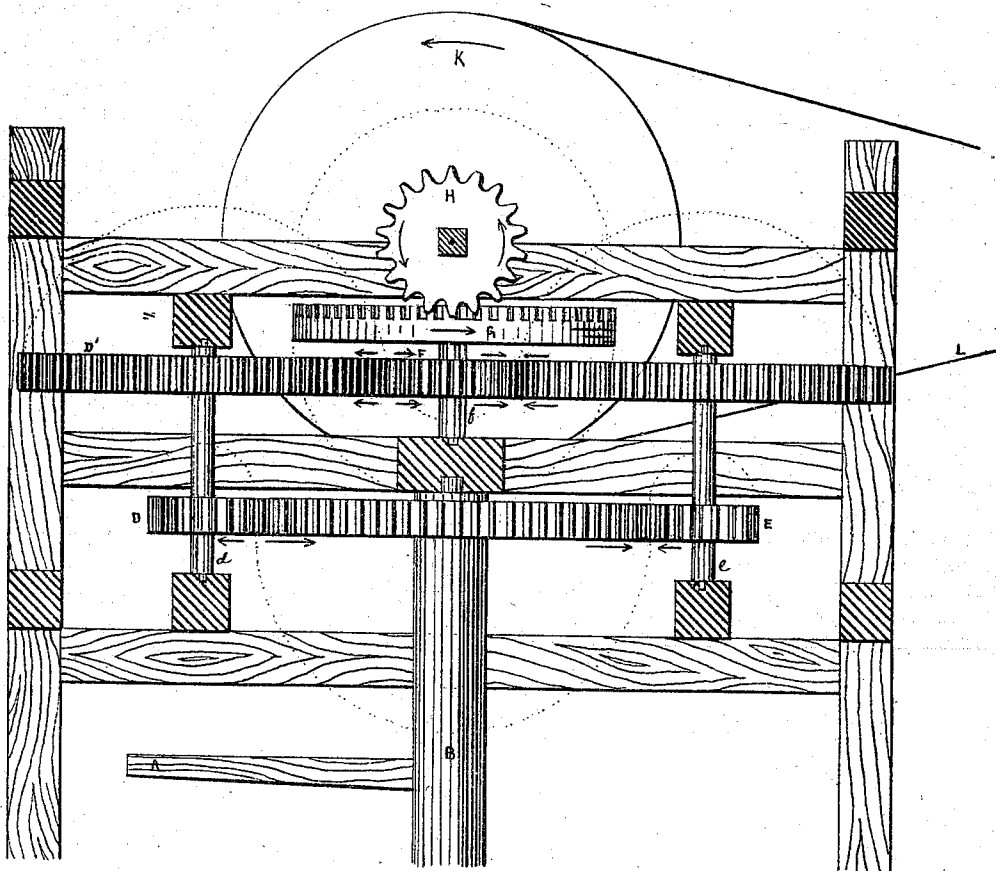


A. H. HALTOM.

Improvement in Horse Powers.

No. 125,455.

Patented April 9, 1872.



WITNESSES:

Wm J Cole
Saml Lewis

INVENTOR:

Alfred H. Haltom

UNITED STATES PATENT OFFICE.

ALFRED H. HALTOM, OF TYRO, ASSIGNOR TO HIMSELF AND W. T. COLE, OF
LUXAHOOMA, MISSISSIPPI.

IMPROVEMENT IN HORSE-POWERS.

Specification forming part of Letters Patent No. 125,455, dated April 9, 1872; antedated March 23, 1872.

To all whom it may concern:

Be it known that I, ALFRED H. HALTOM, of Tyro, in the county of Marshall and State of Mississippi, have invented a new and useful Improvement in Horse-Powers, of which the following is a specification, reference being had to the accompanying drawing, which represents a view in elevation of one side of so much of my improved horse-power as is necessary to illustrate the invention hereinafter claimed; a portion of the framing being removed to show the gearing.

The object of my invention is to construct a horse-power of easy draft; and my improvement consists in a novel combination and construction of the gearing hereinafter fully set forth.

In the drawing, an ordinary draft-lever, A, revolves a main shaft, B, carrying the main driving-wheel C, which drives pinions D and E on shafts *d* and *e*, which drive cog-wheels D' and E', which, in turn, revolve the pinion F, borne on the secondary pinion-shaft *f*, concentric with the shaft B, but acting independently of it, which carries crown-wheel G, which drives the pinion H, which drives the pulley K;

whence, by a band, L, motion is transferred to the machinery to be operated. By this mode of construction the central shafts G *f* are supported against lateral strains of their respective wheels, D E D' E', bearing upon their opposite sides, and thus tending to diminish friction.

I am aware that horse-powers having their gearing overhead are not new, and also that the transmission of power through a series of wheels on opposite sides of a central wheel is not new; and I do not claim either of these features as my invention; but

What I claim is—

The combination of the central main shaft B, the independent concentric shaft *f*, the parallel lateral shafts *d e*, the band-wheel shaft, and the gearing connecting all of said shafts, these members being constructed and operating in combination, substantially as hereinbefore set forth.

ALFRED H. HALTOM.

Witnesses:

WM. T. COLE,
SAML. LENERS.