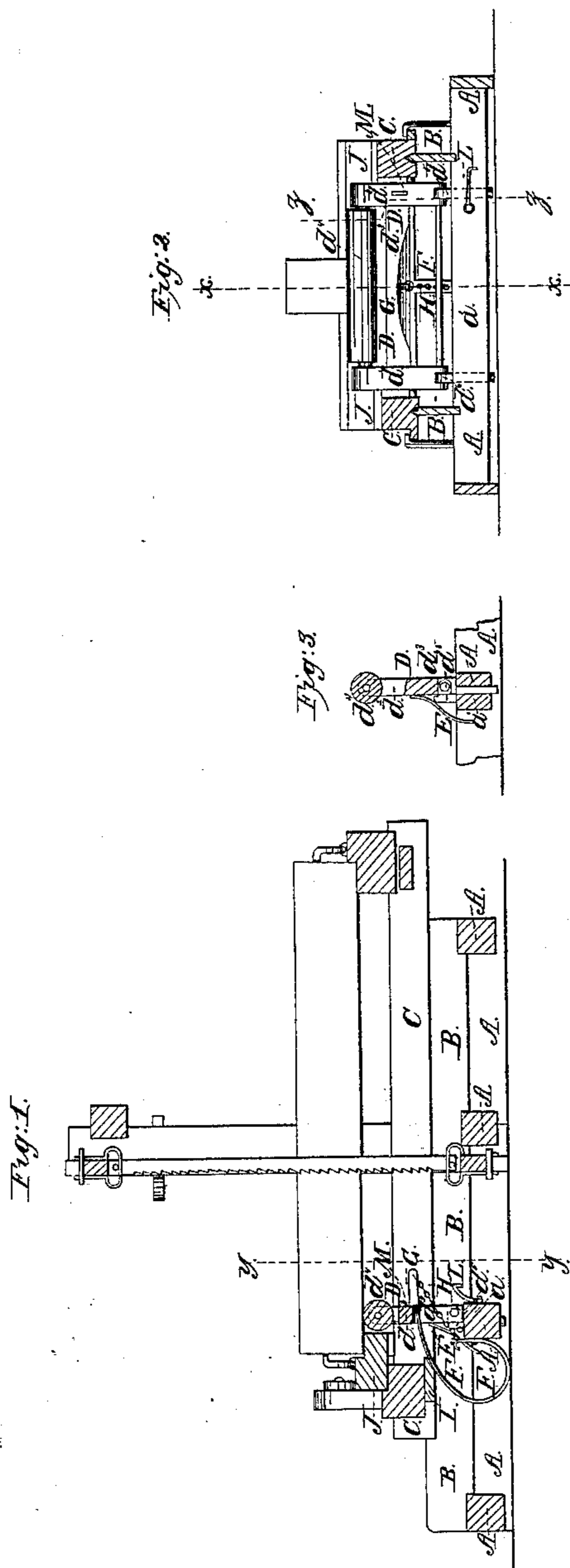


*G. W. Coddington,*  
*Reciprocating Saw Mill.*

*No 58,068.*

*Patented Sep. 18, 1866.*



*Witnesses:*  
*F. A. Jackson.*  
*William F. Truitt.*

*Inventor:*  
*G. W. Coddington.*  
*Per Messrs. C. O. Messers.*

# UNITED STATES PATENT OFFICE

GEO. W. CODDINGTON, OF MIDDLETOWN, OHIO.

## IMPROVEMENT IN SAW-MILLS.

Specification forming part of Letters Patent No. 58,068, dated September 18, 1866.

*To all whom it may concern:*

Be it known that I, GEORGE W. CODDINGTON, of Middletown, in the county of Butler and State of Ohio, have invented a new and useful Improvement in Saw-Mills; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical longitudinal section of a portion of a saw-mill with my improvement attached, taken through the line  $x x$ , Fig. 2. Fig. 2 is a vertical cross-section of the same, taken through the line  $y y$ , Fig. 1. Fig. 3 is a detail sectional view of the same, taken through the line  $z z$ , Fig. 2.

Similar letters of reference indicate like parts.

My invention has for its object to furnish an apparatus for supporting the middle part of the log while being sawed, so that it may be prevented from bouncing and jumping, enabling the saw to be run at full speed from one end of the log to the other without its being necessary to check the speed of the saw or alter or take off the feed when approaching the middle of the log or carriage, as is now the case; and it consists, first, in a trestle, constructed as hereinafter more fully described, in combination with the frame and carriage of the mill, for the purpose of supporting the middle part of the log while being sawed, or, in other words, supporting the log immediately in front or behind the saw while being sawed through almost its entire length, or until the tail-block acts as a sufficient support; and, second, in the combination of a spring, catch, and chain, or equivalent, with the frame of the mill, with the trestle, and with the frame of the carriage, as hereinafter more fully described.

A is the frame, B the ways, and C the carriage, of the mill. About the construction of these parts there is nothing new. D is the trestle, which is formed of the two side bars,  $d'$  and  $d^2$ , the cross-bar  $d^3$ , and the roller  $d^4$ .

The side bars,  $d'$  and  $d^2$ , are firmly framed to the ends of the cross-bar  $d^3$ , and the axle of the roller  $d^4$  revolves in bearings in the up-

per ends of the said bars  $d'$  and  $d^2$ , as shown in Fig. 2. The lower ends of the side bars,  $d'$  and  $d^2$ , are pivoted to the ears  $d^5$  and  $d^6$ , which are made with upwardly-projecting shoulders, as shown in Fig. 3, which prevent the trestle D from moving in one direction, while it is free to move in the other. The shanks of the ears  $d^5$  and  $d^6$  pass through the sleeper  $a'$  of the frame A, and may be secured in place by wedges, keys, or screw-nuts, as may be desired; but I prefer to secure them by nuts, as more convenient in setting the trestle at the proper height. Set or washer nuts may also, if desired, be placed upon the said shanks between the said ears  $d^5$  and  $d^6$  and the upper side of the sleeper  $a'$ , for greater convenience in setting the trestle at the proper height.

E are aprons or curtains placed over the ears  $d^5$  and  $d^6$ , to prevent the joints from becoming clogged. F is a spring, one end of which is attached to the sleeper  $a'$ , and the other is bent over and carried forward beneath the cross-bar  $d^3$  of the trestle D, and terminates in a catch, G, which takes hold of the cross-bar  $d^3$  of the trestle, and holds the said trestle in an upright position, except when operated upon in the manner hereinafter described. H is a chain connecting the ends of the spring F, to keep the said spring in its proper position. I is a plate or shoe attached to the frame of the carriage C, which, as the carriage moves forward, comes in contact with the spring F and pushes it down, freeing the trestle D from the catch G, and allowing the said trestle to be pushed down by the advance of the carriage, so that the head-block J can pass over it.

The spring F may, if desired, be replaced by a lever, upon the upper end of which is formed a catch to take hold of the cross-bar  $d^3$  of the trestle D and hold said trestle erect, and which is pressed up against the said trestle, ready to raise it to an erect position upon the withdrawal of the carriage C, by a weight attached to its lower end.

The trestle D may be placed in front of the saw, as represented in the drawings; or, by reversing it, it may be placed in the rear of the saw; or one may be placed in front of the saw and another in its rear, according as the circumstances of each case may render advisable.

The trestle D may be fastened down out of

the way when loading a log upon the carriage C, or, at other times, by means of a hook, L, attached to the sleeper A of the mill, to hook into a staple, M, or other catch upon the trestle D.

I claim as new and desire to secure by Letters Patent—

1. The trestle D, constructed and arranged as herein described, in combination with the carriage C, and operating substantially as and for the purpose set forth.

2. The combination of the spring F, catch G, chain H, and trestle D with the carriage C, substantially as described, and for the purpose set forth.

GEO. W. CODDINGTON.

Witnesses:

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ZINA DOTY.