

2 Sheets—Sheet 1.

J. S. SCHOFIELD.

VERTICAL PORTABLE-ENGINE.

No. 187,917.

Patented Feb. 27, 1877.

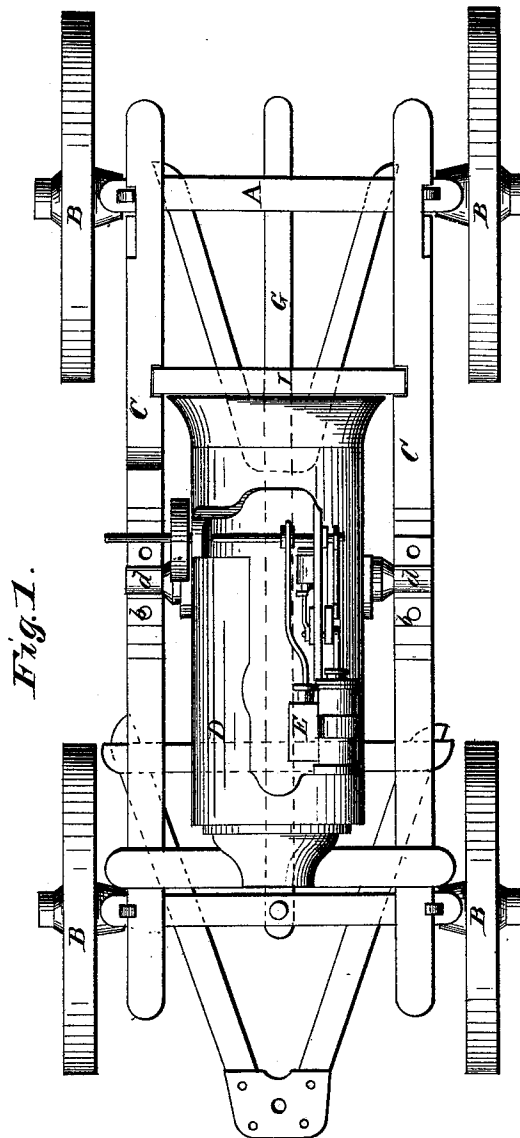


Fig. 1.

WITNESSES

Frank L. Ourand.
Henry N. Miller.

INVENTOR

J. S. Schofield
Alexander & Mason

ATTORNEYS.

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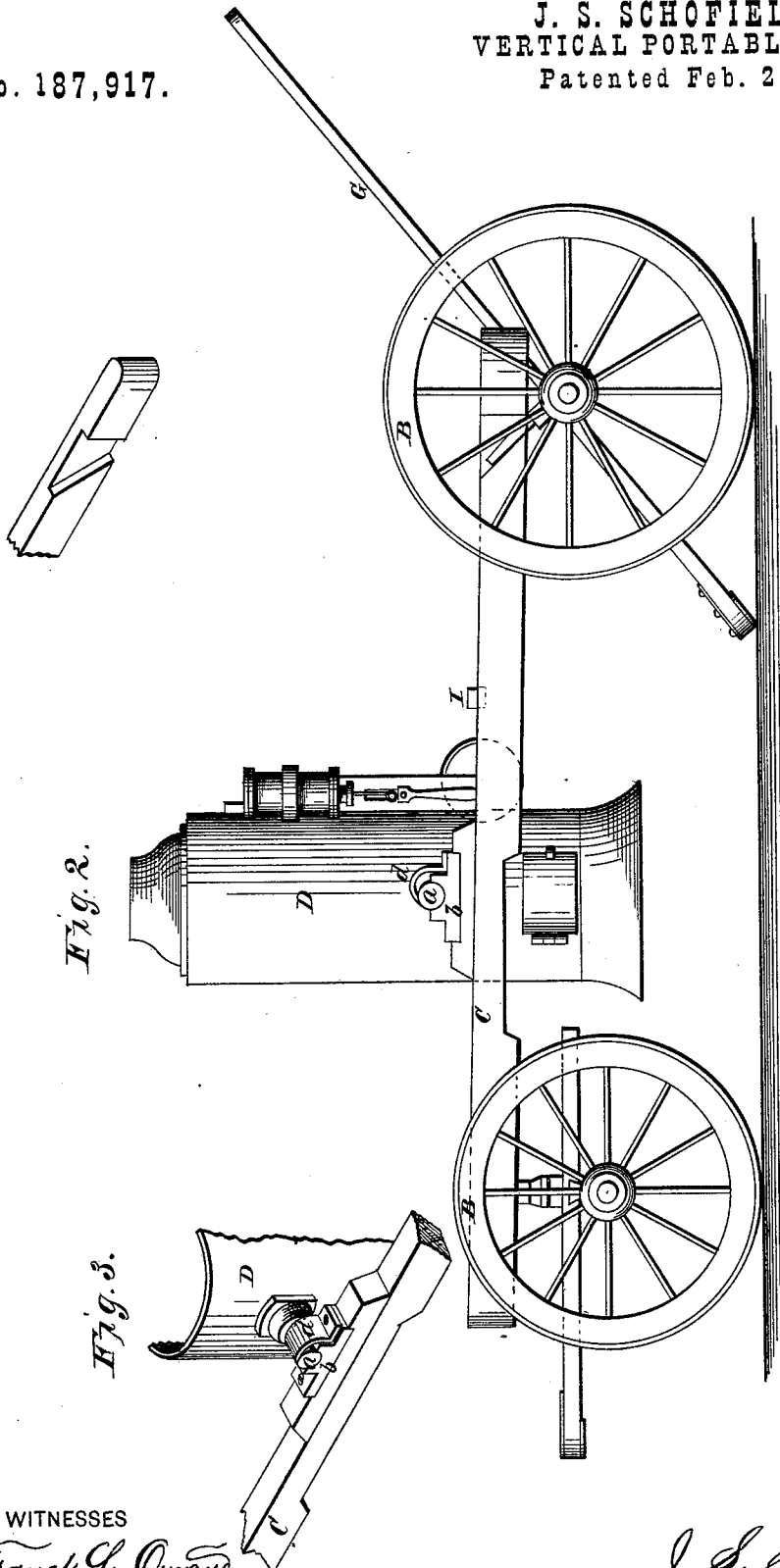


Fig. 2.

Fig. 3.

WITNESSES

Frank L. Curran
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UNITED STATES PATENT OFFICE

JOHN S. SCHOFIELD, OF MACON, GEORGIA.

IMPROVEMENT IN VERTICAL PORTABLE ENGINES.

Specification forming part of Letters Patent No. **187,917**, dated February 27, 1877; application filed January 15, 1877.

To all whom it may concern:

Be it known that I, JOHN S. SCHOFIELD, of Macon, in the county of Bibb, and in the State of Georgia, have invented certain new and useful Improvements in Vertical Portable Engines; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction of devices whereby a vertical engine may be used as a portable engine, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a plan view, showing the engine arranged in horizontal position on a wagon. Fig. 2 is a side elevation of the same, showing the engine in vertical position. Fig. 3 is a detail view of a part thereof.

A represents an ordinary wagon - frame, mounted upon wheels B B, and provided with what is known as a "carry-log," C. Upon this is mounted a vertical engine, E, the boiler D of which is provided with trunnions *a a*, resting in boxes *b b*. To each trunnion *a* is

secured a curved plate, *d*, which acts as a stop against the box *b* when the boiler is turned in an upright position, and prevents it from turning out of such position. Through the end of each stop-plate *d* a screw may be passed into the box to make the same perfectly secure. G is the reach of the wagon, which is used as a stake or brace at the rear end of the wagon to hold the same steady.

In Fig. 1 I have shown the engine in a horizontal position, it being turned upon its trunnions *a a*, and then securely held by a brace, I, as shown. The reach G is then replaced in position in the wagon, and the whole apparatus ready for traveling.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In combination with a wagon, A B, and carry-log C, the engine E, boiler D, with trunnions *a*, the boxes *b*, and stop-plates *d*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 26th day of December, 1876.

JOHN S. SCHOFIELD.

Witnesses:

A. D. SCHOFIELD,
J. J. COBB.