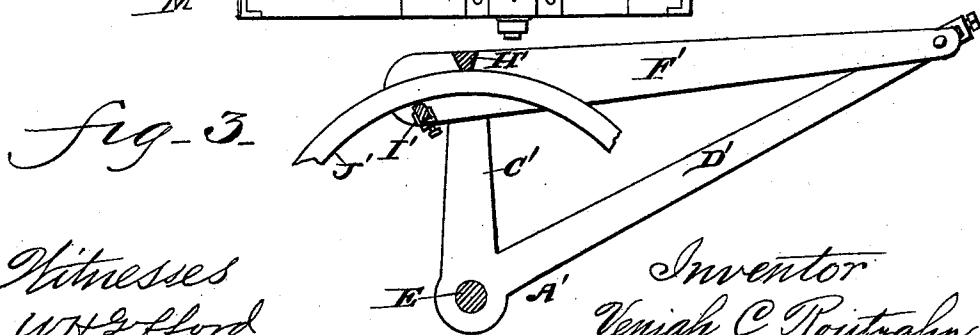
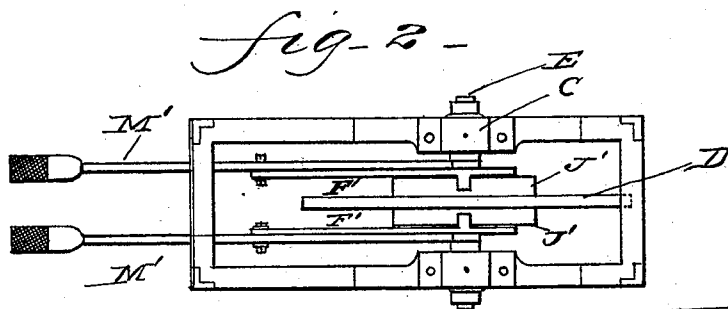
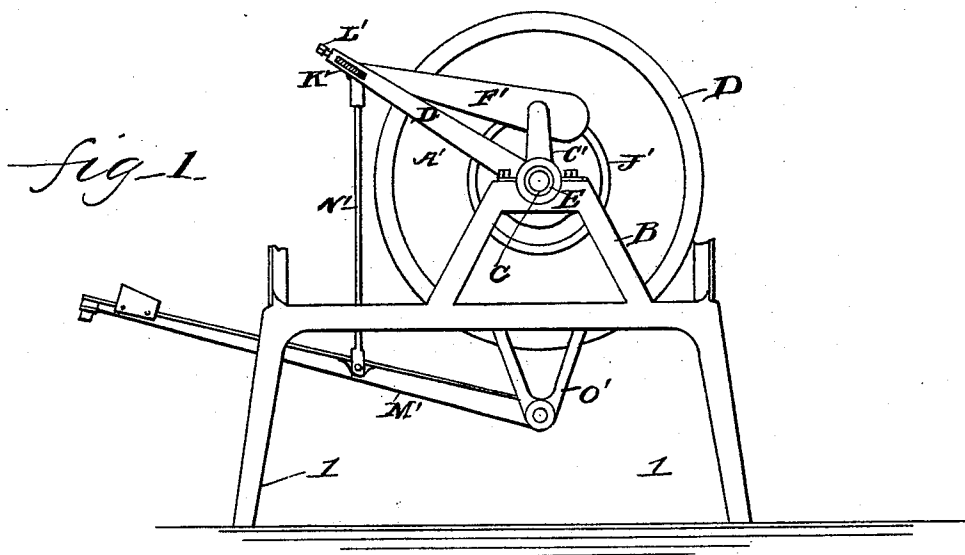


(No Model.)

V. C. ROUTZAHN.
FOOT POWER MOTOR.

No. 582,234.

Patented May 11, 1897.



Witnesses
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W. L. Leonard

Inventor
Veniah C. Routzahn
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Atty.

UNITED STATES PATENT OFFICE.

VENIAH C. ROUTZAHN, OF MANSFIELD, OHIO.

FOOT-POWER MOTOR.

SPECIFICATION forming part of Letters Patent No. 582,234, dated May 11, 1897.

Application filed May 7, 1896. Serial No. 590,618. (No model.)

To all whom it may concern:

Be it known that I, VENIAH C. ROUTZAHN, a citizen of the United States, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Foot-Power Motors; and I do declare the following to be a full, clear, and exact description of the invention, such as 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 and figures of reference marked thereon, which form a part of this specification.

My invention relates to foot-power motors for running coffee-mills and for other like purposes; and its object is to provide an improved construction of the same which shall possess superior advantages with respect to efficiency in use.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a foot-power motor constructed in accordance with my invention. Fig. 2 is a plan view of the same. Fig. 3 is a detail elevation showing the upper and lower levers and clutch and adjusting device.

In the said drawings the reference-numeral 1 designates a metal frame, which may be of any suitable design, while B indicates standards at each side thereof, secured to or forming part of the same. These standards are provided with box-bearings C, in which is journaled a shaft E, to which is secured a wheel D. Pivoted or journaled on the shaft E are two V-shaped levers A', one on each side of the wheel D, the vertical arms C' of these levers being shorter than the other arms D'.

The letter F' designates two clutch-levers pivoted to levers A' at the outer end of the arm D'. Upon the inner side of these levers F' are cast lugs H' and I', the lug H' resting upon the face of the outwardly-projecting ring-flanges J', secured to the sides of the driver-wheel D. The lug I' may be cast solid with the levers F or may be an adjustable plug placed within a socket secured to said

levers, as seen in Fig. 3, and impinges against the inner surface of the ring-flange. The outer ends of the levers D' are formed with slots K' and set-screw L', the object of which is to adjust the clutch-levers F'. Connected with said levers F' are rods N', which in turn are connected with foot-levers or treadles M', pivoted to depending brackets O' of the frame 1.

The operation will be readily understood. As the operator depresses one of the foot-levers the lever F', connected therewith, will be correspondingly moved, and the lugs H' and I', engaging with the ring-flange secured to the driver-wheel, will cause the latter to be rotated—that is to say, when one of the treadles M' is depressed the levers A' and F' will be correspondingly depressed with the lugs H' and I', which lugs, owing to their peculiar construction and location, will clamp the flange J', causing it to be correspondingly moved and the wheel rotated. At the same time the other treadle will rise, when the lugs H' and I' will slip or move on the other flange J' and be ready to clamp and rotate the flange when the other treadle is depressed. The levers F' are so arranged that while one is being depressed the other is being elevated.

Having thus fully described my invention, what I claim is—

In a foot-power motor, the combination with the shaft, the drive-wheel fixed thereto, and the concentric outwardly-extending flanges on each side thereof, of the angle-levers journaled on said shaft, comprising the short vertical arm and the long inclined arm, the clutch-levers adjustably pivoted to the outer ends of said long arms and held in place by the short vertical arms, the lugs secured to said clutch-levers and adapted to engage with the ring-flanges when the levers are depressed, and the connecting-rods and the foot-levers for operating said clutch-levers, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

VENIAH C. ROUTZAHN.

Witnesses:

W. L. LEONARD,
W. H. GIFFORD.