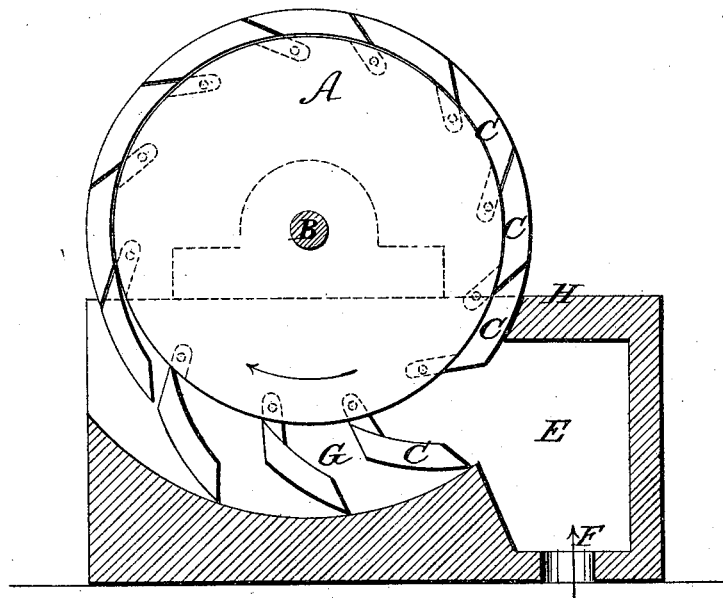


*D.S. Money.*

*Undershot Water Wheel.*

*N<sup>o</sup> 107,081.*

*Patented Sept. 6, 1870.*



*Witnesses.*

*A. Bennewendof.*

*Jno. E. Brooks.*

*Inventor.*

*D. S. Money*  
*per Wm. J. Co.*  
*Atty.*

# United States Patent Office.

DAVID SMITH MONEY, OF VALDOSTA, GEORGIA.

*Letters Patent No. 107,081, dated September 6, 1870.*

## IMPROVEMENT IN ROTATING 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, DAVID SMITH MONEY, of Valdosta, in the county of Lowndes and State of Georgia, have invented a new and useful Improvement in Rotating Engines; 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 a new and useful improvement in that class of engines where water, steam, or other elastic fluid acts continuously upon the wheel, thereby avoiding the use of a crank; and

It consists in arranging a series of adjustable buckets on a revolving wheel, in combination with a suitably constructed chamber and passage-way, as hereinafter more fully described.

The accompanying drawing represents a vertical section of a wheel constructed and arranged according to my invention.

A is a disk or drum, securely fastened to a central shaft, B, which revolves on journals in suitable bearings, as indicated by the dotted lines in the drawing.

C represents the buckets, of which there may be more or less in number.

These buckets C are each connected to the wheel by one or more tongues, D, which are pivoted to the rim of the drum or wheel A, as seen in the drawing.

The buckets are curved in form, so that their inner surfaces fit on to the circumference of the wheel, and form a border thereon, as seen, when they are not acted upon by the motive power employed.

E is the chamber into which the steam or water is introduced from the pipe F.

G is the passage-way or channel.

Each of the buckets, being hung on one or more pivots, is free to drop by its own gravity as it passes down into the chamber through throat H, or is forced down, where steam or other elastic fluid is employed, by the introduction of such fluid behind the outer sloping ends of the bucket.

When the bucket opens, as seen in the lower portion of the wheel, they are made to tightly fit the channel G, so that the water or steam cannot escape past them, thus causing the whole force to be exerted to revolve the wheel.

Power is conveyed from the wheel by means of a driving-pulley on the projecting end of the shaft B, or by gear-wheels, as may be found most convenient.

The arrangement and operation are so plainly shown in the drawing that further description is deemed unnecessary.

Having thus described my invention,

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

1. The combination, with the ordinary engine-wheel, of a steam or water-chest from which the power shall only act upon the wings at a tangent to the circumference of the wheel, thereby greatly lessening the counter-frictional pressure.

2. The steam or water-chest H E F, constructed and applied to the wheel, as and for the purpose specified.

D. S. MONEY.

Witnesses:

W. A. SMITH,  
JOHN W. BEATY.