

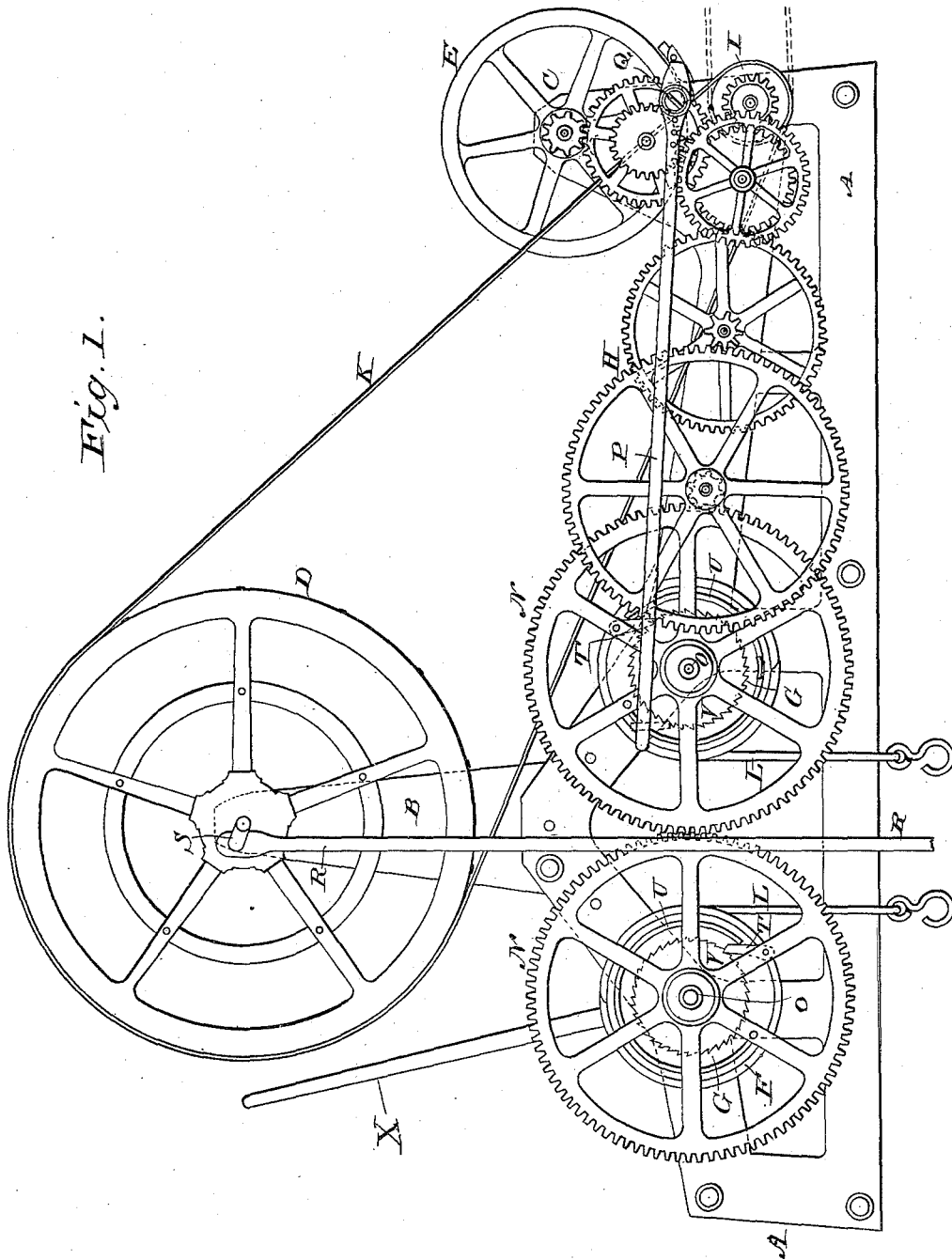
(No Model.)

3 Sheets—Sheet 1.

J. R. PECK & M. ROZZELLE.
MOTOR.

No. 409,231.

Patented Aug. 20, 1889.



Witnesses

H. C. Newman,
C. S. Newman,

Inventors
J. R. Peck,
Marion Rozzelle,

By their Attorneys
Hopkins & Atkins.

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Fig. 3.

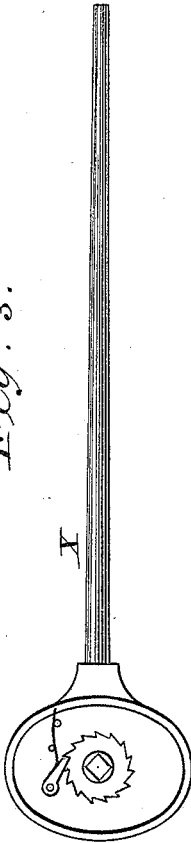
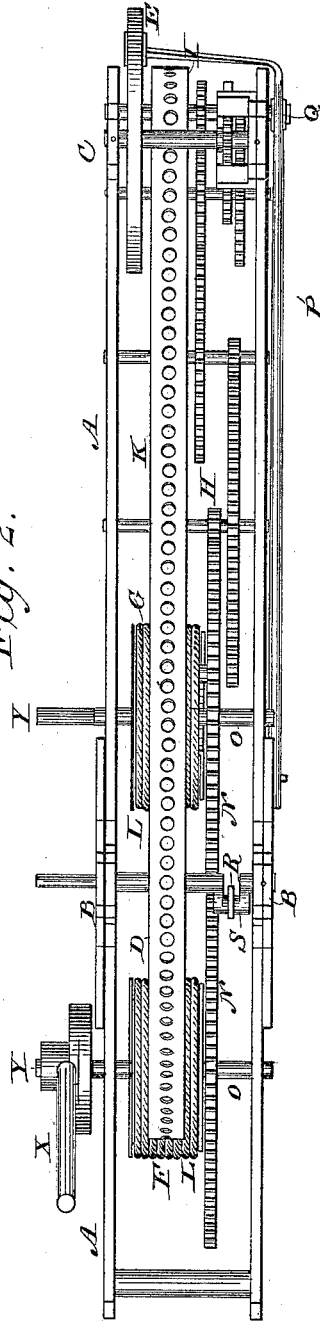


Fig. 2.



Witnesses

H. C. Newman,
D. S. Newman

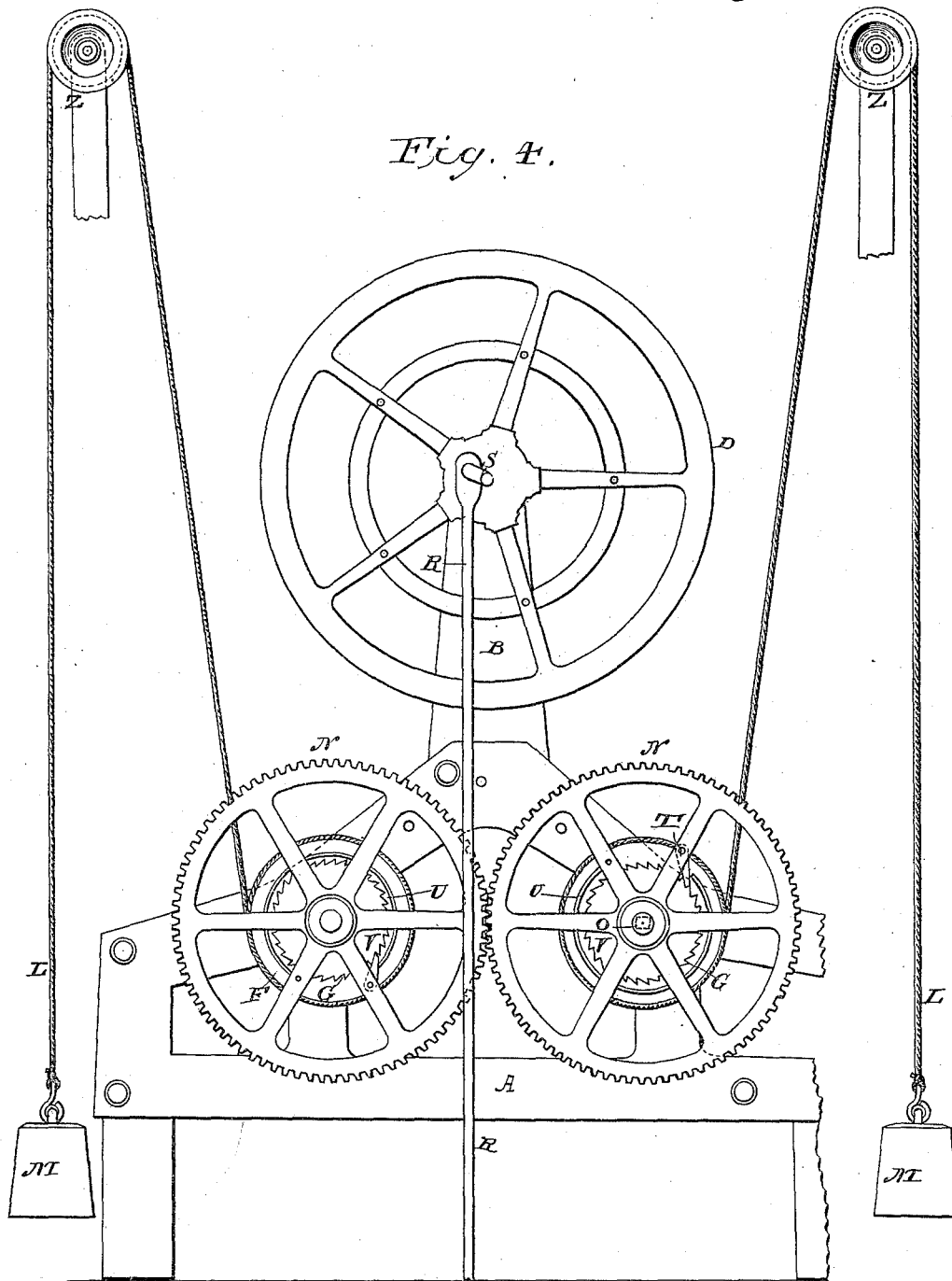
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UNITED STATES PATENT OFFICE.

JOSEPH R. PECK AND MARION ROZZELLE, OF BRECKENRIDGE, MISSOURI.

MOTOR.

SPECIFICATION forming part of Letters Patent No. 409,231, dated August 20, 1889.

Application filed May 17, 1889. Serial No. 311,121. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH R. PECK and MARION ROZZELLE, both of Breckenridge, county of Caldwell, and State of Missouri, have invented certain new and useful Improvements in Motors, of which the following is a specification.

Our motor belongs to the class in which weights and a train of gears are used; and it may be applied to a variety of uses, such as pumping water from wells, churning, &c. It is adapted to take the place, in many instances, of windmills for use by farmers and mechanics.

In the accompanying drawings, Figure 1 is a side elevation of our improved motor with one side of frame removed. Fig. 2 is a top plan view of the same, and Fig. 3 is a view of a ratchet-wrench for winding up the drums. Fig. 4 is a view showing the pulleys used to raise the ropes.

A indicates a frame with two upright projections B and C—one for supporting a band-wheel D and the other for supporting a fly-wheel E. The lower part of the frame is adapted for supporting the drums F and G, the train of gears H, and the small band-wheel I.

K indicates the band, and L L ropes or cables secured at one end, respectively, to the drums, and free at the other to sustain weights M. The cables are wound in opposite directions around the drum, so that their weights will tend to revolve the drums in opposite directions.

N N are large gear-wheels fixed upon the drum-shafts O and meshing together, so that the weights serve to drive both wheels alike, thus communicating motion to the train of gears and to the small belt-wheel and fly-wheel.

P indicates a brake-lever of ordinary construction, pivoted at Q and adapted to stop the motion of the machine whenever desired by being tilted on its pivot so as to bear against a moving part—as, for example, the fly-wheel.

R is a pitman-rod, connected to the crank S of the large belt-wheel and adapted to be connected at its other end to a pump.

To operate a churn, a lathe, corn-sheller, or

other small machine, the pitman may be detached and the belt removed from the large wheel and placed on the belt-wheel of the machine to be worked in front of the motor. 55

T T are pawls pivoted to the large gear-wheels N N and provided with springs U U, which cause them to engage with the ratchet-wheels V V, secured to the drums. By this means the drums may be wound up by a wrench X, applied to the squared projections Y of the drum-shafts, and as their weights run down motion will be communicated to the wheels M M, the train of gears, the fly-wheel, and the band-wheels and band. As the large band-wheel rotates, it will operate the pitman and whatever machine may be attached to it. 65

When this machine is applied to pumps, the weights may be easily arranged to descend into the wells where they are deep enough. In other instances pulleys Z, supported upon the main frame, may be employed, and the weighted ropes carried up over them, so as to give room for the weights to descend. 70

Of course the weights can be varied so as to give more or less driving-power, and the length of the cords can be varied also, so as to increase or diminish the time that will be required for the motor to run down.

For use among farmers and mechanics this simple motor is very advantageous, because it can be wound up by the use of a wrench, and thus power enough can be conserved to drive light machinery for a long period. The brake can be used also to regulate the speed of, as well as to stop, the motor. 85

What we claim is—

The combination, with the main frame having the upward projections B and C, of the drums, their cords and weights, the two large gear-wheels N N, connected by ratchets and pawls with the drums, the train of gears H, the fly-wheel, the two band-wheels and band, and the pitman for connecting with machinery to be driven, substantially as set forth. 95

In testimony of all which we have hereunto subscribed our names.

JOSEPH R. PECK.
MARION ROZZELLE.

Witnesses:
P. A. PRICE,
N. SCARLETT.