

No. 658,564.

Patented Sept. 25, 1900.

G. F. CONNER.

DEVICE FOR HOLDING OR BLOCKING TRACTION ENGINES.

(Application filed Mar. 1, 1900.)

(No Model.)

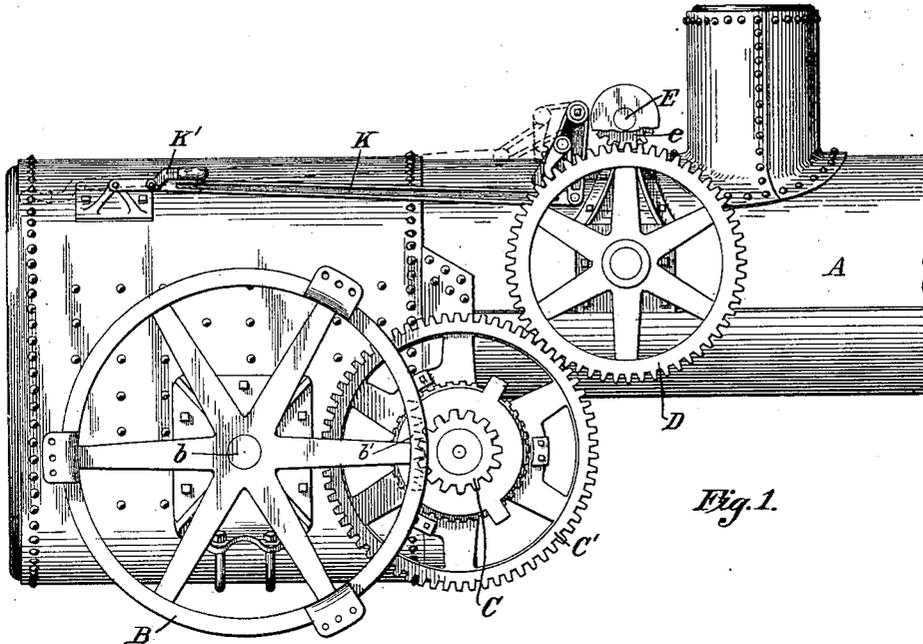


Fig. 1.

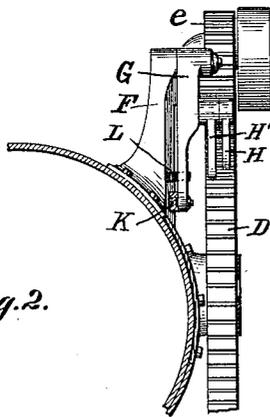


Fig. 2.

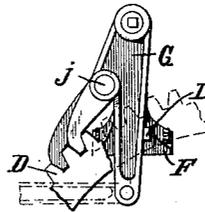


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

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DEVICE FOR HOLDING OR BLOCKING TRACTION-ENGINES.

SPECIFICATION forming part of Letters Patent No. 658,564, dated September 25, 1900.

Application filed March 1, 1900. Serial No. 6,969. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. CONNER, a citizen of the United States, residing at Port Huron, in the county of St. Clair and State of Michigan, have invented certain new and useful Improvements in Devices for Holding or Blocking Traction-Engines, of which the following is a specification.

This invention relates to an improvement in devices for holding or blocking traction-engines against movement. Ordinarily in practice this is accomplished by putting blocks under the wheels. It has been found, however, that as the machine sinks into the ground the blocks get loose and jar or strain. It also has a tendency to loosen the wheels.

The object of this invention is to provide mechanism for positively automatically locking and holding the wheels rigid and preventing movement of the same by automatically locking them in any position.

In the drawings I have shown the preferred form of construction, but desire it understood that changes or alterations can be made without departing from the nature and principle of the invention.

In the drawings I have shown but a portion of a well-known type of traction-engine used for farming and general purposes.

Figure 1 shows the parts in elevation. Fig. 2 is a front elevation in detail of the locking or bracing mechanism, and Fig. 3 is a detail elevation view of the same.

In the drawings, A represents a portion of a traction-engine of any approved type carrying the spider B, to which the traction-wheels are riveted, the spider being mounted on a suitable shaft *b*, carried by a bracket secured to the traction-engine in the usual manner. The spider B has a circular rack *b'* on its periphery meshing with its pinion C on the driving-gear C', which in turn meshes with the driving-gear D. This latter is driven from the driven shaft E, which carries the pinion *e*, which is controlled by suitable clutch mechanism, as usual.

The construction above referred to is all of well-known type.

Bolted to the frame of the engine A is an arm F, having its outer end formed cylin-

dricial, which portion carries a pivoted arm G depending therefrom. This arm G has an enlarged or thickened portion at its upper end, and to the edge of this portion is secured an outwardly-projecting pin *j*, on which is mounted two pawls H and H', the former being shorter than the latter. The pawls or dogs are eccentrically pivoted, so that their lower ends will have a tendency to move down at all times, and they are arranged side by side directly over the wheel D, the relative length of the pawls being such that they engage the wheel D at a point slightly in the rear of the crown thereof, so that they have the proper action as checks or brakes, while the reverse action will release the pawls and allow the wheel to move.

On the lower end of the pivoted arm G is pivotally secured an actuating-rod K. This rod extends to the rear of the machine and is pivotally connected to the lever K', mounted on the rear end of the machine. By moving the lever K' the pivoted arm G is moved backward and forward to release or set the pawls or brakes. To prevent an over backward movement of the pivoted arm G, a stop or lug L is formed on the arm F or its base-plate and projects outwardly in front of the pivoted arm G, the said pivoted arm striking against the stop in its backward movement.

In practice the above-described construction is found to be eminently satisfactory in that it holds the engine against the tendency to move forward, owing to the pounding or vibration of the engine while the same is used for driving a belt.

The object of having the two dogs or pawls is that a positive double lock is formed, and in the event of one dog not being properly seated the other dog will assume its proper position between the two teeth.

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

1. In a traction-engine, the combination with the driving-gear train, of a fixed arm carried by the engine adjacent the gear, an arm pivoted on said fixed arm, a pawl pivoted on said pivoted arm, a rod connected to said pivoted arm, and a lever to which the oppo-

site end of the rod is connected, said pawl engaging the teeth of one of the gears, substantially as described.

2. In a traction-engine, the combination
 5 with the engine-body, of a train of gears for driving the engine forward, an arm fixedly secured to the body, a pivoted arm mounted on said arm adjacent to one of the gears, a
 10 pawl or pawls pivotally secured to said pivoted arm and arranged to engage with the teeth of said adjacent gear, and means for rocking said pivoted arm sufficient to lift
 15 pawls clear of the gear, and extending to rear of the engine, substantially as described.

3. In a traction-engine, the combination
 15 with the engine-body, of a train of driving-gears, a fixed arm mounted on the body adjacent to one of the gears, a pivoted arm mounted on said fixed arm, a pawl carried
 20 by said pivoted arm and engaging the adjacent gear, means extending to the rear of the

engine for actuating said pivoted arm and a fixed stop for limiting the forward movement of said arm, substantially as described.

4. In a traction-engine, the combination 25
 with the engine-body, of a train of driving-gears, a fixed arm mounted on the body adjacent to one of the gears, a pawl supported
 30 by said fixed arm and engaging the adjacent gear and automatically locking the same when said gear is run backward, means extending
 35 to the rear of the engine for engaging or releasing said pawl, and a fixed stop for limiting the forward movement of said locking-pawl, substantially as described.

In testimony whereof I have affixed my signature in presence of two witnesses.

GEORGE F. CONNER.

Witnesses:

S. A. WOOD,
 H. B. HOYT.