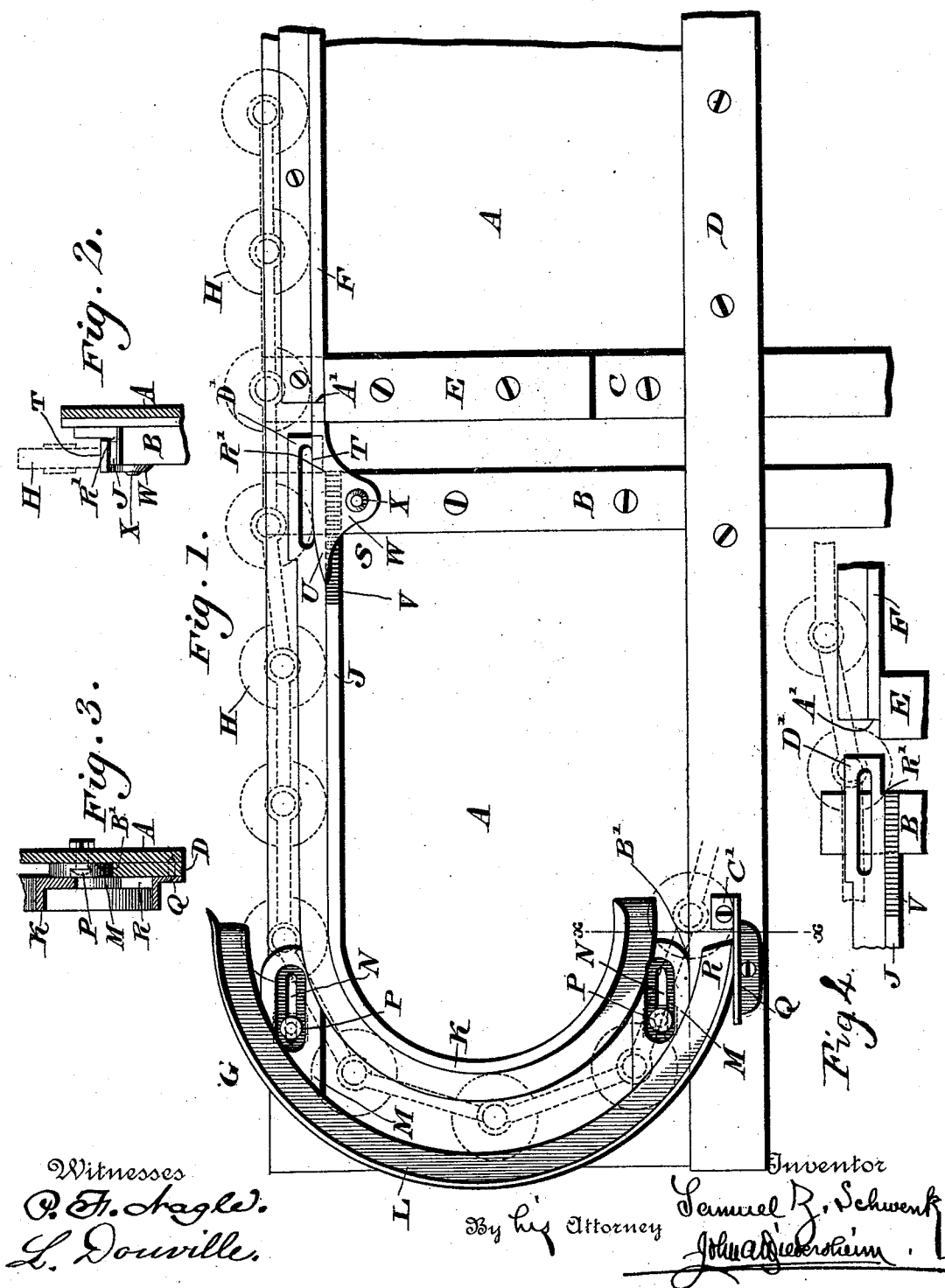


(No Model.)

S. Z. SCHWENK.
HORSE POWER.

No. 536,447.

Patented Mar. 26, 1895.



UNITED STATES PATENT OFFICE.

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HORSE-POWER.

SPECIFICATION forming part of Letters Patent No. 536,447, dated March 26, 1895.

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To all whom it may concern:

Be it known that I, SAMUEL Z. SCHWENK, a citizen of the United States, residing at Pottstown, in the county of Montgomery, State of Pennsylvania, have invented a new and useful Improvement in Horse-Powers, which improvement is fully set forth in the following specification and accompanying drawings.

My invention relates to horse powers, and consists in part of a bridge piece which forms a continuity between the ends of the stationary and movable portions of the track on which travels the platform, and it also consists of novel supporting devices for the movable curved portion of the track, by means of which any slack in the traveling platform can be taken up, all as will be hereinafter set forth.

Figure 1 represents a side elevation of a portion of a horse power embodying my invention. Fig. 2 represents an end view of the bridge piece in position, the stationary track and its support being removed. Fig. 3 represents a section on line α, α , Fig. 1. Fig. 4 represents a detail showing the ends of the stationary and movable portion of the track with the bridge piece removed.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings: A designates one of the side pieces of the frame of the device.

B and C designate posts which are attached to said piece.

D designates a horizontal sill, and E designates a vertical cross sill, which latter is attached to the upper portion of the piece C, and serves as a support for the end of the stationary track F.

G designates the end frame or portion which causes the return motion of the platform, said portion consisting of the straight track J, the curved track K, the guard piece L, and the shoes M, the above parts being preferably integral, as in the present instance. N, N, designates slots in the said shoes, M, M, through which the bolts P pass, serving as guides and supports for said shoes, and Q designates a ledge attached to the sill D, which movably supports the lower end R of the guard L. Between the end R' of the movable track J and

the end of the stationary track F there exists a space or gap which is spanned by the bridge S, whose top portion T forms a continuation of the stationary track F, and inclines or curves from the end A' thereof until it meets the straight portion J of the adjustable portion G, thus effectively bridging the space or gap between the ends A' and R', and thereby preventing dropping of and damage to the traveler, and insuring a smooth and quiet movement of the same, while there is an increase of power.

W designates a downwardly depending ear on said bridge, through which a bolt passes, by means of which the same is held in position, it being noticed that the top portion T of the bridge is horizontal and acts as the tread of a rail, and its ends rest on the stationary track F, and the movable track J thus adjustably spanning the space between said tracks, as has been stated.

The end R' of the track J is formed with teeth V, which are in sliding contact with the inner side of the ear W, whereby the above parts are firmly held when the bolt X is tightened.

The lower shoe M rests as at B' on the sill D, which latter in conjunction with the ledge Q forms an efficient support for the heavy adjustable frame G, which is also partially supported and guided by the bolts P. The shoulder C' on the ledge Q serves as a stop for the frame G, and the end D' of the track J is extended beyond the end R' for a similar purpose, both in the primary condition of the parts.

The operation of the device will now be apparent. To take up any slack in the traveler, the bolts P and X are loosened, and the frame G adjusted as desired, after which the bolts are again tightened, the effect of which on the traveler is apparent. It will be noticed that the stationary track is at a higher level than the adjustable track, and that the upper face of the bridge is inclined from the apex to the lower track. By this provision the traveler descends as it leaves the stationary track owing to its passage over said inclined face, and thus increases the power imparted to said traveler, the power being also

further increased by the curved track K, whereby the weight of the portion of the platform which passes around the same accelerates the movement of the platform, and thus increases the power thereof.

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

1. In a horse power having a stationary track, a movable track, and an adjustable end frame with which said movable track is connected, a bridge which is rested on said tracks, spanning the space between the ends thereof, consisting of a horizontal tread which forms a continuity of said tracks, and a vertical ear through which passes a connecting bolt, substantially as described.

2. In a horse power, the stationary track F, the movable track J, and the adjustable end frame G with which said track J is connected, in combination with the bridge S, which rests on said tracks F, J, and forms a continuity thereof, and having an ear thereon for the connecting bolt, the sides of said ear and

track J having interlocking serrations, substantially as described.

3. In a horse power, the stationary track F, the horizontal sill D with the ledge Q thereon, the supporting sill E and the post C, in combination with the adjustable end frame G having the straight track J, the curved track L with the slotted shoes M and the supporting post B having the adjustable bridge S thereon, substantially as described.

4. In a horse power, a horizontal sill having a ledge thereon, provided with the shoulder C', a stationary track with a supporting sill, an adjustable end frame with curved and straight tracks thereon, and shoes, and an adjustable bridge, said shoulder on said ledge serving as a stop for said end frame, said parts being combined substantially as described.

SAMUEL Z. SCHWENK.

Witnesses:

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