

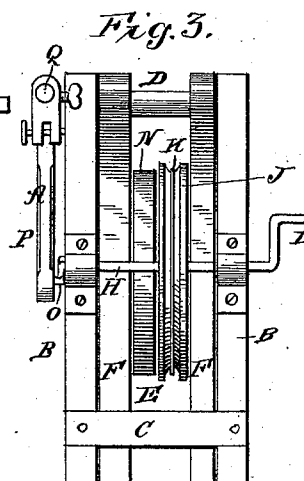
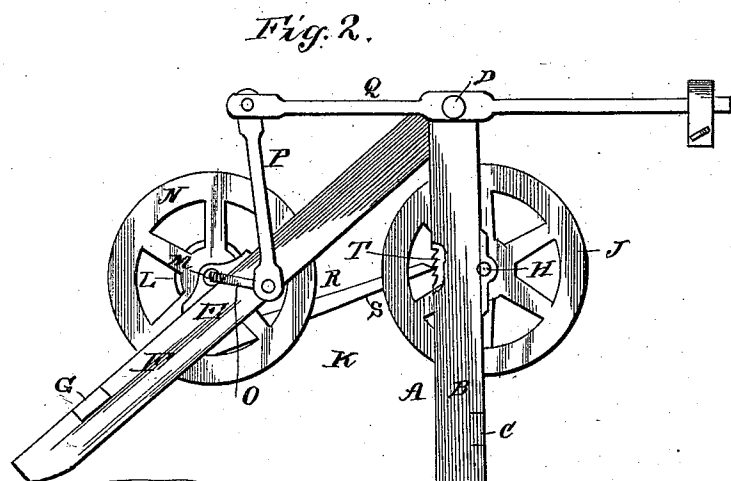
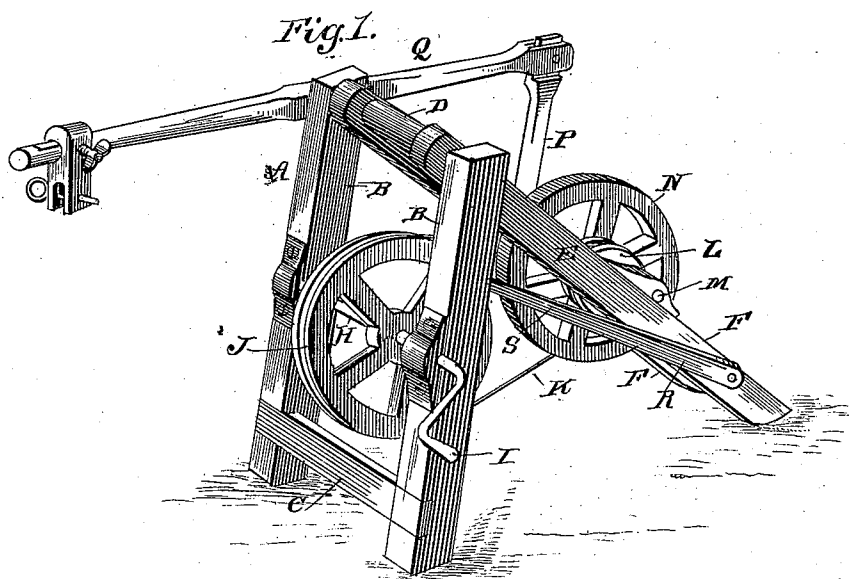
(No Model.)

T. DODDS.

MOTOR.

No. 313,188.

Patented Mar. 3, 1885.



WITNESSES:

Wm. S. Dietrich
Wm. Bagger

Thomas Dodds,
INVENTOR.

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS DODDS, OF CEDARTOWN, GEORGIA, ASSIGNOR OF ONE-HALF TO
JOSEPH H. DODDS, OF SAME PLACE.

MOTOR.

SPECIFICATION forming part of Letters Patent No. 313,188, dated March 3, 1885.

Application filed January 9, 1885. (No model.)

To all whom it may concern:

Be it known that I, THOMAS DODDS, a citizen of the United States, and a resident of Cedartown, in the county of Polk and State of Georgia, have invented certain new and useful Improvements in Motors; 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, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved motor. Fig. 2 is a side view of the same, and Fig. 3 is a front view.

The same letters refer to the same parts in all the figures.

This invention relates to motors for driving various kinds of light machinery, such as churns and the like; and it has for its object to provide a device which shall possess superior advantages in point of simplicity, durability, and general efficiency.

With these ends in view the invention consists in the improved construction and arrangement of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A designates an upright frame consisting of side beams, B B, connected at their lower ends by a brace, C, and at their upper ends by a transverse shaft, D, which affords bearings for the upper end of a frame, E, consisting, mainly, of side beams, F F, the upper ends of which are mounted pivotally upon the said transverse shaft D, and the lower ends of which are connected by a brace, G. The side beams, B B, of the frame A afford bearings for a transverse shaft, H, one end of which is provided with a driving-crank, I. The shaft H carries a driving-wheel, J, connected by a belt or band, K, with a pulley, L, mounted upon a shaft, M, which is journaled transversely in the beams F F of the frame E. The said shaft M is also provided with a fly-wheel, N, and it has at its outer end a crank, O, which is connected by

a pitman, P, with one end of a lever, Q, which is journaled or pivoted upon one of the projecting ends of the shaft or brace D, which pivotally connects the frames A and E. One of the side beams of the frame E is provided with a pivoted rod, R, the free end of which forms a pawl, S, adapted to engage any one of a series of ratchets, T T, formed in the corresponding side beam of the frame A. By means of this simple mechanism the frames may be set up and spaced, so as to tighten the belt or band K, thus enabling the device to be used efficiently upon uneven surfaces without regard to the length of the belt or band and the stability of the foundation.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation of my invention and its advantages will be readily understood.

The construction is simple and inexpensive, and the operation is efficient.

It is obvious that this device may be applied as a motor to churns or to any light machinery which it may be desired to drive, and that intermediate converting gear may be employed without departing from the spirit of my invention.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a motor, the combination, with a pair of pivotally-connected frames, each of which has a transverse shaft carrying a band wheel or pulley, of a spacing-rod pivoted to one of the said frames, and having a pawl end adapted to enter any one of a series of notches in the other frame, substantially as and for the purpose herein set forth.

2. In a motor, the combination of an upright frame, an inclined frame connected pivotally to the upper end of the same, a shaft journaled transversely in the upright frame, and having a crank and a large band-wheel, a shaft journaled transversely in the inclined frame, and having a fly-wheel and a band-pulley, a belt or band connecting the latter with the main or large band-wheel, a lever upon the connecting-shaft of the upright and inclined frames,

and a pitman connecting one end of the said lever with a crank on one end of the shaft in the inclined frame, a belt connecting the band-wheels of the upright and inclined frames, and
5 a rod or pawl pivoted to latter, and adapted to engage any one of a series of notches in one side of the upright frame, substantially as and for the purpose herein shown and specified.

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

THOMAS DODDS.

Witnesses:

J. O. HARDWICK,

J. H. DODDS.