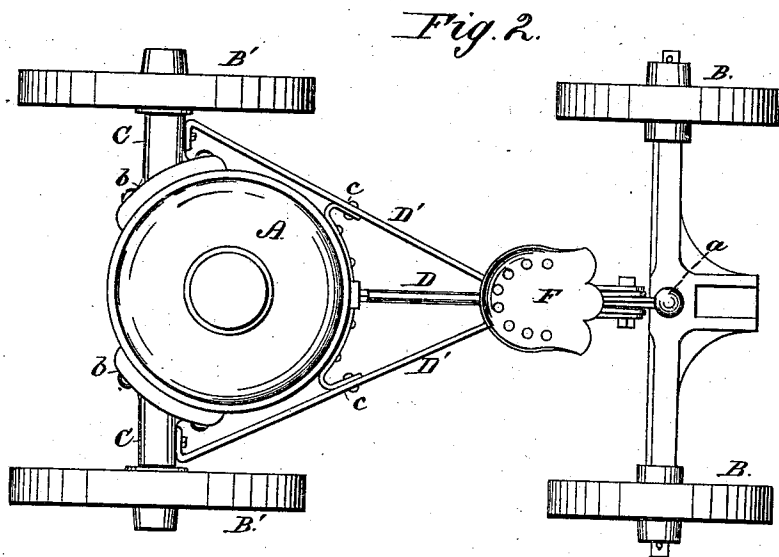
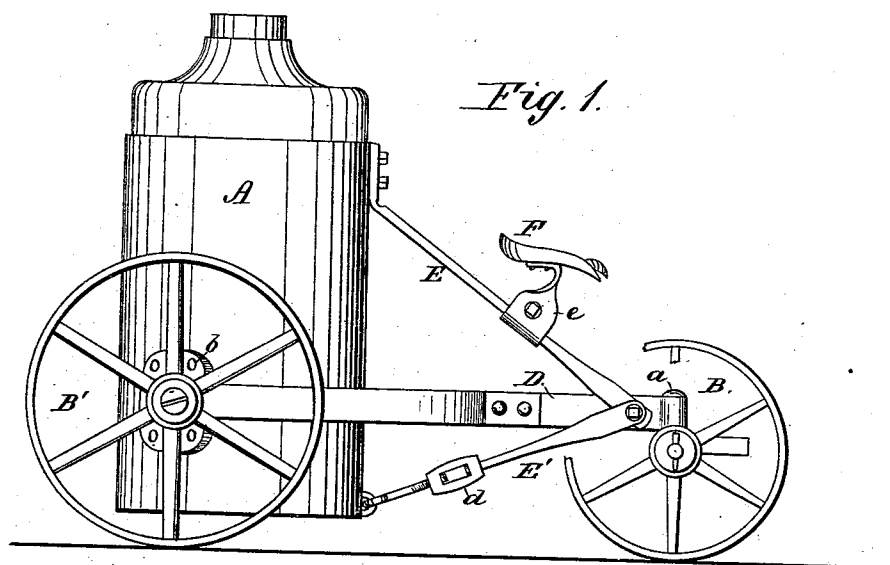


R. M. BECK.
MOUNTING FOR PORTABLE ENGINES.
No. 187,348. Patented Feb. 13, 1877.



WITNESSES:

W. W. Hollingsworth
John C. Kemou

INVENTOR:

Robert M. Beck

BY

Samuel T. E.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ROBERT M. BECK, OF WESTMINSTER, MARYLAND, ASSIGNOR TO THE TAYLOR MANUFACTURING COMPANY, OF SAME PLACE.

IMPROVEMENT IN MOUNTINGS FOR PORTABLE ENGINES.

Specification forming part of Letters Patent No. 187,348, dated February 13, 1877; application filed November 9, 1876.

To all whom it may concern:

Be it known that I, ROBERT M. BECK, of Westminster, in the county of Carroll and State of Maryland, have invented a new and Improved Mounting for Portable Engines; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a side elevation, Fig. 2 a plan view.

My invention relates to an improved mounting for portable engines, designed with a view to simplicity, cheapness, and substantial construction; and it consists in the improved means of supporting the boiler and its engine upon wheels, and strengthening and bracing the same in its attachment, as hereinafter more fully described.

In the accompanying drawing, A represents the boiler and engine mounted on wheels B B' according to my invention. The front wheels B are arranged upon an axle to which the reach is attached by a swivel-bolt, *a*, while the rear wheels B' are arranged upon short independent axles C, whose inner ends terminate in curved plates *b* that fit the rounded surface of the boiler, and are riveted, bolted, or otherwise attached to the same a little to the rear of the central line of the boiler. The reach D is composed of a single thin bar or strap of metal bent around the pivot-bolt *a*, and then extended with a double thickness to the rear until it reaches the boiler, at which point the ends diverge and are bolted or riveted to the said boiler. For additional strength also a second set of bars D' are bolted to the middle of the reach, and extending to the rear are bolted also at *c* to the curved ends

of the reach-bar iron and to the independent axles. This together serves to hold and support the boiler firmly in its place; but to prevent oscillation of the same in vertical planes from its passage over rough ground, I have provided the same with brace-bars E E'. The first of these, E, is bolted at the front to the reach, and extends rearwardly and upwardly to the upper portion of the boiler, while the second one E' is bolted to the reach in front and extends rearwardly and downwardly to the bottom portion of the boiler. These two braces serve to stiffen the support of the boiler, and as they become loose from wear they may be tightened by the link *d* with swiveling-screw connection.

F is the driver's seat, arranged upon the upper brace by means of a support, *e*, which latter is clamped or otherwise attached to said brace so as to allow it to be moved back or forth to different heights, to suit the convenience of the driver.

Having thus described my invention, what I claim as new is—

1. The combination, with the boiler and the wheels, of the independent axle C, terminating in curved plates bolted to the boiler, the reach D pivoted to the front axle and bolted to the boiler in the rear, the bars D' and the braces E E', substantially as and for the purpose described.

2. The combination with the upper brace E of the seat F, adjustably attached to the said brace through support *e*, and adapted to be raised or lowered by being moved back or forth, substantially as described.

ROBERT M. BECK.

Witnesses:

P. H. IRWIN,
G. A. TAYLOR.