

No. 607,618

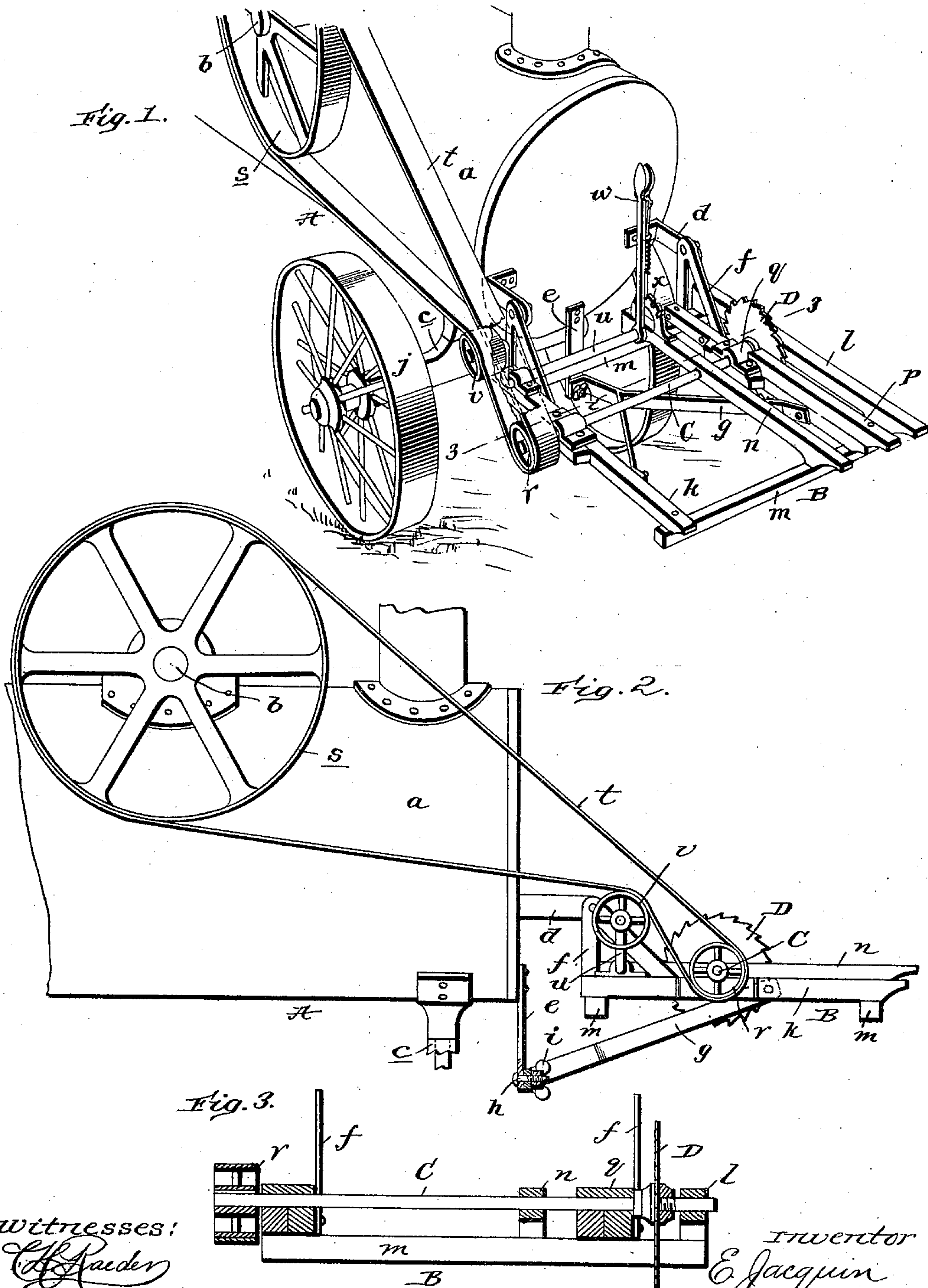
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E. JACQUIN.

WOOD SAWING ATTACHMENT FOR PORTABLE ENGINES.

(Application filed Mar. 28, 1898.)

(No Model.)



Witnesses:

*C. Raeder*  
*J. H. Lerney*

Inventor

*E. Jacquin*

By *James P. Healy*  
Attorney



# UNITED STATES PATENT OFFICE.

EMIL JACQUIN, OF MORRISON, MISSOURI.

## WOOD-SAWING ATTACHMENT FOR PORTABLE ENGINES.

SPECIFICATION forming part of Letters Patent No. 607,618, dated July 19, 1898.

Application filed March 28, 1898. Serial No. 675,366. (No model.)

*To all whom it may concern:*

Be it known that I, EMIL JACQUIN, a citizen of the United States, residing at Morrison, in the county of Gasconade and State of Missouri, have invented new and useful Improvements in Wood-Sawing Attachments for Portable Engines, of which the following is a specification.

My invention relates to portable engines and contemplates producing the same with a wood-sawing attachment which, while cheap and simple and capable of being readily connected to an ordinary traction or portable engine, is highly efficient in operation and is adapted when in use to be connected by a belt with the band-pulley on the drive-shaft of the engine and when not in use to be swung up against the head of the boiler, so as not to interfere with the movements of the front wheels necessary to steer the engine in its travels.

The invention will be fully understood from the following description and claim when taken in conjunction with the annexed drawings, in which—

Figure 1 is a perspective view of a portion of a traction or portable engine equipped with my improved attachment, the said attachment being shown in its operative position. Fig. 2 is a side elevation of the same, and Fig. 3 is a transverse section taken in the plane indicated by the line 3 3 of Fig. 1.

In the said drawings similar letters designate corresponding parts in all of the several views, referring to which—

A designates a portable engine, and B designates the main frame of my improved wood-sawing attachment for the same. The engine has the usual boiler *a*, drive-shaft *b*, and pivotally-connected front axle *c*, and in addition is provided upon the head of its boiler with two brackets *d* and a depending strap *e*. To the brackets *d* are pivotally connected the hanger-arms *f* on the main frame B of the sawing attachment, while a support *g*, pivotally connected with the frame B, is designed to be detachably connected with the strap *e* through the medium of a bolt *h* and a wing-nut *i* after the manner better shown in Fig. 2. In virtue of this construction it will be seen that when it is desired to move the engine by its own power from one point to an-

other the support *g* may be readily disconnected from the strap *e* and the main frame B, with its appurtenances, may be swung up and back against the head of the boiler *a*, so as not to interfere with the movements of the axle *c* and wheels *j* thereon necessary to properly steer the engine. It will also be seen that when the engine has arrived at its destination the main frame B may be readily returned to and supported in its proper operative position.

The frame B in the preferred embodiment of the invention comprises side bars *k l*, end bars *m*, and intermediate horizontal bars *n p*. The bars *k p* are provided with journal-boxes *q*, in which is arranged a shaft C, which extends through the bar *n* and is provided at one end with a circular saw D, which rests between the bars *l p*, and at its opposite end with a band-pulley *r*, the latter being designed when the frame B is in its operative position to be connected with the usual band-pulleys *s* on the drive-shaft of the engine by a belt *t*, as shown.

In order that the belt *t* may be readily tightened after it has been placed on the pulleys *r s*, I provide the shaft *u*, which is journaled in the frame-bars *k n* and is provided at one end with an arm, on which a belt-engaging wheel *v* is loosely mounted, and at its opposite end with a short hand-lever *w*. Said lever is provided with a suitable detent arranged to engage a fixed rack *x*, and it will therefore be seen that the pulley *v* may be fixed in a position to hold the belt taut and may be readily moved when it is desired to render the belt loose to permit of its ready removal from the pulleys.

It will be readily appreciated from the foregoing that my attachment is very cheap and simple and that it may be readily applied to portable engines such as at present in use. It will also be appreciated that when swung up against the head of the boiler after the manner described the attachment will not interfere with the steering of the engine, while when arranged in its operative position and connected with a band-pulley *s* of the engine it will form a highly-efficient sawing-machine.

Having thus described my invention, what I claim is—

The combination of a portable engine com-

prising a boiler, a drive-shaft, and a pivot-  
ally-connected front axle carrying traveling  
wheels, brackets connected to the boiler and  
extending forwardly from the head of the  
5 same, the main saw-frame, the hanger-arms *f*  
fixedly connected to the main frame adja-  
cent to the inner end thereof and pivotally  
connected to the brackets adjacent to the  
outer ends thereof whereby the main frame  
10 may be swung up and back past the vertical  
center, the support permanently connected  
to the main frame, means for detachably con-  
necting the support to the boiler, a shaft jour-  
naled in suitable bearings in the frame and  
15 carrying a saw and a band-pulley adapted to

be connected by a band with the pulley of  
the engine, a shaft journaled in the frame  
and having a crank at one end and a pulley  
thereon arranged to engage the band, a hand-  
lever fixed on said shaft and provided with a 20  
detent, and a rack fixed on the main frame and  
adapted to be engaged by said detent, sub-  
stantially as specified.

In testimony whereof I have hereunto set  
my hand in presence of two subscribing wit- 25  
nesses.

EMIL JACQUIN.

Witnesses:

F. H. CAUGHELL,  
JACOB HENNEBARGER.