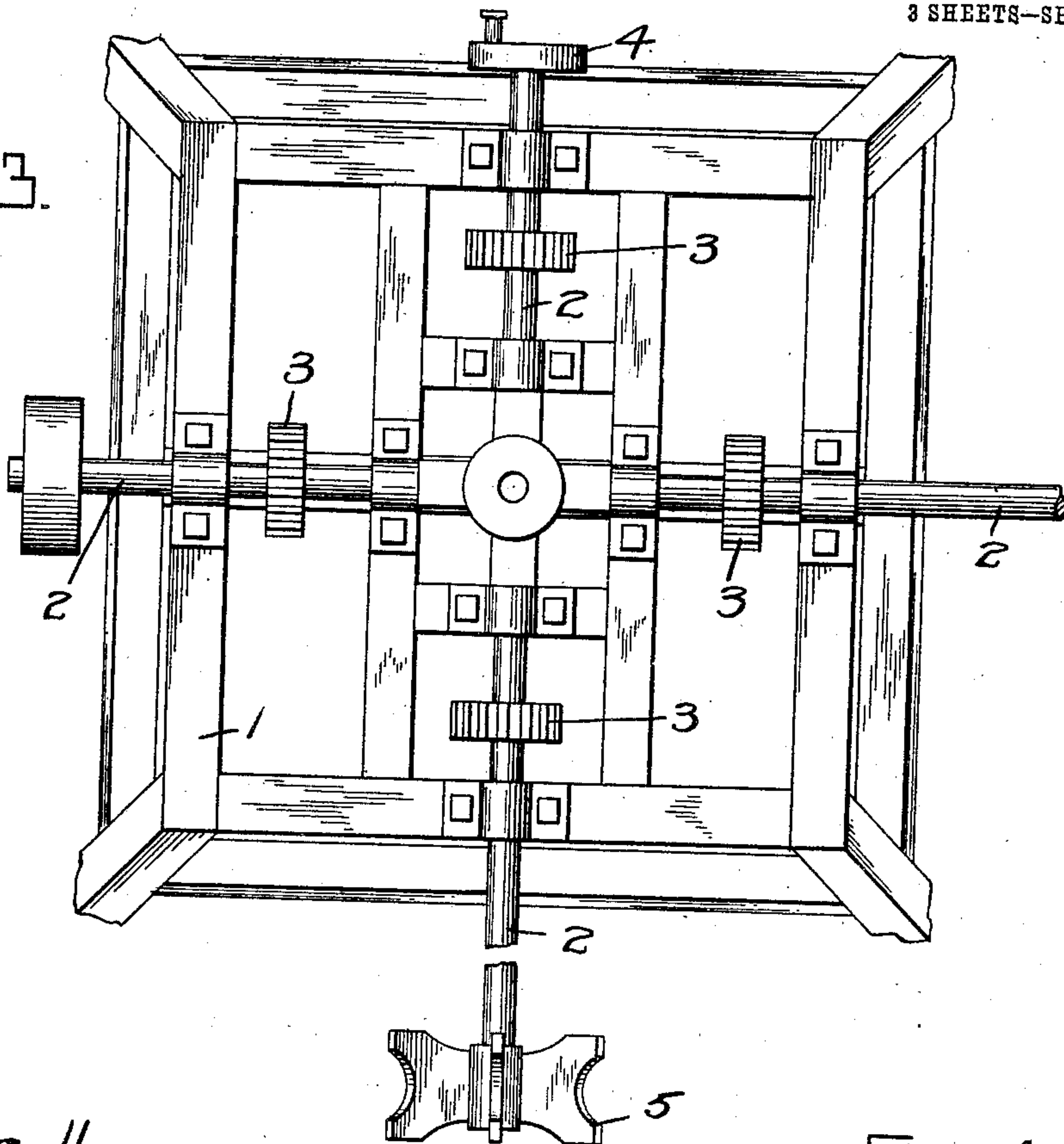
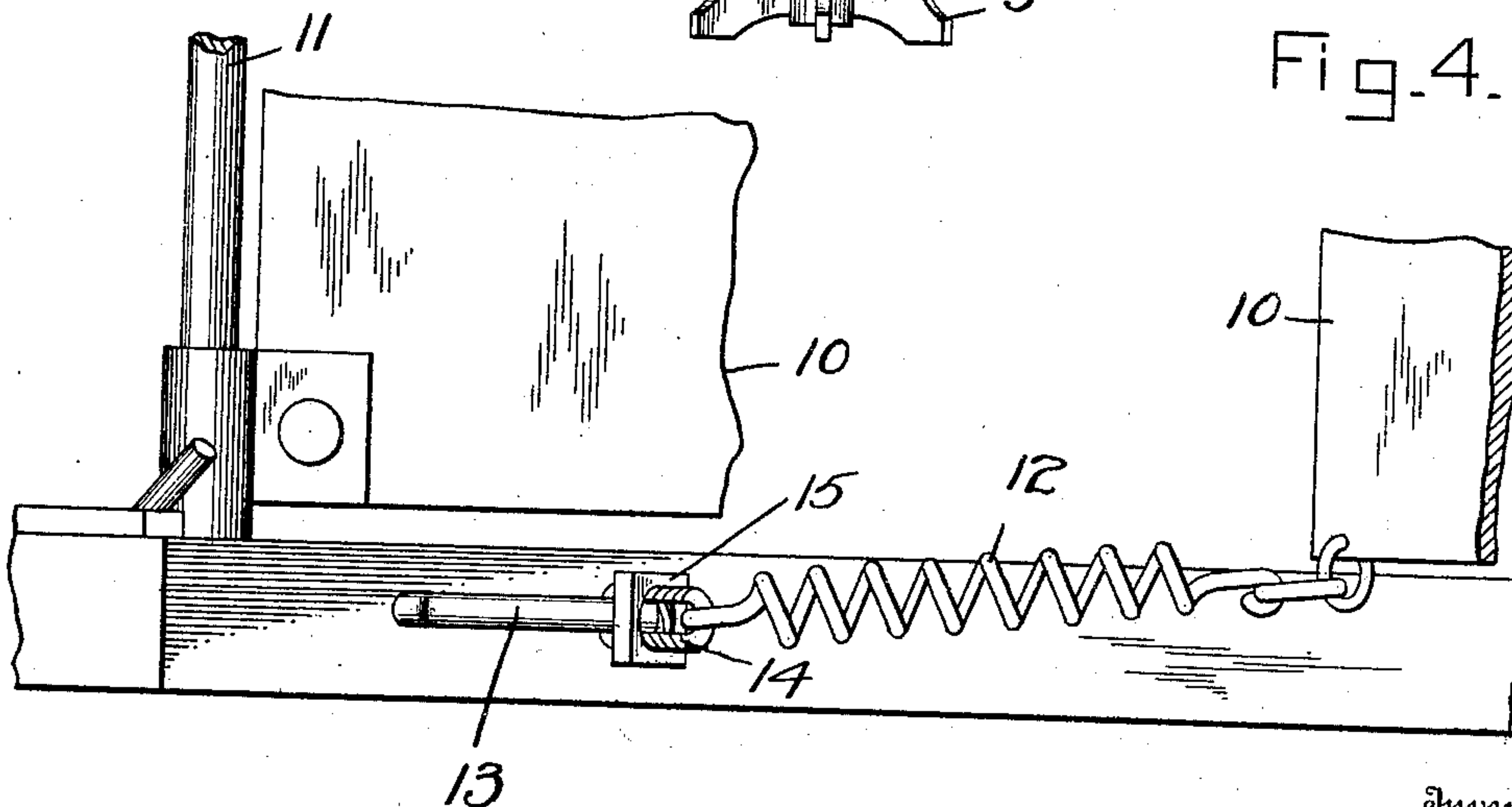


Fig. 4.



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UNITED STATES PATENT OFFICE.

VALCOURE J. LA BAUVE, OF HOUSTON, TEXAS.

WINDMILL-MOTOR.

No. 924,909.

Specification of Letters Patent.

Patented June 15, 1909.

Application filed March 18, 1908. Serial No. 421,891.

To all whom it may concern:

Be it known that I, VALCOURE J. LA BAUVE, a citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented a new and useful Windmill-Motor; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to windmill motors and has for its object to provide a device of this character especially adapted for use in operating pumps or in drawing water from wells and for the transmission of power to other devices for various uses for which it may be adapted, as will be readily understood.

With these and other objects in view, the invention consists in the novel construction and arrangement of parts hereinafter described and shown and particularly pointed out in the appended claim.

In the drawings Figure 1 is a top plan view of my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a plan view of the frame, with the sails and their supporting structure removed. Fig. 4 is an enlarged detailed view showing the spring 12, and its adjustable connections.

Referring to the drawings 1 designates an ordinary rectangular frame on which is mounted horizontal shafts 2 having pinion wheels 3 thereon. One of the pinions is provided with a crank portion 4 which is adapted for the operation of a pump or the like. One of the shafts is provided with a windlass 5 which is adapted to draw water from the well, as will be readily understood. The pinions 3 are actuated by a large intermeshing wheel 6 which has cogs 7^a on its lower face and which engage the cogs of the pinions. It will be seen that when the wheel 6 is actuated the four pinion wheels are all actuated by the same. On the upper face of the cog wheel 6 is provided a frame which consists of cross beams 7, 8 and 9 on which are provided sails 10. Each sail 10 is hinged to an upright standard 11, the inner end of each sail being connected to a spring 12 which is also connected with a link 14 which is connected with a U-shaped staple 13 which is connected with the adjacent horizontal member.

When it is desired to regulate the tension

of the spring the nut 15 which is mounted on the link 14 can be unscrewed which will then permit said link to engage any of the notches on the U-shaped staple, as will be readily understood.

It will be seen that when the wind blows from any direction the sails on one side of the device are given the full benefit of the same by reason of the inner end of the sail being yieldably connected to the frame which causes the same to give until the wind strikes it full in the face, while on the opposite side of the wheel the wind strikes the hinged portion first which causes the yieldably connected end of the sail to move in the path of the least resistance whereby the full force of the wind goes against one side of the revolving frame while the sails on the other side strike the wind edgewise.

When it is desired to discontinue the operation of the device, the sails can be locked in an inoperative position. This is accomplished by means of an eye *c* which is mounted on the cross beams and which is seen on the beam 9 of Fig. 1, as one illustration is sufficient, in which eye is inserted a cord or cable *b*, one end of which is connected with the sail and the other end of which is wound around a cleat *a*. Thus all the sails are held stationary, causing those on one side to balance or counteract those of the opposite side thus rendering the device inoperative.

What is claimed is:—

A device of the class described comprising a frame, axles mounted on said frame, pinions mounted on said axles, a second frame mounted above said pinions and having a gear wheel adapted to actuate said pinions, said second frame having a plurality of standards mounted thereon, sails hinged to said standards, springs connected to the inner portions of said sails, U-shaped staples mounted on said second frame, links connecting said staples with said springs, and nuts mounted on said links for holding the same in their adjusted positions, whereby the tension of said springs is regulated.

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

VALCOURE J. LA BAUVE.

Witnesses:

T. W. ARCHER,
J. H. EMMOTT.