

J. WOODY.
ROTARY STEAM ENGINE.

No. 81,239.

Patented Aug. 18, 1868.

Fig: 1.

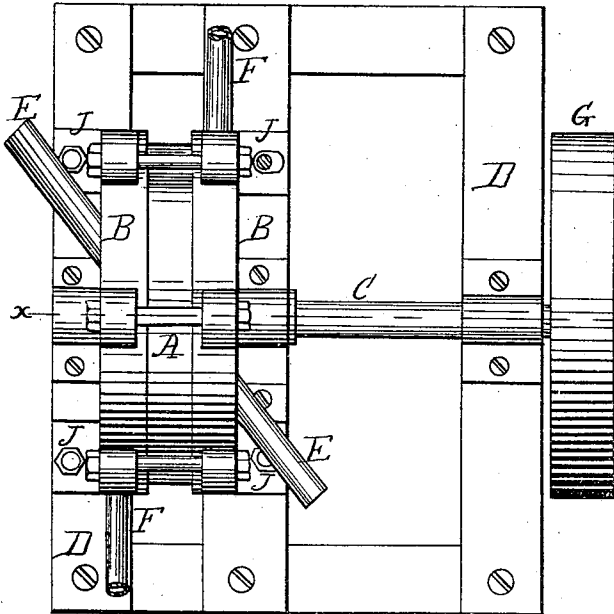


Fig: 3.

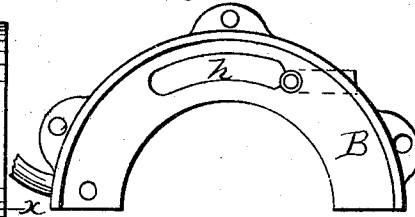


Fig: 2.

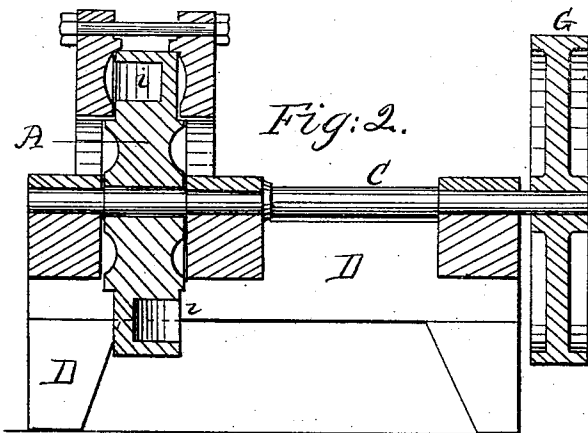
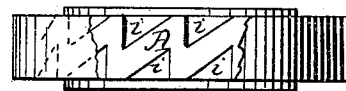


Fig: 4.



Witnesses.

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JOHN WOODY, OF MOUNT VERNON, INDIANA.

Letters Patent No. 81,239, dated August 18, 1868.

IMPROVEMENT IN ROTARY STEAM-ENGINES.

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, JOHN WOODY, of Mount Vernon, in the county of Posey, and State of Indiana, have invented a new and useful Improvement in Rotary Steam-Engines; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to that class of steam-engines known as rotary engines, where the steam acts continuously, and the pressure is applied without intermission, and with uniform effect.

And the invention consists in the construction and arrangement of parts, as hereinafter described.

Figure 1 represents a top or plan view of the engine.

Figure 2 is a vertical section through the line *x x* of fig. 1.

Figure 3 is a view of the inside of the case upon one side of the revolving wheel.

Figure 4 is an edge view of a portion of the wheel, showing sections of the casing.

Similar letters of reference indicate corresponding parts.

This engine is composed of a revolving wheel upon a horizontal shaft, each side of which wheel is recessed out, so that abutments or cups are formed, against which the steam acts.

The abutments are placed in reversed positions, so that steam admitted to one side drives the wheel in one direction, and when admitted to the other side it drives it in the opposite direction.

This wheel is enclosed by a steam-tight casing, and the whole is supported on a suitably-constructed frame, of wood or iron, as may be found most desirable.

A represents the wheel.

B is the casing.

C is the shaft, to which the wheel is attached.

D represents the frame.

E E represent the steam or induction-pipes.

F F represent the exhaust-pipes.

G is the fly-wheel pulley.

H is a cavity in the casing, on each side, into which the steam enters from the induction-pipes, and from whence it acts directly on the abutments.

The abutments are plainly seen in fig. 4, on each side of the wheel marked *i*.

The steam acts upon the wheel for near a quarter of a revolution, when it is exhausted through the pipes F.

The casing is in two separate parts, each part closing over the wheel with a flange, so as to make a steam-tight joint, and each part is so formed and attached to the frame, with lugs J, (which have slot-holes,) that the casing can be moved up or back, and adjusted so as to compensate for wear, or to reduce friction.

The steam and induction-pipes E are so arranged and connected that the motion of the engine can be changed at pleasure or be made to revolve in either direction.

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

The arrangement of the ingress-steam pipes E E, exhaust-pipes F F, abutments *i i*, and casing B B, substantially as described.

JOHN WOODY.

Witnesses:

JOHN M. DUCKWORTH,
WILLIAM LOUDON.