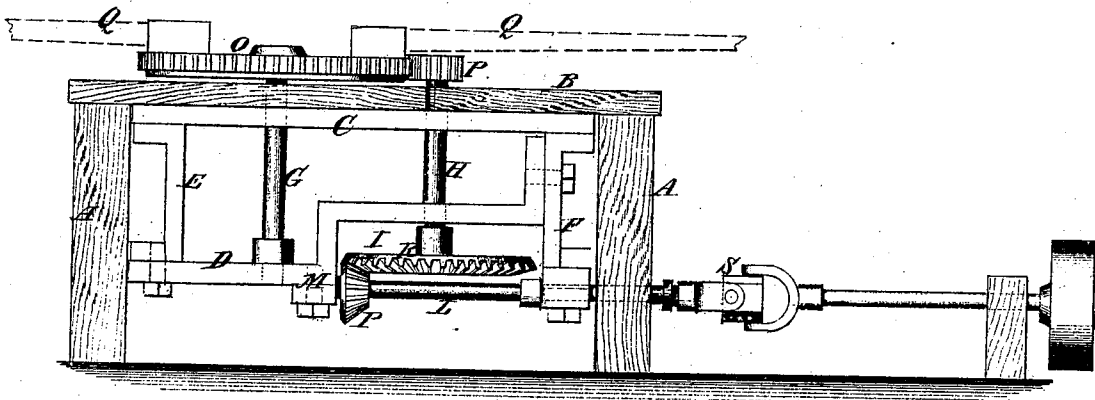


T. D. Fennington,

Horse Power.

No. 113088.

Patented Mar. 28. 1871.



Witnesses:
August Dietrich
Geo. W. Mabey

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PER *Miner* *Hz*
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United States Patent Office.

THOMAS D. PENNINGTON, OF FORSYTH, GEORGIA, ASSIGNOR TO HIMSELF
AND R. G. ANDERSON, OF SAME PLACE.

Letters Patent No. 113,088, dated March 28, 1871.

IMPROVEMENT IN HORSE-POWERS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, THOMAS D. PENNINGTON, of Forsyth, in the county of Monroe and State of Georgia, have invented a new and improved Horse-Power; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to improvements in horse-power, and consists in improved arrangements of the supporting-frame for the operating parts calculated to simplify and cheapen the construction; also, to provide a substantial and durable frame.

It also consists in an improved arrangement of the operating mechanism.

The drawing represents a side elevation of my improved horse-power.

I provide a strong wood frame, composed of the two vertical pieces A and the cap B.

The pieces A are made long on the bottom, so as to rest firmly on the ground; and within this frame I provide a metal frame, composed of the top cross-bar C, the bottom bar D, and the end bars E F, all bolted together, as shown.

The upper and lower cross-bars serve for the bearings of the vertical shafts G H, and the lower bar, which is bent so as to provide space at I for the wheel

K above the line of the lower part, furnishes the bearings for the end of the line-shaft L at M. The other bearing for this shaft is formed in the lower end of the vertical bar F.

In this improved frame I mount the master-wheel O on the top of the vertical shaft, rising up through the frames, the pinion P on the top of shaft H also rising up through the frame, the horizontal shaft L, and the bevel-wheels K P, all as shown, the whole providing an efficient arrangement for obtaining a high speed for the shaft L.

The sweeps are attached to the master-wheel O in the usual way.

The shaft L carries the universal joint S at the end projecting from the frame in the usual way.

It will be seen that the metallic frame may be made in a very simple and cheap way, the bars being cast so as to go together without requiring any fitting.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

The combination of the wood and metal frames for the support of the operative mechanism, when constructed and arranged substantially as specified.

THOMAS D. PENNINGTON.

Witnesses:

WILLIAM D. STONE,
MATTHIAS TSCHUCLY.