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Rail-Road News.

New York and New Haven Railroad.

We endorse the following commendations of this road from the Daily Sun of the 27th ult. We have travelled not a little over the different roads of the country, and we have never found one better managed in every respect than this. The arrangements are as near perfection as we can expect at present.

"Probably no road in this country has ever advanced in public favor so quickly, or made money so rapidly since its completion as this road. Its arrangement has been such, as in all respects, to please the travelling community, and it must be a matter of congratulation to the stockholders, that they have such a man at the head, as Robert Schuyler, Esq., who, as a man of judgement and practical experience as a railroad man, is second to none in our community. The conductors are in all respects gentlemen, as all who have had the pleasure of travelling with Messrs. Comstock, Quintard, Dennis, or Oakley can testify, and we believe all the appointments on the road are unexceptionable. The laying of a double track is progressing rapidly, and will probably be completed in the course of the year. Oyster shells are being put upon the road, to prevent the rising of the dust, so annoying to passengers, and in a short time the condition of the track, and the comfort of riding, will be superior to any other road."

Cattle Freight on Railroad.

Railroads are not only a great benefit to distant farmers, but to the people of our cities. No man can estimate the benefits conferred upon mankind by railroads. Cattle are now transported from the Kentucky to this city in half the number of days that it once took weeks to travel. There is no loss of beef by travel, and there is a general saving in the price of each animal of about \$20. Is not this a great benefit simply considered in itself? The animals which used to come to this city, after a journey of 500 and 600 miles, looked like scare-crows in comparison with those which now arrive by railroad, after a journey of three times that distance. The citizens have now better beef for less money, and the farmers better prices and less expenditure.

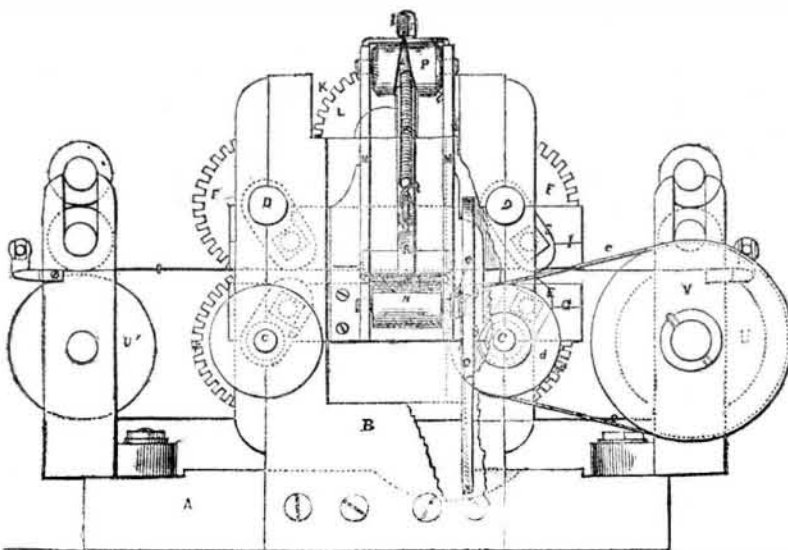
Black Rock Suspension Bridge.

A bill is now before the Legislature authorizing the building of a suspension bridge, over the Niagara River, at Black Rock. It is the intention to build the bridge from nine-five to one hundred feet above the water, so that there is no possibility of its interfering with the navigation of the river.

It is now about the season when the Sea Serpent should make his appearance. Some news about his imperial majesty may be expected daily.

DODGE'S NEW PRINTING PRESS.

Fig. 1



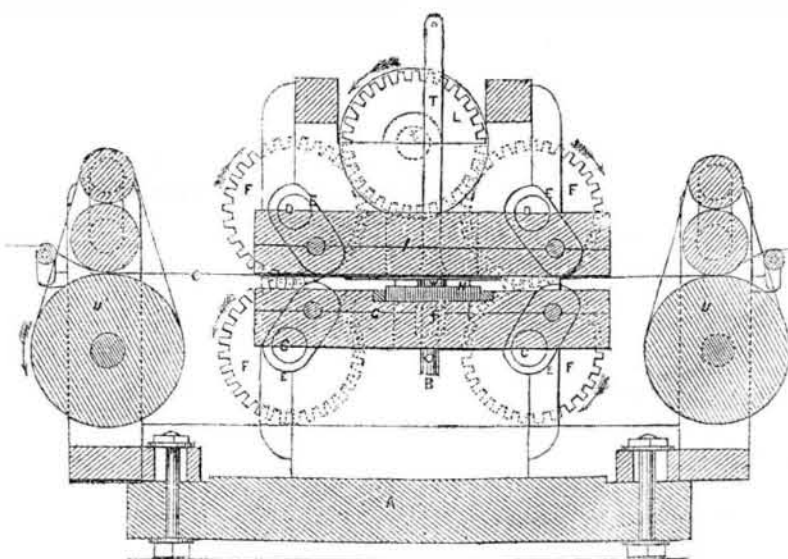
The accompanying engravings represent a new printing press, invented by Mr. Thomas H. Dodge, of Nashua, N. H., who has applied for a patent.

Figure 1 is a side elevation of a press suitable for job work, in which one side of the paper is printed; part of the framing is broken away to show the inking apparatus. Fig. 2 is a longitudinal section of the same, taken near its centre. Fig. 3 is a detached view of the inking apparatus. The same letters refer to like parts.

The plattens and type beds are hung on cranks placed on parallel shafts and so arranged that the plattens and type beds are always parallel or nearly parallel to each other during the revolution of the shafts. Those shafts which carry the type beds revolve contrary to those which carry the plat-

tens, and the cranks on one set are so arranged upon them in relation to those upon the otherset acting with them, that each platten moves in the same direction longitudinally as the type bed corresponding with it—both towards and from one another. They are brought together sufficiently close to make the impression (print). The sheet to be printed is in a roll or web, fed in continually at the speed required, and when an impression is made the sheet is cut off. The type is inked by a roller, the motion of which is controlled by the motion of the platten. A B is the framing; C C,' and D D,' are short shafts hung in bearings in the standards of the frame, each formed of two parts, one on each side of the frame, in line, so that both have the same axis; C and D are equi-distant, so are C' and D'; the two first are on the same horizontal

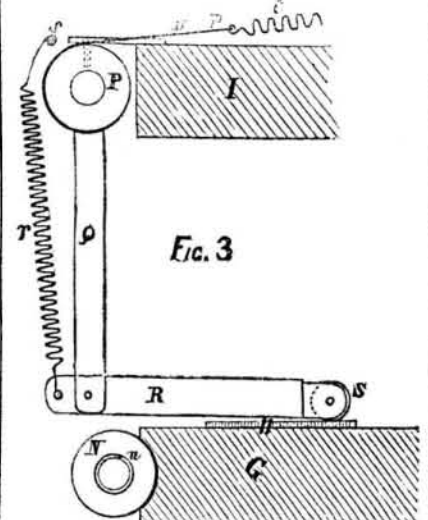
Fig. 2



plane, so are the two last. Upon each part of the said shaft, inside of the bearings, there is a crank, E. All the cranks are of equal length; those with the same axis are placed opposite, to form part of the crank. The cranks on C and C' are placed in corresponding positions, and the platten bed is hung upon them. The platten is hung upon the cranks, D D'. The shafts C and D are geared together by the cog-wheels, F F, and C' and D' are geared together by a similar pair of cog-wheels. C and C' rotate in opposite directions to D and D'. The wheels are geared so that the cranks on D and D', and C and C', always move towards or from one another at the same

time; and when one pair are returned upwards in a vertical position, the other pair are turned downwards, and vice versa. G is the type bed hung on the cranks on the shafts, C C', and kept in a horizontal position during their revolution. H is the form of type placed in the bed in the usual way; I is the platten hung upon the cranks on the shafts D D', and always remaining in a horizontal position; J is a stationary stud or gudgeon, secured on the side of the framing; K is a driving pulley running loosely upon it. L is a cog wheel secured to the driving pulley and gearing into wheels, F F, on shafts, D D', driving both in the same direction. M M are standards secu-

red to one side of the type bed, they support certain parts of the inking apparatus; N is the distributing roller hung in the lower parts of M M; the upper part of its periphery stands nearly level with the top of the "form." The side of the type bed is recessed, as in figure 3, to let the top part of the roller come close to the bed; n is a small grooved pulley on the axis of the roller. O is a small bar of steel or other flexible material attached to the platten and hanging down from it; a cord is attached to it near its upper and lower ends, enclosing the pulley, n, and by the upward and downward motion of the platten and type bed, a reciprocating rotary motion is communicated by it to the distributing roller; P is a small barrel cylinder hung in the upper part of the standards, M M, carrying a radial arm, Q, at the end of which is hung a lever, R, having a long and a short arm; the long arm carries a bar, in which the inking roller, S, is hung; the short arm is connected by a spiral spring, r, to a small bar, s, placed across the standards; this spring has a tendency to push down the inking roller. A tangential bar, p, is secured to the barrel, P, and is struck by every upward



motion of the platten, throwing it upwards and giving the barrel part of a revolution, by which the arm, Q, is thrown towards the press, and the inking roller, which rests upon the distributing one when not in use—is moved across the type, the spring, r, keeping it down upon the type; p is an upright type bar, secured to the type bed on the opposite side, and to it is appended a spring, t, attached to the cord, u, which passes over and is secured to the barrel, P. This spring pulls on the cord turning the barrel, when the bar, p, is not acted upon sufficiently to throw back the inking roller to the distributing roller beyond which it is prevented from moving by its frame coming in contact with the standards, M M. U U' are cylinders hung in bearings in standards at each end of the frame. U carries a pulley, on its shaft which is fitted to it so as to turn freely, driving the cylinder by the stud, a, on its face, which comes in contact with a pin inserted transversely in the shaft. The pulley receives motion by the band, c, from pulley d (figure 1) on shaft C'; U is driven by a band, e, running from V. Tapes run over these cylinders for the purpose of carrying the paper to feed to the press. The mode of carrying the paper forms no part of the invention, we therefore do not describe it, excepting to say that the paper will be carried parallel with the face of the type bed and platten and about midway between their centres of motion. W (fig. 2) is the spring presser, which consists of a stud fitting in a socket secured on one side of the type bed; the lower part of this stud is made smaller than the upper part to form a shoulder; under this