

(No Model.)

J. POMROY.
STOP BLOCK FOR WAGONS.

No. 476,065.

Patented May 31, 1892.

Fig 1.

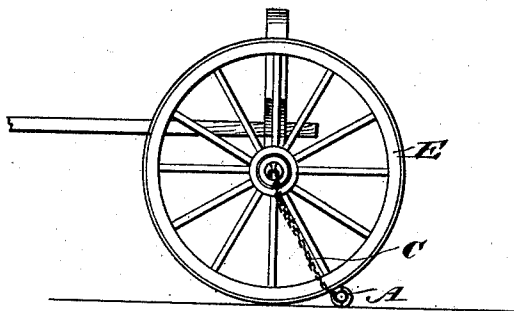


Fig 2

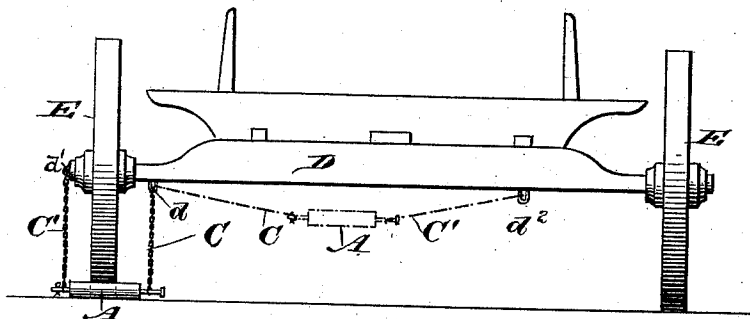


Fig 3.

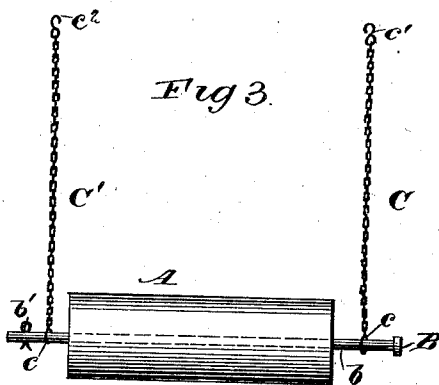
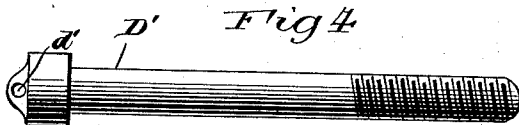


Fig 4



WITNESSES:

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JOHN POMROY, OF LAKE LINDEN, MICHIGAN.

STOP-BLOCK FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 476,065, dated May 31, 1892.

Application filed February 2, 1892. Serial No. 420,073. (No model.)

To all whom it may concern:

Be it known that I, JOHN POMROY, of Lake Linden, in the county of Houghton and State of Michigan, have invented a new and Improved Wagon-Block, of which the following is a full, clear, and exact description.

The invention relates to devices adapted for attachment to a wagon so as to travel behind one or more of the wheels on the ground and prevent backing of the wagon, the device being most useful when a wagon is ascending steep hills and it is desired to stop for resting the horses or for other purpose.

The object of the present improvements is to so improve a wagon-block of this character as to increase its efficiency and to so construct and arrange the same as to enable it to be conveniently and quickly adjusted in operative position behind a wheel and as readily removed from such position and suspended from the axle.

The invention consists in the novel construction and arrangement of parts, as hereinafter particularly described, and defined in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the rear part of a wagon, showing one of my improved block devices adjusted behind the wheel. Fig. 2 is a rear elevation. Fig. 3 is an elevation of the block detached, and Fig. 4 is an elevation of a skein-bolt removed from the axle and formed at its head to suspend one end of my improved block.

In constructing a wagon-block in accordance with my invention a roller A is provided of such length as will insure its engagement with the wheel, and said roller is mounted for rotation on its shaft or spindle B, the ends of which spindle are extended considerably beyond the ends of the roller. Upon the projecting ends of the roller-spindle B are passed rings c, carried by suspension-chains C C', which carry S-hooks c' c² or equivalent devices at the upper ends for securing the block in place on a wagon. One end of the spindle B is headed for retaining the ring thereon, while the opposite end is provided with a cot-

ter-pin b' for a like purpose. The arrangement is such as to permit dismemberment of the chain, spindle, and roller for repairing or replacing either.

The hook c' may be permanently engaged by or in a staple or other eye d, secured to the usual wooden axle D, adjacent to and at the inside of either wheel E, and in this way one end of the device will always be in proper position. The hook c² of the other supporting-chain is made to engage the eye d' in the skein-bolt D' when it is desired to suspend the device in operative relation to the wagon-wheel. When not ascending a hill or otherwise desiring to so suspend the device, the hook c² is disengaged from eye d' and the device swung around beneath the axle and suspended in the position indicated in dotted lines in Fig. 2 by engaging the said hook c² with an eye or staple d² on the axle. The block may be quickly and conveniently changed from one position to the other, and it will be seen that it is completely out of the way and is not conspicuous when not in use.

The mounting of the roller, the connection of the chains to the spindle, and the flexibility of the chains all permit the necessary play of the roller in accommodating itself to the inequalities of the ground.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with a wagon, of blocking devices consisting of chains, a spindle supported from said chains, and a roller on said spindle, the chain at one end being held to the wagon adjacent to and at the inside of the wheel and the other chain being adapted to engage the axle outside of the wheel or a fixed support beneath the wagon, substantially as described.

2. The combination, with a wagon having one skein-bolt of one of its axles formed with an eye at its head, of a wagon-block roller suspended by end-supporting chains, one of which is held to the wagon within the wheel and the other is formed with a hook for engaging the eye of the skein-bolt, the axle having an auxiliary eye for engaging said detachable hook when the wagon-block is not in use, substantially as described.

3. The herein-described wagon-block, consisting of a roller, a spindle on which said roller is mounted, and suspension-chains secured to the ends of said spindle, substantially as described.
- 5 4. The herein-described wagon-block, consisting of a roller, a spindle on which said roller is mounted to rotate, suspension-chains

having rings removably secured on the ends of said spindle, and hooks at the opposite to ends of said chains, substantially as described.

JOHN POMROY.

Witnesses:

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FRED HAGEN.