

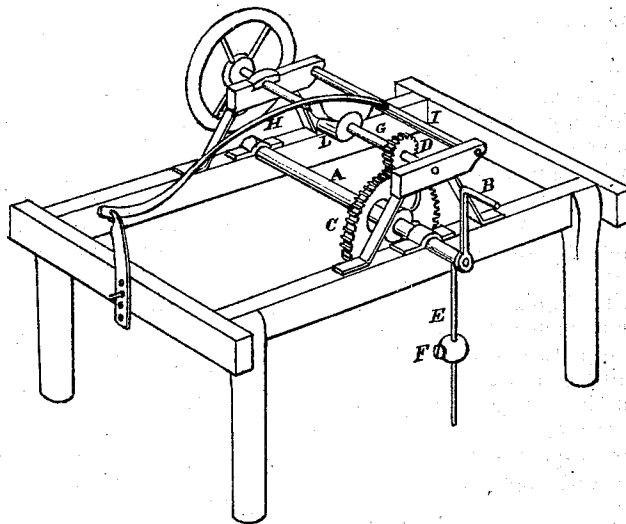
WILLIAM L. GEBBY.

Improvement in Apparatus for Regulating the Speed of Machinery.

No. 120,376.

Patented Oct. 31, 1871.

Fig. 1.



Witnesses.

Chas. W. Garrett.
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UNITED STATES PATENT OFFICE.

WILLIAM L. GEBBY, OF NEW RICHLAND, OHIO.

IMPROVEMENT IN APPARATUS FOR REGULATING THE SPEED OF MACHINERY.

Specification forming part of Letters Patent No. 120,376, dated October 31, 1871.

To all whom it may concern:

Be it known that I, WILLIAM L. GEBBY, of New Richland, in the county of Logan and in the State of Ohio, have invented an Improved Mechanism for Regulating Pump and Churn-Power; and do hereby declare that the following description, taken in connection with the accompanying drawing hereinafter referred to, forms a full and exact specification of the same, wherein I have set forth the nature and principles of my said improvement, by which my invention may be distinguished from others of a similar class, together with such parts as I claim and desire to secure by Letters Patent.

My invention relates to mechanism made use of for operating pumps and churns; and the nature thereof consists in certain improvements in the details of the construction of the same, whereby the power is accurately regulated.

In the accompanying drawing, which illustrates my invention and forms a part of the specification thereof, in which corresponding parts are illustrated by similar letters—

Figure 1 is a view in perspective.

The construction and operation of my invention are as follows:

In the said drawing, A designates the crank-shaft to which the power is applied, and which, through the medium of the crank B, actuates the piston-rod of a pump. To the said shaft is rigidly attached the spur-wheel C, which gears into the pinion D upon the fly-wheel shaft. Se-

cured to the crank-shaft, in a direction diametrically opposite to that of the crank B, is the rod E provided with the adjustable ball F, which may be secured in position at any requisite point upon the said rod which may be desirable in order to adapt the crank to different-sized pumps. Rigidly attached to the fly-wheel shaft G is the drum L, which fits a semi-cylindrical slot cut in the lever H. The lever H is attached to the cross-bar I, having its bearings in the frame, and is provided with a perforated strip, K, by which it is secured to a pin on the frame, and by means of which the degree of pressure exerted by the same for the purpose of adjusting the speed of the fly-wheel shaft may be accurately regulated.

Having thus described the construction and operation of my invention, I will indicate in the following clause what I claim and desire to secure by Letters Patent: that is to say—

I claim—

The combination of the crank-shaft A provided with the rod E and ball F, the spur-wheel C, pinion D, fly-wheel shaft G, lever H, and strip K, when relatively arranged and operating together as described.

In testimony that I claim the foregoing I have hereunto set my hand this 4th day of September, 1871.

WILLIAM L. GEBBY.

Witnesses:

SAMUEL KENNEDY,
ALVIN CLARK.

(67)