

(No Model.)

W. M. BYRD.  
SHAFT HANGER.

No. 560,775.

Patented May 26, 1896.

Fig. 1.

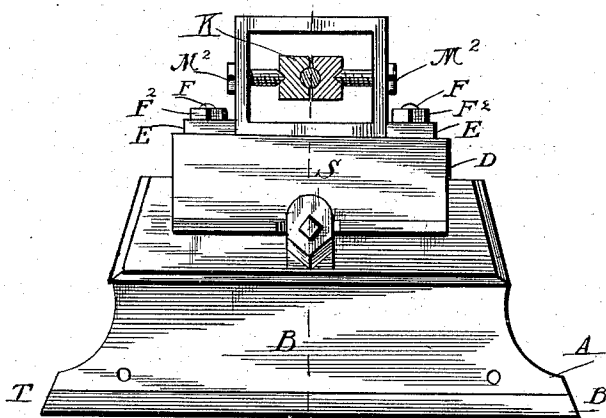


Fig. 3.

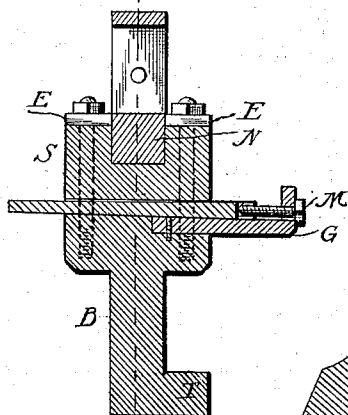


Fig. 2.

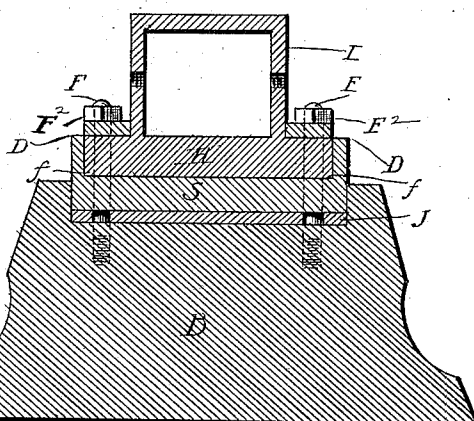
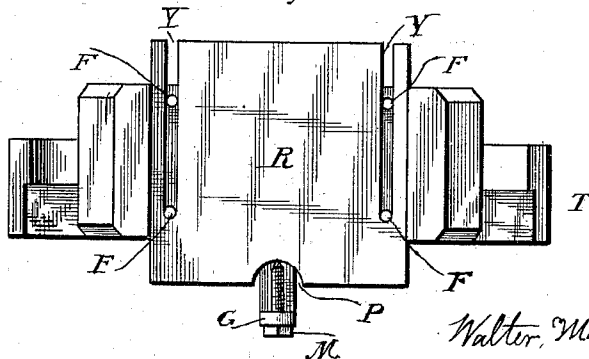


Fig. 4.



Witnesses

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Inventor

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# UNITED STATES PATENT OFFICE.

WALTER MOSELY BYRD, OF MOUNT GILEAD, NORTH CAROLINA, ASSIGNOR  
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## SHAFT-HANGER.

SPECIFICATION forming part of Letters Patent No. 560,775, dated May 26, 1896.

Application filed December 6, 1895. Serial No. 571,280 $\frac{1}{2}$ . (No model.)

*To all whom it may concern:*

Be it known that I, WALTER MOSELY BYRD, a citizen of the United States, residing at Mount Gilead, in the county of Montgomery and State of North Carolina, have invented a new and useful Improvement in Hangers for Shafting, of which the following is a specification.

My invention relates to hangers for shafting, and has for its object, more particularly, the vertical as well as the horizontal adjustment of the bearings for shafting, and while it is adapted to any kind of shafting I have designed it specially for my rotary engine, Patents Nos. 501,598, 516,729, 517,790, and 523,958.

In referring to the drawings, Figure 1 is a side elevation of the entire hanger; Fig. 2, a central section, in side elevation, showing the recess in the pillow-block and the rectangular indenture in the rest or shoe with the rectangular hanger for bearing-box embedded therein; Fig. 3, an end elevation, in central section, showing the adjusting-wedge under the shoe, the bracket containing the set-screw by which the adjusting-wedge is manipulated, the indenture in the shoe with rectangular hanger in place, also a bar across the end of the lower section of the hanger and held in place by bolts, and the construction of the pillow-block or base; Fig. 4, a plan view showing the adjusting-wedge in place with slots encompassing the four bolts which hold the entire structure together.

Similar letters refer to similar parts throughout the several views.

B represents the base; T, a flange on the base B, which forms a substantial rest when bolted to a post, girder, bench, or the bed-frame of an engine; J, a recess in the base B, the bottom of which is tapered to correspond with the taper of the adjusting-wedge R to secure a level surface on the upperside of wedge R when in position. Within the area of the slots Y Y in the wedge R are threaded in the base B four bolts F F F F. The bracket G is securely attached to the base B. In it is placed a set-screw M. In the center of the end of the wedge R a circular section P is cut away to enable the wedge R to pass outwardly beyond the bracket G. This

lessens the length of the bracket and saves space. The slots Y Y give wedge R an unobstructed passage under the shoe S, which engages the hanger H. The shoe S fills up the recess J above the wedge R and extends upwardly to the point indicated by D D. The shoe S is perforated near each corner. Such perforations are pierced by the bolts F F F F, over which it fits loosely. The upper side of the shoe S is grooved to receive the lower portion of the hanger H.

The hanger H is rectangular in form, the lower portion of which extends outwardly from the rectangle on each side to the point indicated by *ff*. Across these outwardly-extending portions, and in contact with the vertical parts of the rectangle, are placed bars or sections E E, which are perforated near each end and fit loosely over the bolts F F F F, and are held in place by the nuts F<sup>2</sup> F<sup>2</sup> F<sup>2</sup> F<sup>2</sup>. In the vertical parts of the rectangle are placed two set-screws M<sup>2</sup> M<sup>2</sup>, on which the bearing-box K is pivoted for the purpose of obtaining horizontal adjustment and to enable the bearing-box K to adjust itself to any angle made by the vertical adjustment of the wedge R.

The effect of the novel combination of this invention is such that when all of the parts are placed in position and the nuts F<sup>2</sup> F<sup>2</sup> F<sup>2</sup> F<sup>2</sup> are run up and the screw M is driven against the end of the wedge R any desired vertical adjustment may be obtained. The nuts F<sup>2</sup> F<sup>2</sup> F<sup>2</sup> F<sup>2</sup> are then run down, and the entire structure is rigid, while the pivoted bearing-box K has adjusted itself to the new position without having suffered the least derangement.

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

1. A shaft-hanger rectangular in form having lower portions which extend beyond the rectangle, means for engaging the extensions and holding the hanger in position, and means for supporting a shaft in the hanger, substantially as set forth.

2. A shaft-hanger rectangular in form, having lower portions which extend beyond the rectangle, means for engaging the extensions

and holding the hanger in position, means  
for supporting a shaft in the hanger, and  
means for vertically adjusting the hanger,  
substantially as set forth.

- 5 3. A shaft-hanger rectangular in form, hav-  
ing lower portions which extend beyond the  
rectangle, means for engaging the extensions  
and holding the hanger in position, means

for supporting a shaft in the hanger, means  
for vertically adjusting the hanger, and means 10  
for horizontally adjusting the bearing-box,  
substantially as set forth.

WALTER MOSELY BYRD.

Witnesses:

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