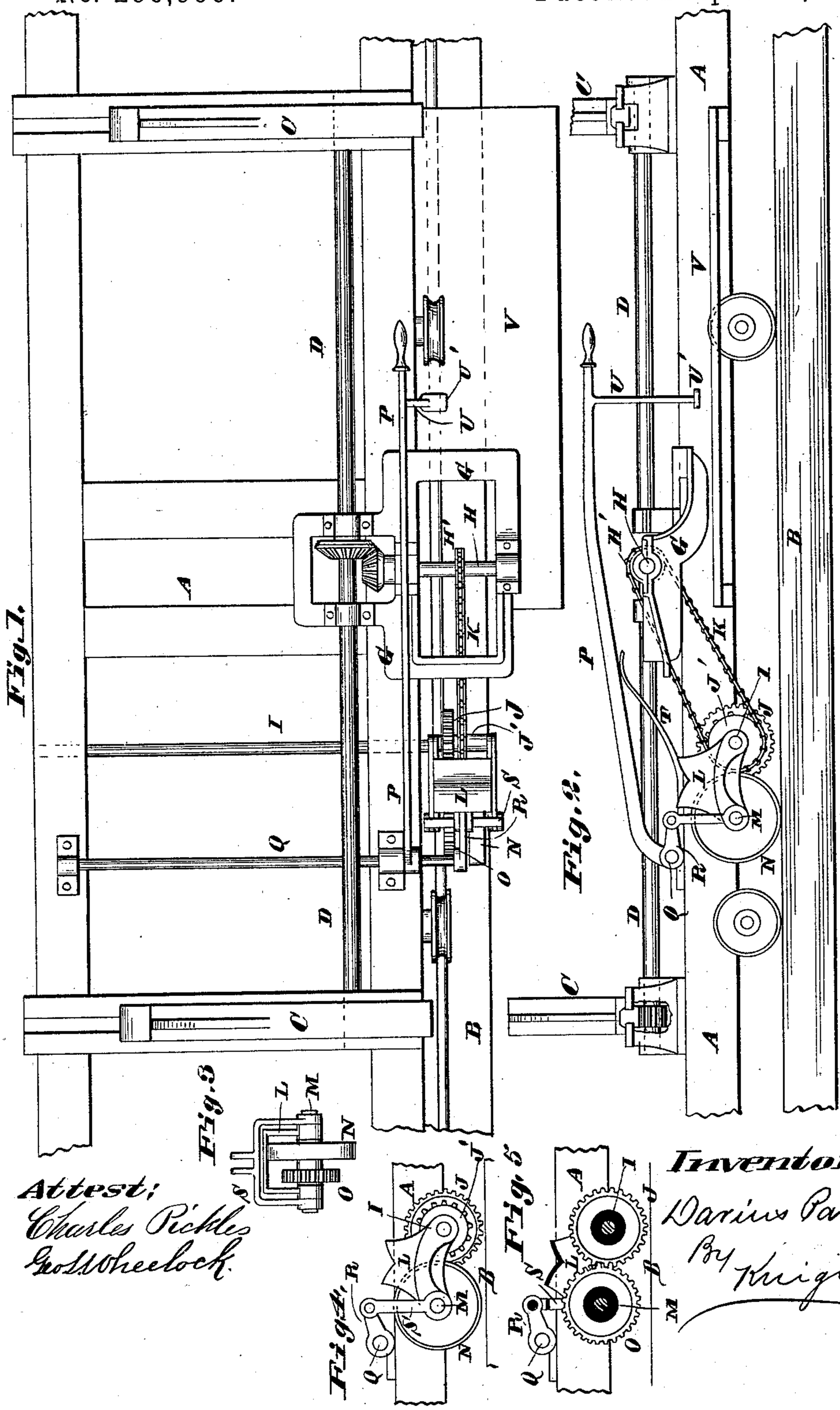
(No Model.)

D. PARKHURST.

HEAD BLOCK FOR SAW MILLS.

No. 296,999. Patented Apr. 15, 1884.



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UNITED STATES PATENT OFFICE.

DARIUS PARKHURST, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO GEO. H. KNIGHT, OF SAME PLACE.

HEAD-BLOCK FOR SAW-MILLS.

SPECIFICATION forming part of Letters Patent No. 296,999, dated April 15, 1884.

Application filed August 20, 1883. (No model.)

To all whom it may concern:

Be it known that I, DARIUS PARKHURST, of the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Head-Blocks for Saw-Mills, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a top view. Fig. 2 is a side elevation. Figs. 3, 4, and 5 are enlarged detail views of different parts.

My present invention relates to those devices which can be attached to many forms or kinds of head-blocks for the purpose of receding or bringing back the knees to receive a fresh log by the movement of the carriage as it is run back after the last cut has been made.

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

Referring to the drawings, A represents the carriage; B, the track; C, the knees of the head-block, and D the main shaft, which is geared with the knees, as usual, all of which may be of any common or well-known construction.

G represents a frame secured to the carriage, and which may act as the frame for setworks. In this frame is journaled a counter-shaft, H, which has gear-connection with the main shaft, as shown in Fig. 1.

I represents a shaft journaled by means of suitable boxes to the carriage. On this shaft is rigidly secured a cog-wheel, J, and a sprocket or chain wheel, J′, the latter of which is connected to a similar wheel, H′, on the counter-shaft H by means of an endless chain, K; or, instead of chain and chain-wheels being used, pulleys and belt may be used. The shaft I has hinged to it and also supports one end of a frame, L, in the other end of which is journaled a short shaft, M, to which is rigidly secured a friction pulley or wheel, N, and a cog-wheel, O, the latter of which meshes into the wheel J on the shaft I, and the friction pulley or roller is located over the track, so that by being pressed down upon the track when the carriage is being run back it will turn its shaft, and through the described connection turn the main shaft backward, causing the knees to recede, for the purpose stated. As a means for pressing the friction-roller down upon the track, I have shown a lever, P, rigidly secured to one end of a shaft, Q, journaled in boxes secured to the carriage. On this end of the shaft is also rigidly secured a crank, R, which is connected to the shaft of the friction-wheel by means of a yoke, S. (See Figs. 3, 4, and 5.) It will thus be seen that by pressing on the free end of the lever the friction-roller will be forced down upon the track, and when the free end of the lever is raised the wheel will be lifted off the track, so as not to cause unnecessary friction by being in contact with the track when not in use.

A spring, T, secured to the carriage, and upon which the lever rests, is employed to sustain the wheel and hold it out of contact with the track. (See Fig. 2.)

I provide the free end of the lever with an arm, U, having a step, U′, to receive a foot of the operator.

V represents a platform on which the operator stands.

Instead of the friction roller or wheel N and the cog-wheel O being rigidly secured to their shaft, they may be cast or secured together, and then they would be loose upon the shaft, and the same may be said of the wheels J and J′ on the shaft I.

I claim as my invention—

1. The combination, with a carriage, a setworks counter-shaft, a chain-wheel on the counter-shaft, a friction-roller, and means for raising and lowering the friction-roller, of the intermediate shaft secured to the carriage, cog-wheel and chain-wheel on the intermediate shaft, yoke secured to the means for raising and lowering the friction-roller, shaft supported by the yoke, and on which the friction-roller is mounted, cog-wheel on the yoke-shaft, and frame hinging the yoke-shaft to the intermediate shaft, as set forth.

2. The combination, with a carriage, a set-works counter-shaft, a chain-wheel on the counter-shaft, a friction-roller, and a shaft having a crank, of the intermediate shaft secured to the carriage, cog-wheel and chain-wheel on the intermediate shaft, yoke secured to the crank, shaft supported by the yoke, and on which the friction-roller is mounted, cog-wheel on the yoke-shaft, and frame hinging the yoke-shaft to the intermediate shaft, as set forth.

DARIUS PARKHURST.

In presence of—
GEO. H. KNIGHT,
J. E. KNIGHT.