J. L. SHIPE.

FLOATING POWER.

No. 181,988. Patented Sept. 5, 1876.

Fig. 1

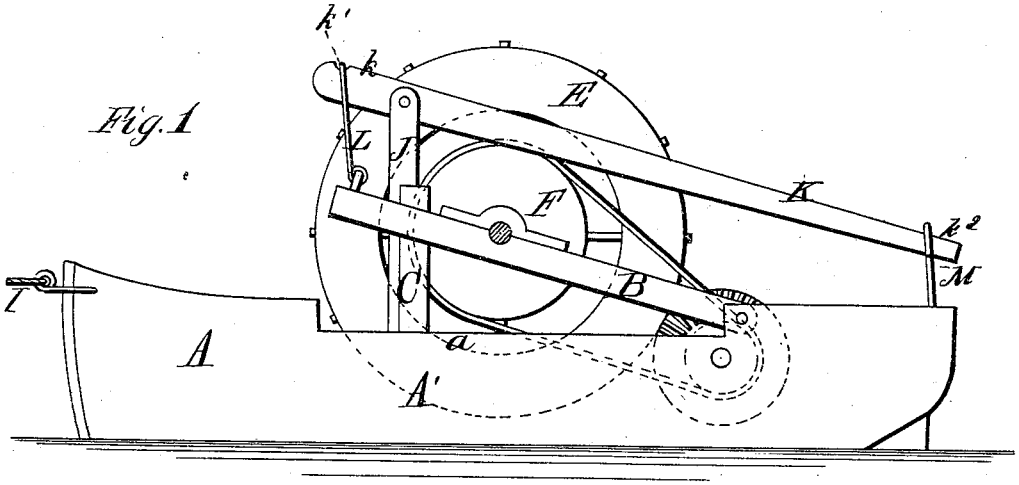
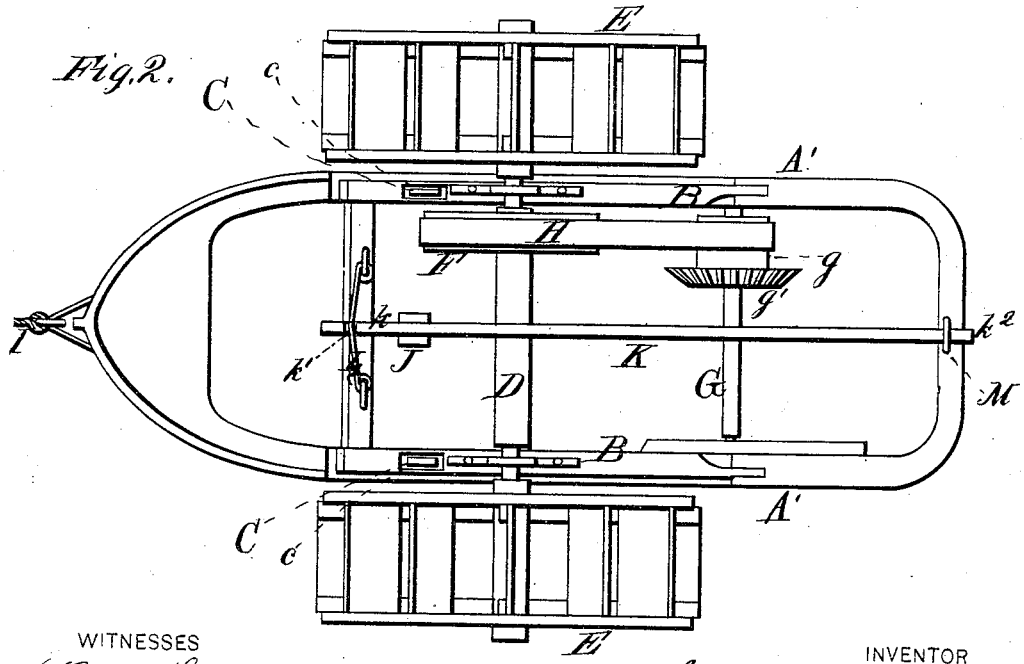


Fig. 2.



WITNESSES

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JOHN L. SHIPE, OF CLINTON, TENNESSEE.

IMPROVEMENT IN FLOATING POWERS.

Specification forming part of Letters Patent No. **181,988**, dated September 5, 1876; application filed August 5, 1876.

To all whom it may concern:

Be it known that I, JOHN LAFAYET SHIPE, of Clinton, in the county of Anderson and State of Tennessee, have invented a new and valuable Improvement in a Floating Power to Run Machinery; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side view of my floating power with one wheel off, and Fig. 2 is a plan view thereof.

This invention relates to apparatus for transmitting the power of running water to machinery; and it consists in two water-wheels journaled in a tilting frame pivoted to the sides of a boat or floating dock, in combination with a rotating shaft and drum or pulley and power-transmitting belt, and with a lever, which operates to raise said wheels out of the water when it is desired to render them inoperative, and to lower them at will.

In the annexed drawings, A indicates a boat or floating dock, the sides A′ A′ of which are recessed on top at *a*. To sides A′ A′, at the rear ends of recesses *a*, are hinged the rear ends of longitudinal tilting frame B, the sides of which set into recesses *a* when lowered. C C are vertical guide-posts secured to the top of sides A′ A′, and pass through guide-slots *c* in the sides of frame B. Their office is to regulate the movement of said frame, protecting the hinges against lateral strain.

In frame B is journaled a transverse rotating shaft, D, which bears on its ends, outside of boat A, water-wheels E E. On said shaft is secured a drum or pulley, F. G is a supplemental rotating shaft, having secured upon, and rotating with it, a smaller drum, *g*, and bevel-geared wheel *g′*. Said supplemental shaft is journaled in the sides A′ A′ of boat A. H is a belt, which passes over drums F and *g*, and transmits power from the one to the other. I is a rope or chain for anchoring the boat.

The operation of the apparatus is as follows: The boat A being anchored in a shoal or other part of a stream where the current is swift, said current will turn water-wheels E E and shaft D, transmitting the power thence through belt H to drum *g*, shaft G, and bevel-wheel *g′*, whence it is communicated to the machinery which is to be operated.

Another belt might be substituted for the bevel-wheel *g′*.

The devices for throwing the apparatus out of operation are as follows: A vertical standard, J, is attached to the bottom of boat A, and a shifting-lever, K, of the first kind, is pivoted thereon, with its short arm over the front of tilting frame B, and its long arm extending backward for the convenience of the operator.

The short arm *k* of said lever is detachably connected to the front of said tilting frame by means of a wire loop or bail, L, which catches into a notch or groove, k^1, on the top of said arm *k*. The long arm k^2 of said lever tapers to its rear end, so that when depressed and turned a little to one side it will catch under a hook, M, which is rigidly attached to the end of boat A. When said lever is so secured, the wheels E E are held out of water, and the apparatus will not operate.

When said lever is released from said hook, and the pressure of the operator's hand is withdrawn, the weight of hinged frame B and the devices attached thereto or journaled therein will cause said wheels to drop into the water again, and the operation of the apparatus will recommence. Bail L should then be detached from lever K, to avoid any accidental interference with the working of wheels E E which might arise from the careless depression of the long arm k^2 of said shifting-lever K.

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

1. The combination of tilting frame B, carrying shaft D, drum F, and wheels E E, with

standard J and shifting-lever K, substantially as and for the purpose set forth.

2. The combination of the lever K, having its fulcrum in standard J, hook M, pivoted frame B, with shaft D, and wheels E E, substantially as and for the purpose set forth.

3. The combination of frame B with lever K and detachable connection L, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN LAFAYET SHIPE.

Witnesses:
JOHN ALLEN,
SAMUEL SHIPE.