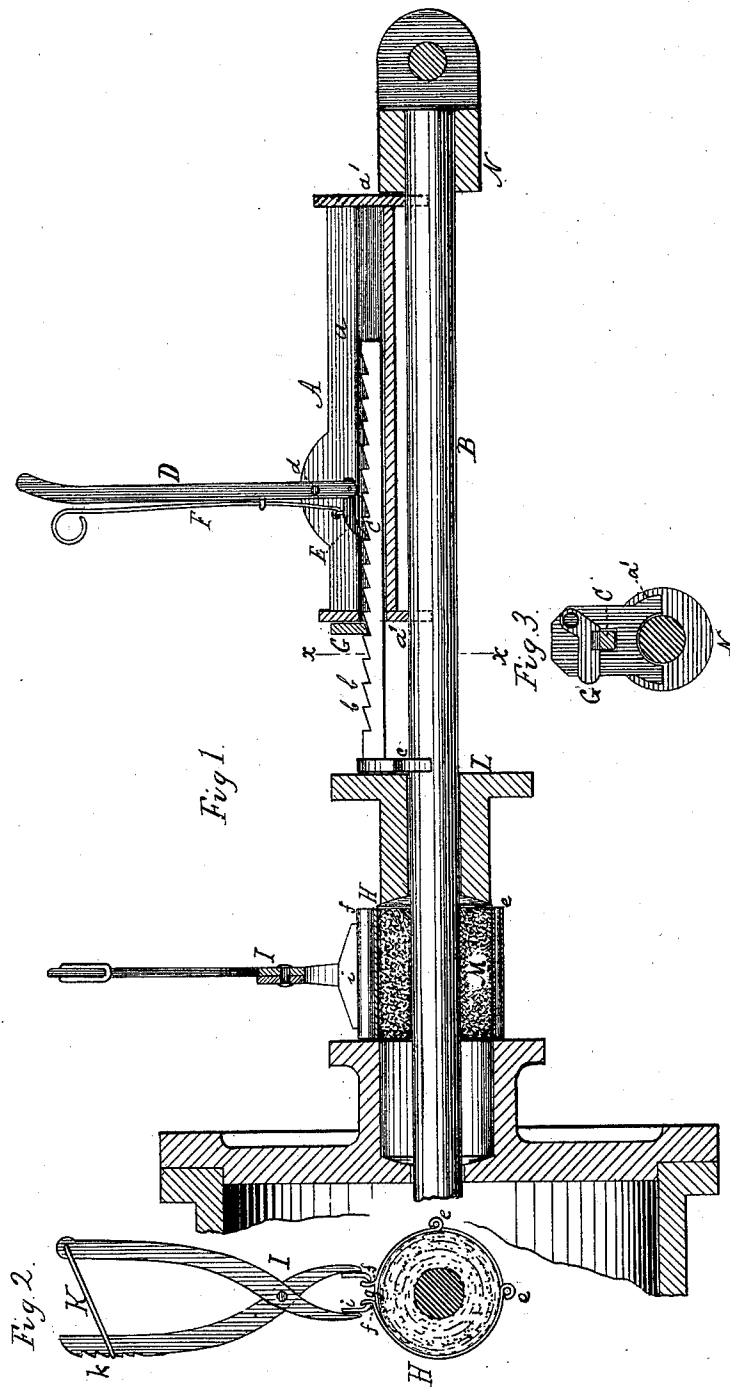


D. WEBBERT.
Device for Packing Engines.

No. 222,615.

Patented Dec. 16. 1879.



WITNESSES

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UNITED STATES PATENT OFFICE.

DAVID WEBBERT, OF KEARNEY, NEB., ASSIGNOR OF ONE-HALF OF HIS
RIGHT TO HARVEY BURRITT.

IMPROVEMENT IN DEVICES FOR PACKING ENGINES.

Specification forming part of Letters Patent No. **222,615**, dated December 16, 1879; application filed
October 6, 1879.

To all whom it may concern:

Be it known that I, DAVID WEBBERT, of Kearney, in the county of Buffalo and State of Nebraska, have invented certain new and useful Improvements in Devices for Packing Engines; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification, in which—

Figure 1 represents a longitudinal vertical section of my improvement applied to a horizontal engine; Fig. 2, an end view of a clasp and clamp in position for use therewith, and Fig. 3 a vertical cross-section through the line *x x* in Fig. 1.

This invention relates to devices for packing engines.

It consists, mainly, in the use in such devices of a jack provided with a longitudinally-moving pusher adapted to force the packing into the stuffing-box after it has been wound around the piston-rod, and of a clasp to hold the wound packing and guide it into the stuffing-box during the time the pusher is operating.

Referring to the drawings, A represents a jack having a frame, *a*, of any suitable material, provided at each end with a semicircular guide, *a'*, adapted to embrace the piston-rod B of the engine to be packed. Working in suitable guides in this frame is a rack, C, having ratchet-teeth *b* and a pusher, *c*, at its outer end. At D is a lever, having its fulcrum in suitable bearings in the frame, or on a pin passing through both frame and lever, as at *d*, and provided with a pawl, E, taking into ratchet-teeth on the rack.

Attached to the pawl is a wire, F, by which the pawl can be lifted out of the rack when it is desired to allow the rack to move backward.

At G is a pawl pivoted to the frame and acting on the ratchet-teeth to prevent any retrograde motion of the rack while the lever is being reversed.

Surrounding the piston is a clasp, H, hinged at *e*, and provided with ribs *f* and an extension

at *g* to fill the space between the ribs. This clasp should be held together by a clamp of any suitable form, or, if preferred, by bolts passing through the ribs; but a clamp that I have found very convenient for the purpose is shown in the drawings at I, made in the form of pinchers with long jaws, *i*, to embrace the ribs *f* on the clasp. One of the arms of this clamp has a yoke, K, which takes into notches *k* in the other arm, by which the clasp is held fast in the desired position.

To use this device the gland L is first drawn away from the stuffing-box and the packing M wound around the piston-rod B. The clasp H is then placed around the packing M and clamped to compress said packing, so that it will readily pass into the stuffing-box. The jack A is then placed in position on the piston-rod, with one end resting against the cross-head N of the engine and the pusher *c* against the gland L. By giving the proper motion to the lever D the pawl E moves the rack C with the pusher to the left, thereby acting on the gland L and forcing the packing into the stuffing-box.

By the use of this device a piston-rod can be packed with a great saving both of material and labor.

I do not limit myself to the precise construction shown and described, as it is evident that the form of the jack or clasp may be readily changed without varying from the essence of my invention; nor do I wish to limit myself to the combination of the jack and clasp, as the latter may be sometimes dispensed with by so winding the packing material that it will be smaller in diameter than the interior of the stuffing-box, and then holding it, by hand or otherwise, during the time it is being forced into its place. When the packing is compressed against the end of the stuffing-box the pressure of the jack and the gland will expand the diameter of the packing, so as to fill the stuffing-box, although the packing may have been made much smaller originally.

What I claim as new is—

1. In a device for packing engines, the frame *a*, provided with guides to hold it in position on the engine, and a longitudinally-moving pusher constructed and arranged to force the

wound packing into the stuffing-box, substantially as specified.

2. In a device for packing engines, the combination, with a jack having a longitudinally-moving pusher, of a cylindrical clasp constructed to contain the packing and hold it in position while the pusher is forcing it from the clasp into the stuffing-box, substantially as specified.

3. In a device for packing engines, the combination of the jack A, the clasp H, for holding and guiding the packing, and the clamp I, all constructed and arranged to operate substantially as shown and described.

4. The combination, with a jack for packing engines, of the clasp H, provided with the ribs *ff'* and extension *g*, substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

DAVID WEBBERT.

Witnesses:

W. C. SUNDERLAND,
HARVEY BURRITT.