

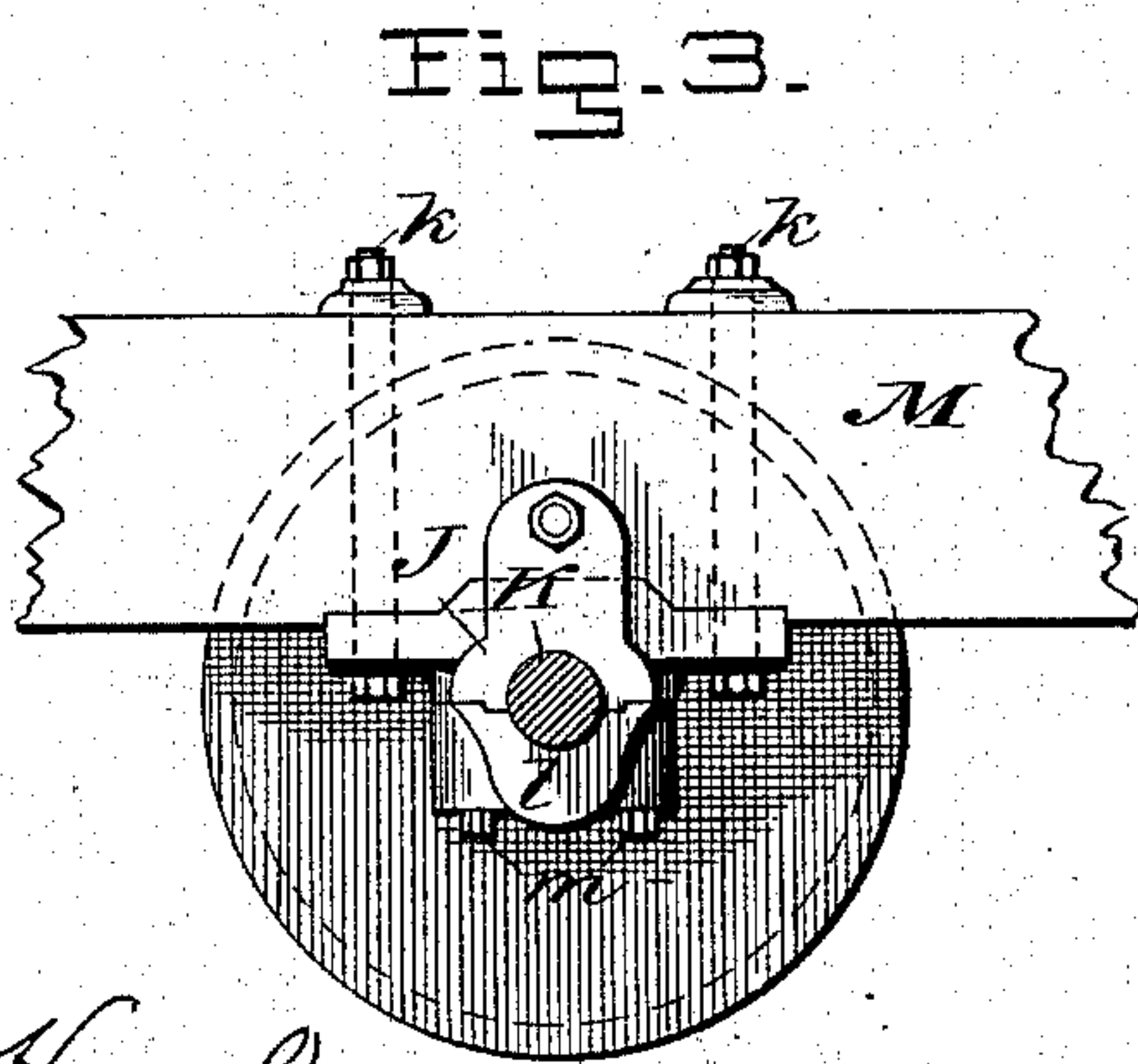
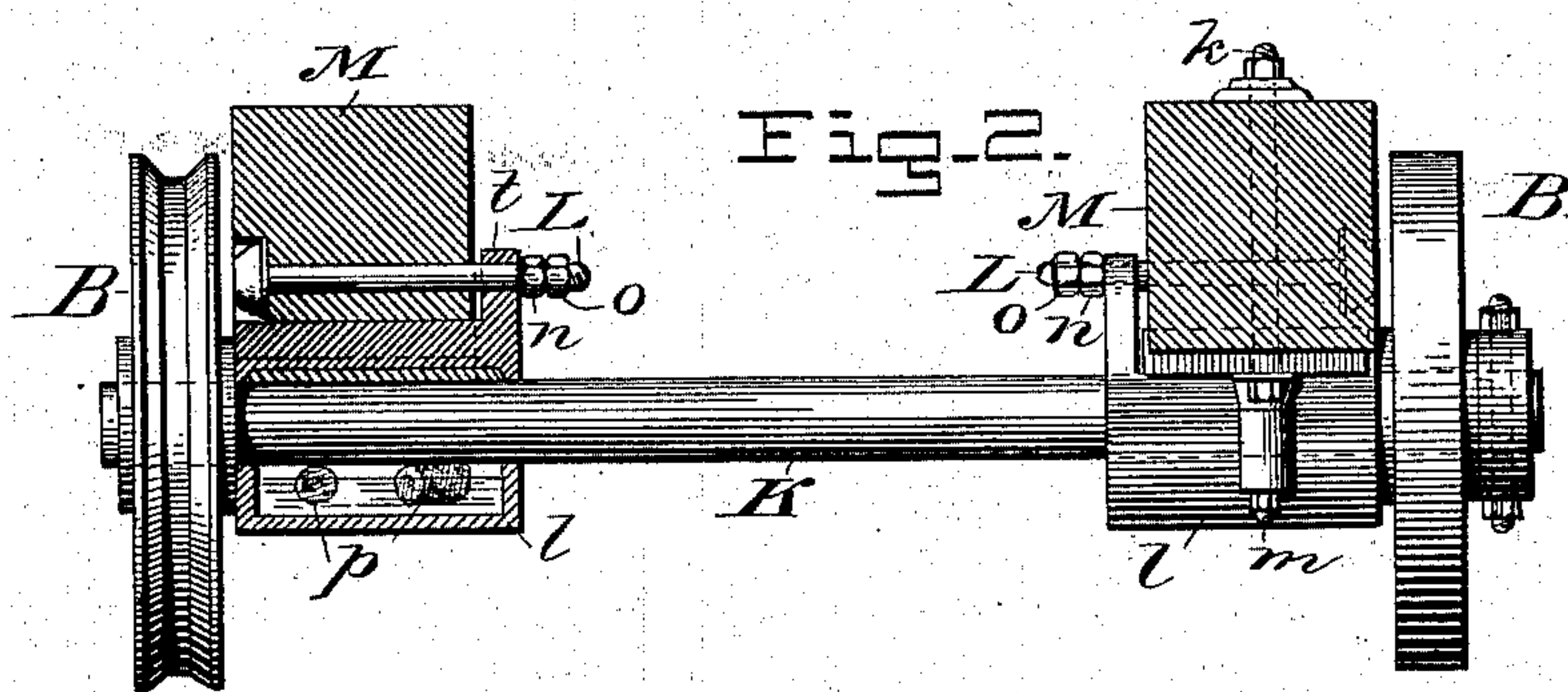
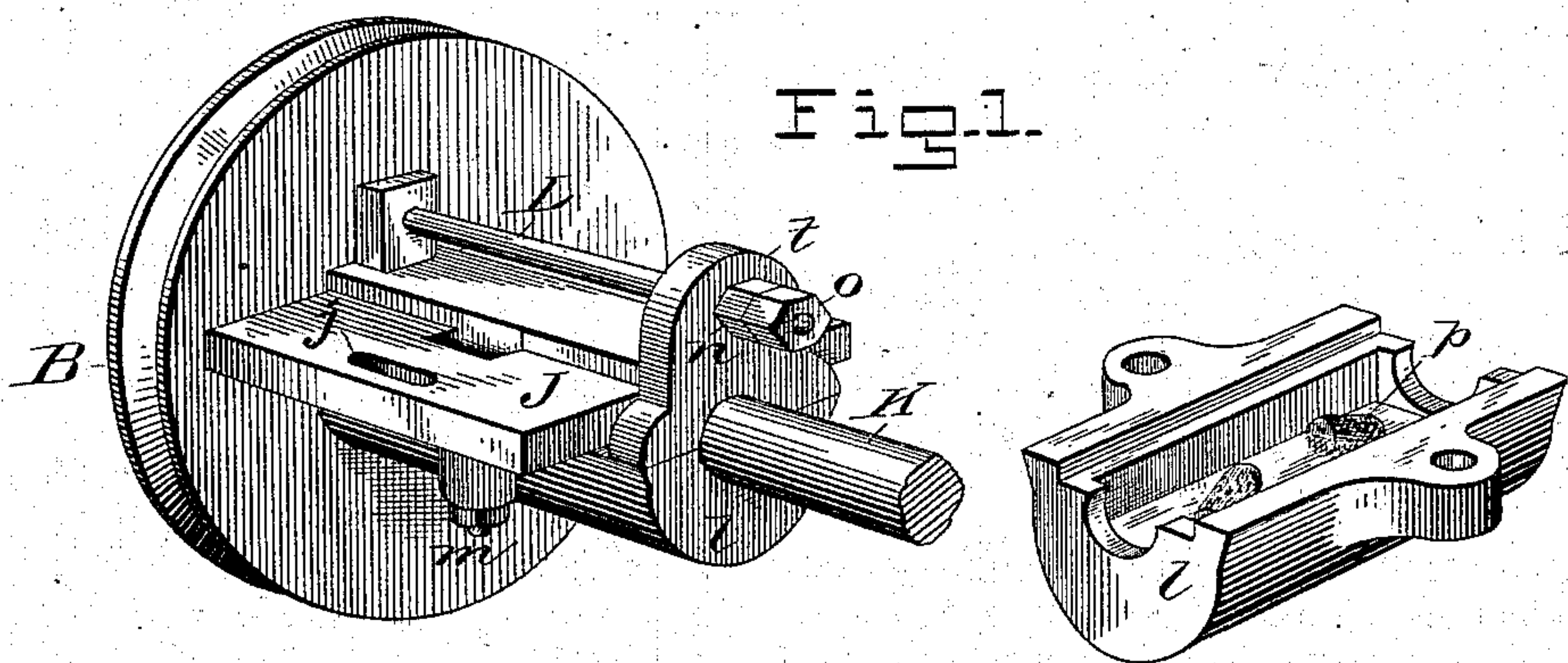
(No Model.)

G. M. HINKLEY.

TRUCK BOX FOR SAW MILL CARRIAGES.

No. 291,345.

Patented Jan. 1, 1884.



WITNESSES

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# UNITED STATES PATENT OFFICE.

GEORGE M. HINKLEY, OF MILWAUKEE, WISCONSIN, ASSIGNOR TO EDWARD  
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## TRUCK-BOX FOR SAW-MILL CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 291,345, dated January 1, 1884.

Application filed November 19, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE M. HINKLEY, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain Improvements in Truck-Boxes for Saw-Mill Carriages, of which the following is a specification.

My invention relates to truck-boxes for saw-mill carriages; and it consists in a novel construction of the same, as hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a perspective view of my improved truck-box removed from the carriage; Fig. 2, a vertical transverse section of a saw-mill carriage with one of the boxes in section; Fig. 3, an end view of the box.

The object of this invention is to insure the travel of the carriage in a straight line without play to and from the saw, which play would in a great measure defeat the object aimed at in the alignment of the knees—that is to say it would permit one end of the carriage to be thrown back from the saw, and thus to cause a board or plank of uneven thickness to be sawed; or it would allow the whole carriage to play back and forth, to the imminent risk of the saw. Even when properly fitted in the first instance, the truck-wheels and the boxes are liable to wear sufficiently to allow play. I therefore construct the boxes as shown in Figs. 1 and 2, each with an upper plate, J, provided with slots *j*, to receive the vertical bolts *k*, which pass through the sills or side timbers of the frame, and serve to secure the plate thereto, and with a lower cup or chamber, *l*, secured to the upper plate by bolts *m*, and serving both to retain the axle or shaft K in place and as a reservoir for oil. The upper plate, J, is formed with an upwardly-projecting ear, *t*, through which is passed the threaded end of a bolt, L, the stem of which passes through the sill or timber M from the outer side, where it is furnished with a large head, as shown. The bolt is furnished with a nut, *n*, and jam-nut *o*, and serves to draw the box toward the outer side or face of

the sill, a half-inch of space, or thereabout, being ordinarily left between the ear *t* and the inner face of the timber M to allow for taking up wear. The truck-wheels B are rigidly secured upon the axle K, and their hubs are arranged to bear directly against the ends of the boxes, so that end-play is prevented, and in case of wear it is simply necessary to turn up the nuts *n o*, and thereby move the box close up to the hub, when it will again be in perfect working order. The bolts also serve to take the thrust of the log when rolled upon the carriage.

For the purpose of supplying oil to the axle or shaft K, the reservoir *l* is partly filled therewith, and two cylindrical or spherical corks or floats, *p*, are placed therein and allowed to float upon the oil, which raises them into contact with the shaft or axle, from which they receive rotary motion through friction, thereby carrying up a bountiful supply of oil and keeping the shaft always perfectly lubricated, the surplus oil falling back into the chamber *l* to be used again.

Having thus described my invention, what I claim is—

1. In combination with a saw-mill carriage, its truck-wheels, and their shaft, a box for said shaft, longitudinally adjustable, substantially in the manner and for the purposes set forth.

2. In combination with a saw-mill carriage and its truck-axle K, a box for said axle, having plate J, provided with slots *j* and ear *t*, vertical bolts *k*, and horizontal bolt L, passing through the sill of the carriage and through ear *t*, and serving to draw the box outward against the hub of the truck, substantially as described and shown.

3. In combination with a saw-mill carriage, axle K, wheels B, secured thereon, and an adjustable block bearing against the hub of one of said wheels, substantially as and for the purpose explained.

GEORGE M. HINKLEY.

Witnesses:

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