Feb. 6, 1923. 1,444,108.

E. G. CARR.

ROAD MACHINE.

FILED MAY 3, 1919.

Fig. 1.

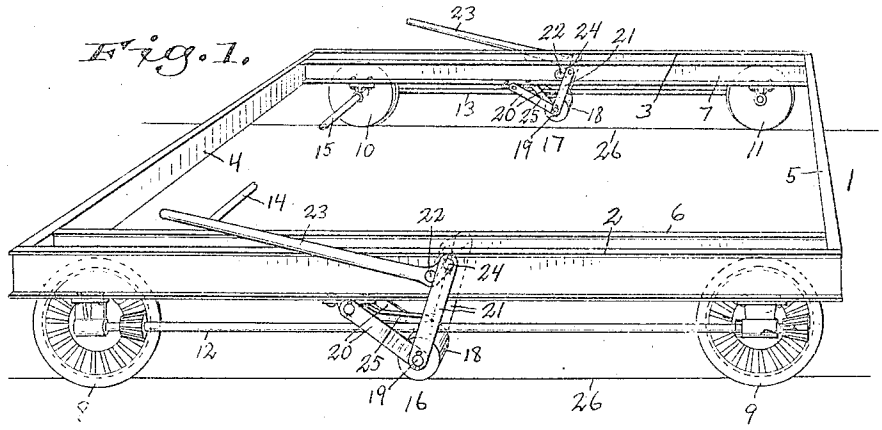


Fig. 2.

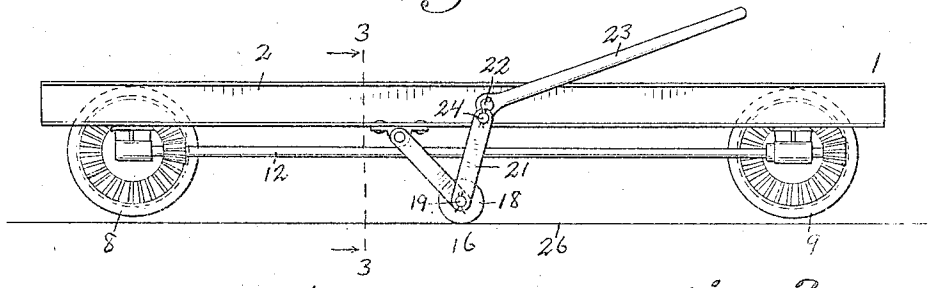


Fig. 4.

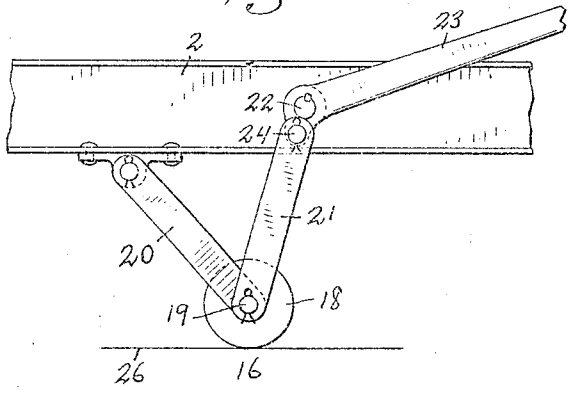
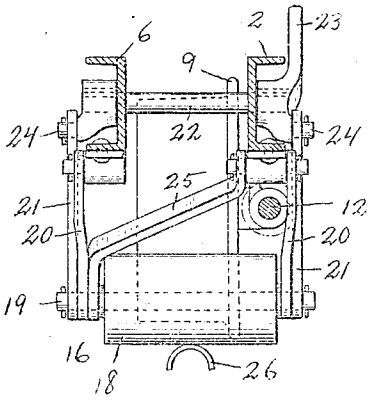


Fig. 3.



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UNITED STATES PATENT OFFICE.

EDWARD G. CARR, OF MILWAUKEE, WISCONSIN.

ROAD MACHINE.

Application filed May 9, 1919. Serial No. 295,947.

To all whom it may concern:

Be it known that I, EDWARD G. CARR, a a citizen of the United States, residing at Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Road Machines, of which the following is a specification, reference being had to the accompanying drawing, forming a part thereof.

This invention relates to road machines and the object of the invention is to improve the construction of road machines in the manner to be hereinafter described and claimed.

Referring to the drawings which accompany this specification and form a part hereof, which drawings illustrate an embodiment of this invention, and on which drawings the same reference characters are used to designate the same parts wherever they may appear in each of the several views, Fig. 1 is a perspective view of a road machine, all parts not essential to an understanding of the invention being omitted; Fig. 2 is a side elevation of the machine; Fig. 3 is a cross-section on an enlarged scale of a part of the machine, the section being taken on the line 3—3 on Fig. 2, looking in the direction indicated by the arrows; and Fig. 4 is a side elevation of a part of the machine on an enlarged scale.

Referring to the drawings, the reference numeral 1 designates a frame or base which serves as a support for mechanism or material or both. The frame or base may be constructed in any suitable or preferred manner, that illustrated by the drawings including side members 2 and 3 and transverse members 4 and 5. Additional side members 6 and 7 afford convenient means for supporting the inner ends of short axles upon which wheels 8, 9, 10 and 11 are mounted. The wheels are illustrated as provided with gears, and pinions on shafts 12 and 13, meshing with the gears on the wheels, serve to rotate one wheel from another on each side of the machine. The machine may carry a power element, not shown, from which power may be taken for propulsive purposes to wheels as, for example, through driving members 14 and 15.

Adjustable skid-jacks 16 and 17 are provided at each side of the machine and a simple form of construction is illustrated by the drawings which consists of a roller 18 on a shaft 19 connected with links 20 and 21. In the specific construction illustrated by the drawings, the links 20 and 21 consist of pairs of separate but parallel links, as clearly shown by Figs. 1 and 3 of the drawings, and the links 20 are pivoted to the side members, while the links 21 are eccentrically connected with pivots or shafts 22 so that a roller 18 can be raised or forced down by rocking a pivot or shaft 22 by a handle or lever 23. The handles or levers 23 may be retained in any desired position by any suitable mechanism, not shown, but the simple expedient of having the shaft 19, the pivot or shaft 22 and the crank-pins 24 all lie in a straight line, when the handle or lever 23 has forced the roller 18 down, obviates the necessity of any special retaining mechanism for the handle or lever 23. A diagonal brace link 25 cooperates with the link 20 to prevent sidewise movements of the roller and the link mechanism.

The term "road machine" as used in this specification and the claims is intended to include all kinds of vehicles or structures to which the invention is applicable. There are machines now in use for constructing roads which are moved upon temporary tracks, supports or forms. Some of these machines are self-propelled and others are not, but they all have to contend with poor track conditions, and with curves. These machines are awkward in that their lengths, crosswise of a road, are excessive as compared with their wheel bases longitudinally of a road. Their tendency is to move in a straight line and to disregard curves. Pressing a roller 18 down against a resistance lifts a side of the machine up so that a roller becomes the support for that side of the machine and, if a roller is pressed down on the side of the machine corresponding to the inside of a curve, the machine can skew around the curve in a manner which will be readily understood. In rounding a curve, the roller may be pressed down intermittently to prevent too much skewing of the machine. If the machine is self-propelled, the wheels on the side which is lifted need only be relieved from the weight of the machine sufficiently to decrease their tractive effort. The rollers are made of a good width to catch on a form and hold up the side of a machine if the wheels run off from the forms 26, and the rollers provide good skidding surfaces to work the wheels back into position on the forms.

Fig. 1 of the drawings illustrate the parts in their positions with the rollers elevated, and the other figures of the drawings illustrate the parts in their positions with a roller forced down to lift a side of the machine.

What is claimed is:

1. The combination with a road machine provided with supporting and driving wheels at opposite sides thereof, of a skid-jack for decreasing the tractive effort at one side of the machine.

2. The combination with a road machine provided with supporting and driving wheels at opposite sides thereof, of independently operable skid-jacks for decreasing the tractive effort at either side of the machine.

3. The combination with the frame or base of a road machine of a roller, links connected with said roller and said frame or base, and means for changing the position of said roller with respect to said frame or base.

4. The combination with side members of the frame or base of a road machine of a pair of separated but parallel links connected with said side members and with a roller, said roller, a pivot or shaft, another pair of separated but parallel links connected with said roller and eccentrically connected with said shaft, and a diagonal brace link cooperating with a pair of said links to prevent sidewise movements of the roller and the link mechanism.

In witness whereof I hereto affix my signature.

EDWARD G. CARR.