M. KOSZKOWSKI.

WIRE CUTTER.

APPLICATION FILED MAY 10, 1918.

1,289,196.

Patented Dec. 31, 1918.

Fig. 1.

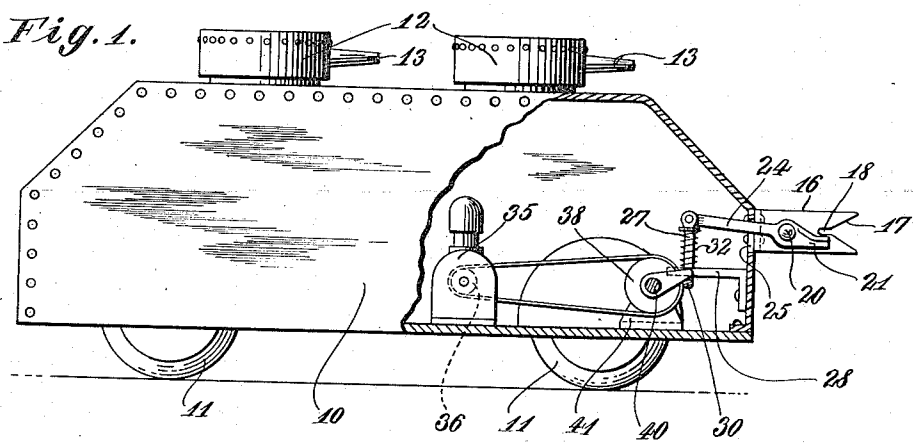


Fig. 2.

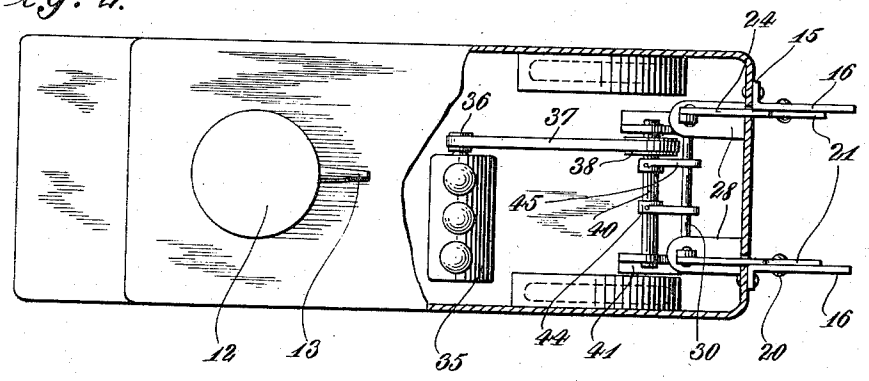
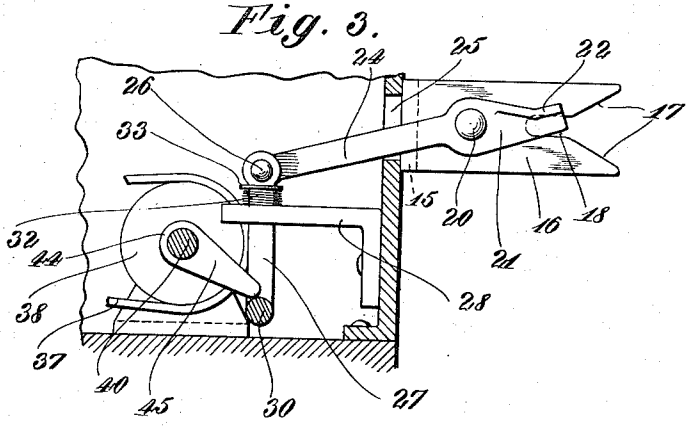


Fig. 3.



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UNITED STATES PATENT OFFICE.

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WIRE-CUTTER.

1,289,196. Specification of Letters Patent. Patented Dec. 31, 1918.

Application filed May 10, 1918. Serial No. 233,680.

To all whom it may concern:

Be it known that I, MIKE KOSZKOWSKI, a citizen of Russia, residing at New Kensington, county of Westmoreland, and State of Pennsylvania, have invented certain new and useful Improvements in Wire-Cutters, of which the following is a specification.

This invention relates to improvements in machines adapted for use in war, and particularly to types for cutting or severing wire entanglements.

The principal object of the invention is to provide an armored car with a plurality of cutting shears arranged at the front end thereof, the shears being operated by a mechanism within the car.

These and other like objects are attained by the novel construction and combination of parts hereinafter described and shown in the accompanying drawing, forming a material part of this disclosure, and in which:—

Figure 1 is a front elevational view, showing a portable wire cutter made in accordance with the invention, parts being broken away in order to disclose the interior.

Fig. 2 is a top plan view of the same, a portion of the cover being removed, and

Fig. 3 is an enlarged fragmental vertical sectional view, showing the cutter operating mechanism.

In carrying out the invention use is made of an armored car 10, mounted upon wheels 11, and adapted to be propelled by any source of energy, preferably contained within the car.

Arranged upon the top of the car may be one or more turrets 12, containing rapid-firing guns 13, the upper end surfaces of the car being preferably beveled as indicated.

Attached to the front of the car are a pair of brackets 15, from which extend horizontal fixed shear blades 16, having V shaped openings 17, at the front, at the converging centers of which are recesses 18, the object being to gather in the strands of wire against which the machine may be directed.

Secured upon pivots 20 are blades 21, having upper beveled surfaces 22, the blades having lever shanks 24, extending inward through recesses 25, formed in the front wall of the car and are engaged at their inner ends by pivots 26 with link bars 27, passing through fixed guiding brackets 28, the lower end of the link bars being engaged with a horizontal bar 30.

Springs 32 encircle the upper portion of the link bars 27, one end of the springs abutting against fixed collars 33, secured upon the bars, while the lower end of the springs rest upon the extending brackets 28, the springs being adapted to raise the levers 24, so as to normally leave the openings 18 clear to receive wires or the like which may enter therein.

A motor 35 is secured within the car upon the floor, there being mounted upon the shaft of the motor a driving pulley 36, communicating power through an open belt 37 to another pulley 38, mounted on a transverse shaft 40, carried in brackets 41, secured upon the floor of the car. Also secured upon the shaft 40 are hubs 44, formed with arms 45 the same extending outward in such manner that as the shaft is rotated, they make contact with the bar 30, forcing it downward, opposing the springs 32, and causing the shear blades 21 to pass the openings 18 in the fixed cutter blades severing in an obvious manner any article which may be entered therein.

It is to be understood that the shaft 40 is rotated at a high rate of speed, therefore the cutter blades are caused to move reciprocatively across the opening 18 in a rapid manner so that as the car is advanced they cut a passage for the same.

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

In a wire cutter for armored motor cars or the like, the combination of a bracket having a V-shaped slot secured to the car with shear blades pivotally secured to said bracket, lever shanks for said blades extending into the car, link bars vertically disposed in said car to which said lever shanks are pivotally secured, guiding brackets on the inner wall of the car through which said

link bars are passed, springs encircling the upper portions of said link bars, fixed collars on said bars against which the springs abut with their upper ends, the lower ends of said springs resting upon said brackets, a horizontal bar at the lower ends of said link bars, a motor driven pulley, a shaft for said pulley, and operating fingers on said shaft adapted to engage said horizontal bar for operating said shear blades.

In testimony whereof I have affixed my signature.

MIKE KOSZKOWSKI.