L. D. BARTLETT.

STEAM-ENGINE FRAME.

No. 174,935. Patented March 21, 1876.

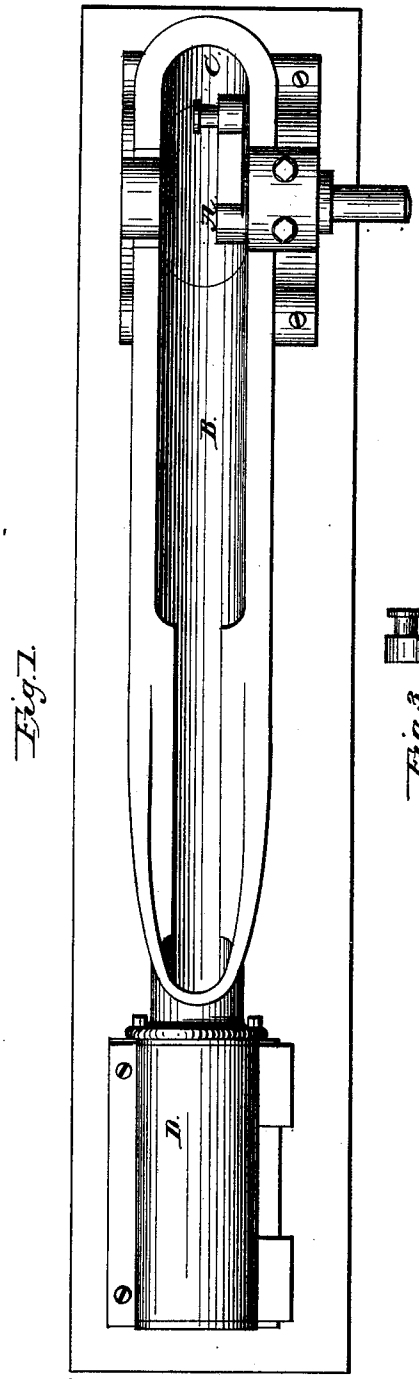

Fig. 1.

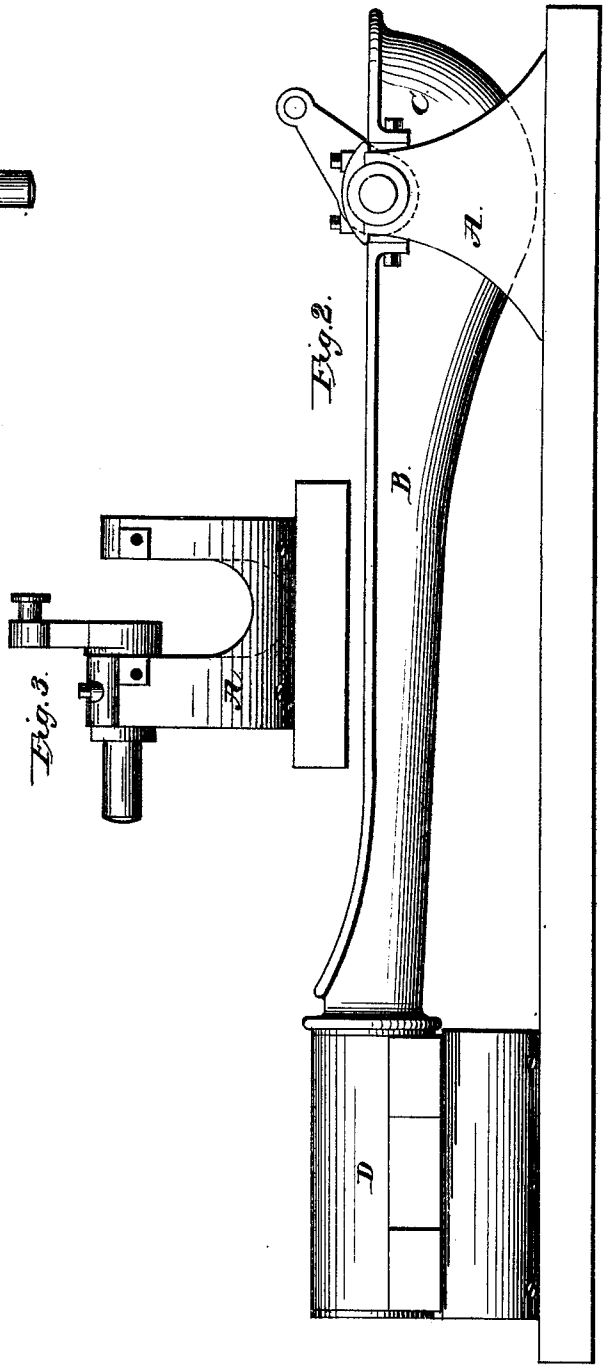

Fig. 2.

Fig. 3.

Witnesses:

Wm. L. Bullock.

Stewall Goster.

Inventor:

Louis D. Bartlett.

UNITED STATES PATENT OFFICE.

LOUIS D. BARTLETT, OF FITCHBURG, MASSACHUSETTS.

IMPROVEMENT IN STEAM-ENGINE FRAMES.

Specification forming part of Letters Patent No. **174,935**, dated March 21, 1876; application filed February 16, 1876.

To all whom it may concern:

Be it known that I, LOUIS D. BARTLETT, of Fitchburg, in the county of Worcester and State of Massachusetts, have invented certain Improvements in Steam-Engine Frames, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a plan of the frame with cylinder attached. Fig. 2 is a side elevation of the same. Fig. 3 is an end elevation of that portion in which the bearing is formed for the crank end of the main shaft, and designated by the term "pedestal."

The object of my invention is to construct the frames of horizontal stationary steam-engines of parts designed with reference to an economical distribution of material, and adaptation to withstand the strain they must endure, to cheapness in fitting up, to facility in transportation, and to their use indiscriminately to form right or left hand engines.

I will now proceed to describe the construction of the frame, referring to the drawing, in which the different parts as they appear in each figure are designated by the same letters.

The pedestal A I construct with a broad base, and with sides extending up above the axial line of cylinder, leaving space for the crank to play between them, one side forming a bearing for the crank end of the main shaft, and both forming means of attachment, alike at each end, for the parts B and C, having their opposite sides alike; one part, B, extending and attaching to the cylinder D, the other part, C, extending beyond the space required by the movement of the crank.

It will be seen that the pedestal A, being made in the same form and provided with means of attachment precisely alike, on both sides, at each end, may be reversed, or turned end for end, either side fitting equally well between the parts B and C, whose opposite sides, being alike, are equally well adapted to fit either end of the pedestal A. By this reversibility of the pedestal A the bearing formed within one of its sides may be placed on either side of the continued axial line of the cylinder without any change in the parts B and C, and permit the crank with the main shaft, and parts carried upon it, to be on the right or left hand side, when viewed from the cylind r end of the frame, as may be desired.

What I claim as my invention, and desire to secure by Letters Patent, is—

The reversible pedestal, constructed in the manner and for the purpose described, both ends being adapted for the attachment of the parts having opposite sides alike, which extend to the cylinder, and beyond the space required by the crank, the whole combined to form an engine-frame, substantially as specified and described.

LOUIS D. BARTLETT.

Witnesses:

WM. L. BULLOCK,

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