

(No Model.)

C. K. PICKLES.
STREET ROLLER.

No. 505,800.

Patented Sept. 26, 1893.

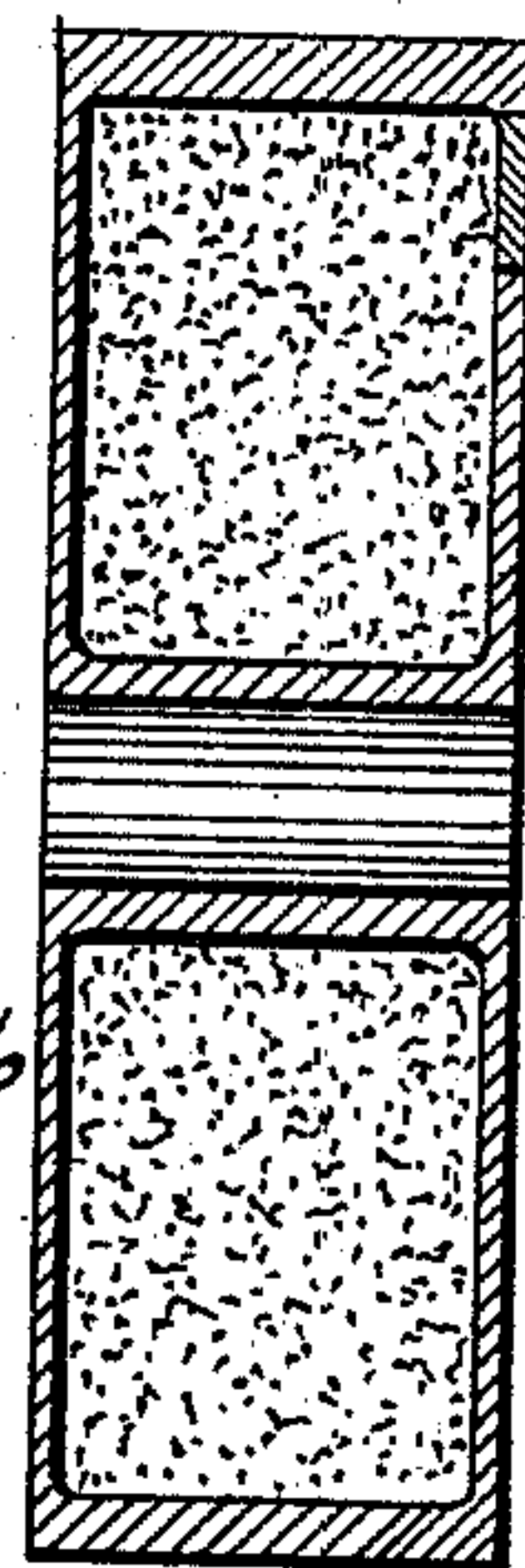
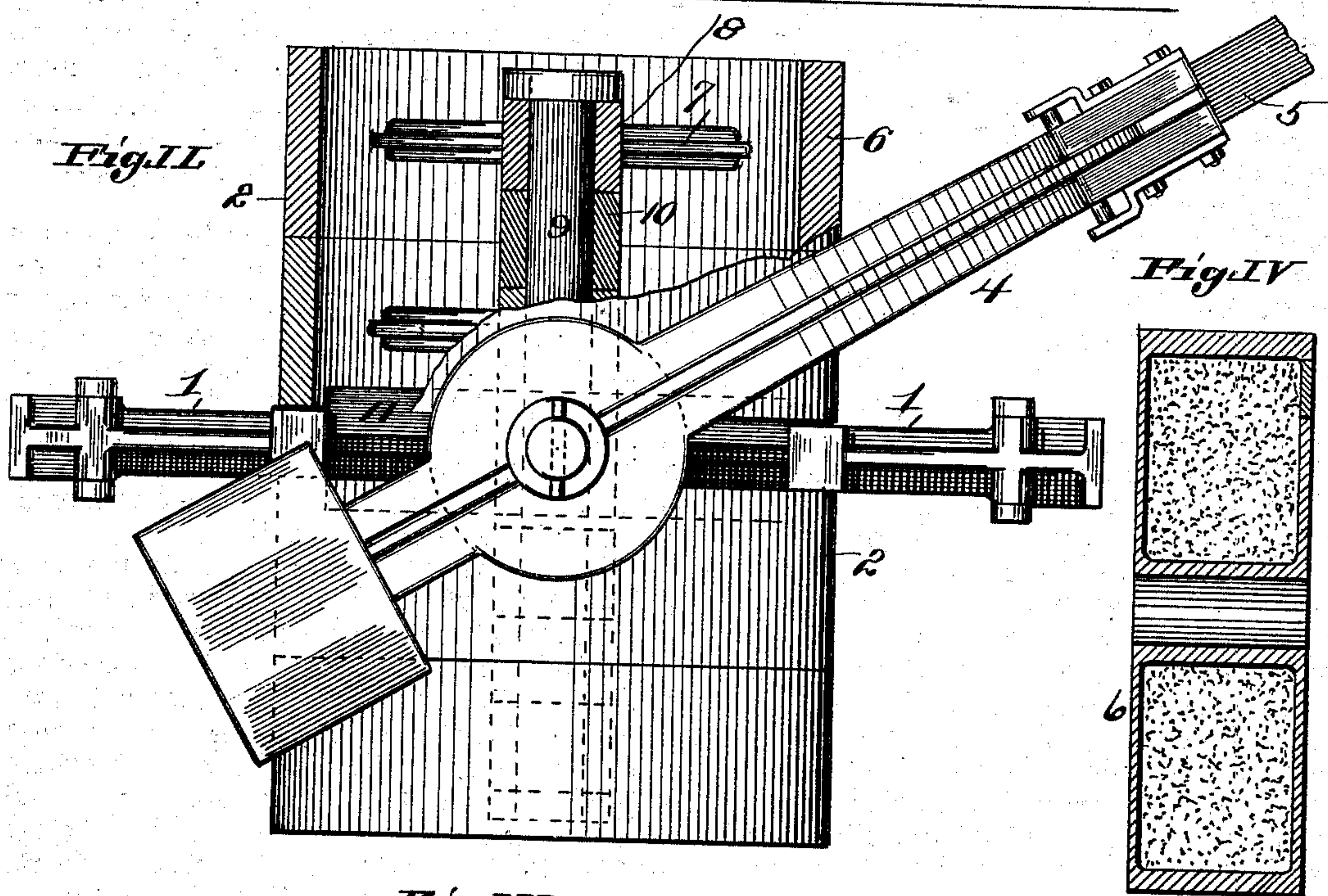
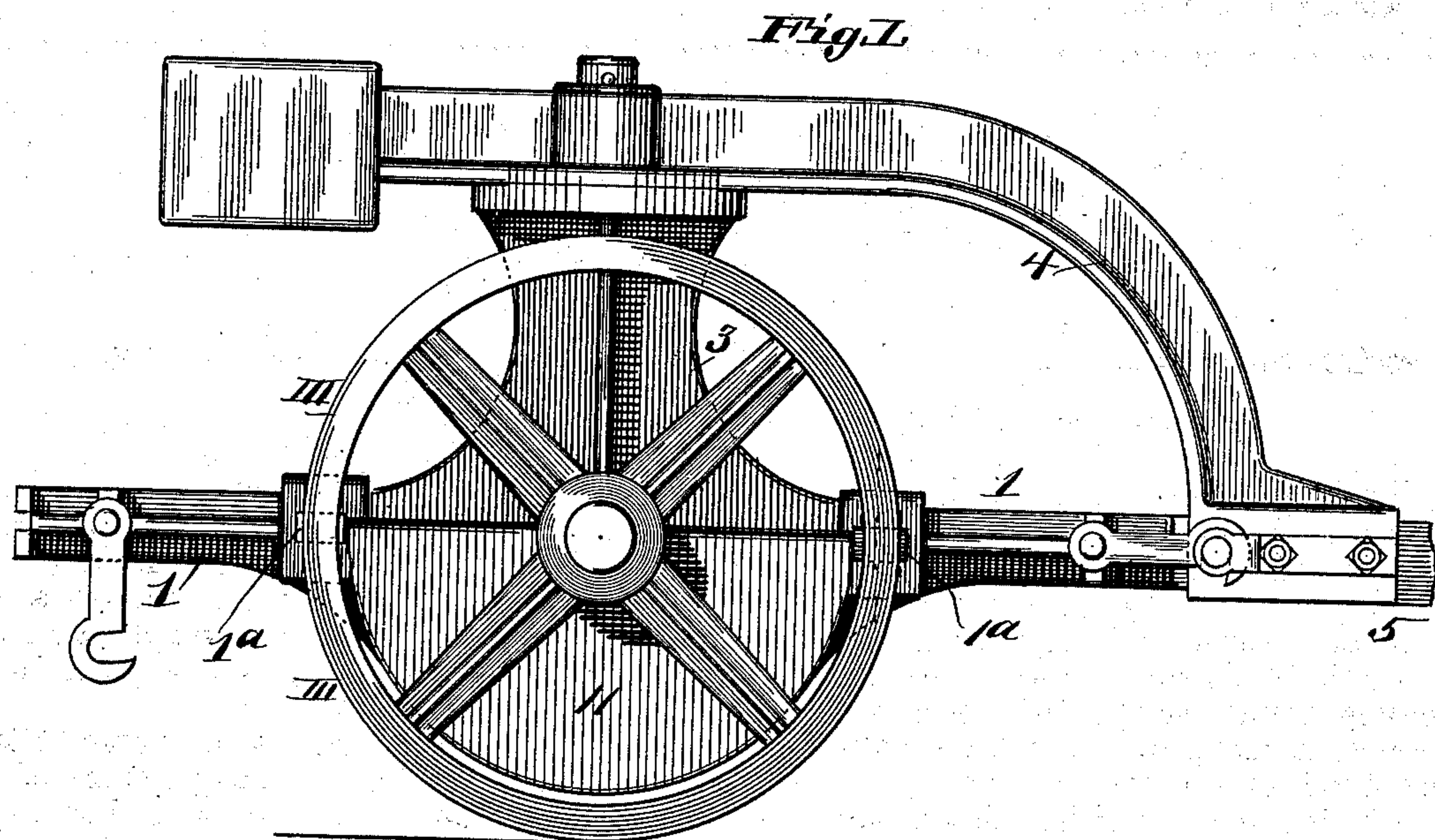
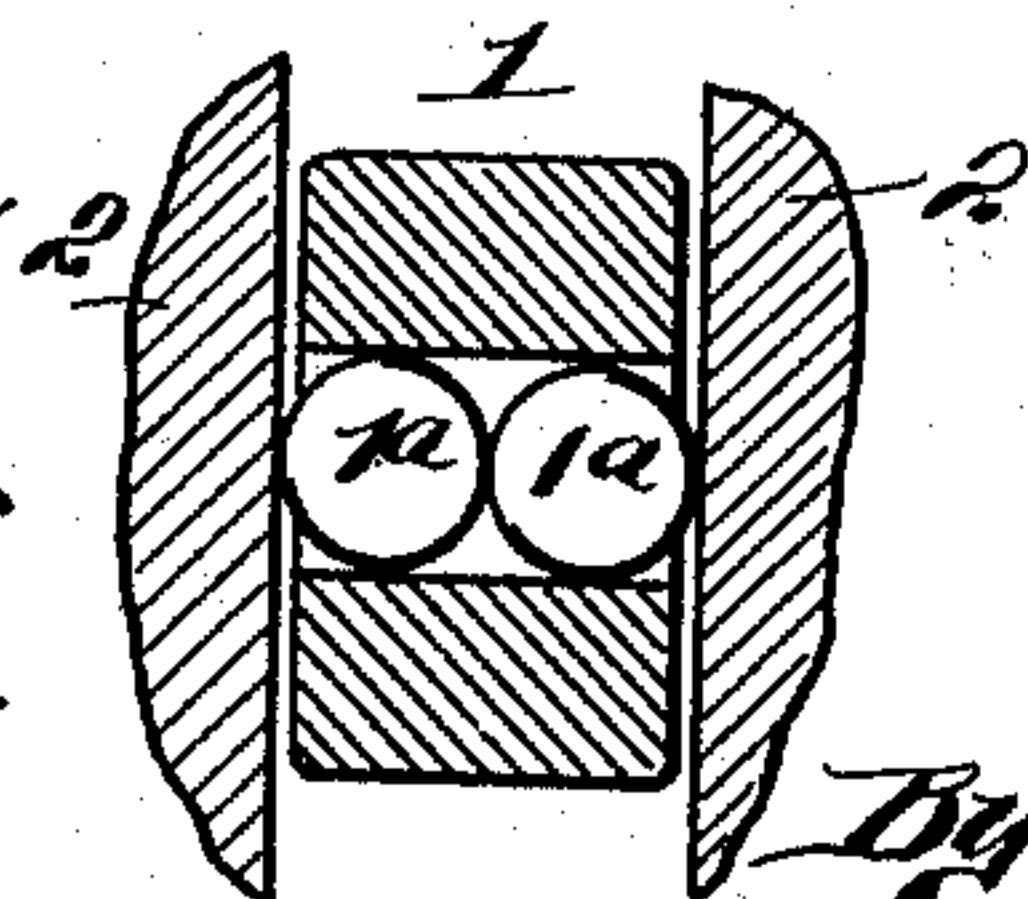


Fig. III



Attest:
Walter E. Allen.

Inventor:
Chas. K. Pickles

By *Wright Bros*

UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF ST. LOUIS, MISSOURI.

STREET-ROLLER.

SPECIFICATION forming part of Letters Patent No. 505,800, dated September 26, 1893.

Application filed August 29, 1892. Serial No. 444,433. (No model.)

To all whom it may concern:

Be it known that I, CHARLES K. PICKLES, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Street-Rollers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to certain improvements in the form of roller shown and described in United States Letters Patent, No. 296,446, issued April 8, 1884, to my assignee, Richard C. Pope.

My present invention consists in features of novelty hereinafter fully described and pointed out in the claims.

Figure I is a side elevation, illustrative of my invention. Fig. II is a top view, part in horizontal section. Fig. III is a detail section, taken on line III—III, Fig. I, showing the anti-friction bearing; and Fig. IV is a section showing a modification of one of the rolls.

Referring to the drawings:—1 represents a frame located centrally in the roll 2, which may be composed of two or more sections. The frame has an upward extension or standard 3 upon which is pivoted a beam or frame 4, to which the draft tongue 5 is connected, this beam or frame being capable of being swung around so that the draft tongue can be connected with either end of the frame 1; as in the patent referred to. The frame 1 is chambered out, as shown in Fig. III, opposite the rims of the rolls to receive friction balls or rolls 1^a, against which the edges of the rolls will bear instead of coming into direct contact with the frame.

I have shown the roll 2, composed of four sections, each section consisting of a rim 6, arms 7, and a hub 8.

9 represents an axle or spindle upon which

the hubs 8 are journaled, and 10 represents distance blocks or washers placed between the hubs. The frame 1 rests on the axle or spindle 9, and secured to the frame beneath the axle is a weight 11. The weight may be, and I have shown it cast in one part with the frame 1.

It will be observed that, as the frame 1 fits centrally within the roll, no part of it extends beyond either end of the roll, and thus the entire width of the roller can be utilized, as there is no frame surrounding the roll and forming an elongation of the roller as a whole.

In Fig. IV I have shown a modification of the rolls 6, wherein they are made hollow and filled with sand or other heavy substance.

I claim as my invention—

1. In a street roller, the combination of a roll, a frame fitting centrally within the roll on an axle or spindle, upon which the roll is journaled, vertical and horizontal extensions on said frame, and a draft-tongue pivoted to said vertical extension of the frame, and arranged to be swung around on its pivot, and be connected with either one of the horizontal extensions of said frame; substantially as, and for the purpose set forth.

2. In a street roller, the combination of a roll, a frame fitting centrally within the roll on an axle or spindle upon which the roll is journaled, vertical and horizontal extensions on said frame, a draft-tongue pivoted to said vertical extension of the frame, and adapted to be connected to the horizontal extensions of the frame, and friction rollers 1^a journaled in said horizontal extensions of the frame, substantially as and for the purpose set forth.

CHARLES K. PICKLES.

In presence of—

ALBERT M. EBERSOLE,
ED. S. KNIGHT.