

(No Model.)

F. W. COOK.

OFFSETTING MECHANISM FOR SAWMILL CARRIAGES.

No. 598,412.

Patented Feb. 1, 1898.

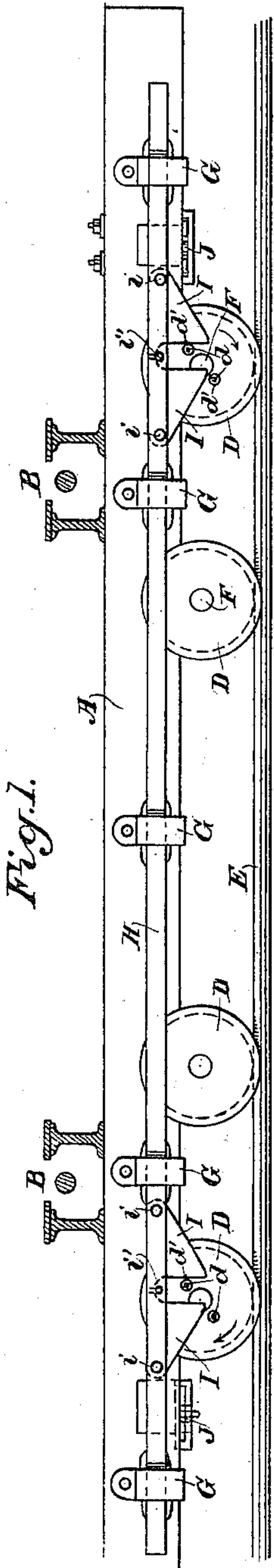
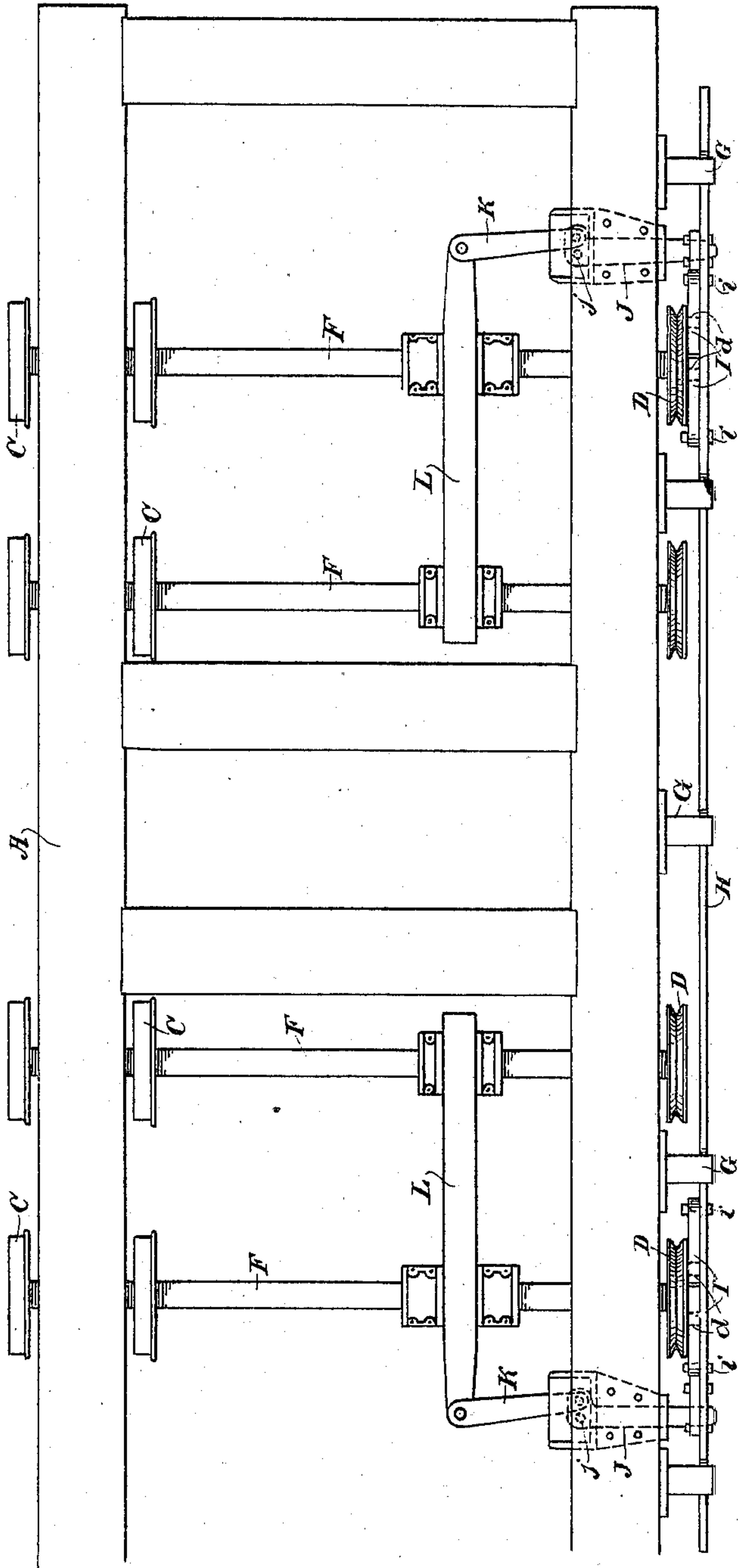


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

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OFFSETTING MECHANISM FOR SAWMILL-CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 598,412, dated February 1, 1898.

Application filed September 20, 1897. Serial No. 652,211. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK W. COOK, a citizen of the United States, residing at Placerville, in the county of El Dorado and State of California, have invented certain new and useful Improvements in Offsetting Mechanism for Sawmill-Carriages; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to that class of devices used for offsetting or moving sawmill-carriages to one side to cause the log to clear the saw in gigging back and to return said carriage for the feed again.

My invention consists in the combination of a slidable bar on the carriage, a means for sliding said bar through the motion of the carriage-wheels, and connections from said bar with the axles, whereby through the movement of the bar the carriage is offset.

It also consists in the novel construction, arrangement, and combinations of the several parts of the offsetting mechanism, all of which I shall hereinafter fully describe by reference to the accompanying drawings, in which—

Figure 1 is a side elevation of a sawmill-carriage provided with my offsetting mechanism. Fig. 2 is a plan of same.

A is a sawmill-carriage having the head-blocks B, as indicated in Fig. 1.

C; Fig. 2, are the ordinary flanged wheels of the inner or saw side of the carriage, and D are V-grooved wheels of the outer side. These run on the V-track E, as shown in Fig. 1. Thus the wheels are held by their tracks from any lateral or side movement; but the carriage A is so mounted upon the axles F that it can move sidewise thereon to effect the offsetting, as is usual in devices of this class.

In suitable guide-brackets G upon the side of the carriage A is mounted a bar H, adapted to slide lengthwise. To this bar are pivoted at the points *i* the latches I, the free extremities of which rest upon fixed pins *i'*, secured to the bar, so that said latches may hang down at rest beside the wheels D. I have here shown four of these latches. They are arranged in opposing pairs—that is to say, the fulcrum-points of the members of each pair are oppo-

sitely located, whereby their contact-faces oppose each other. It is immaterial, however, how many pairs of these latches there may be, as I may have but one pair for a single wheel or a pair for each wheel. I deem the best arrangement to be that which is here shown—namely, a pair for each end wheel of the outer wheels D. Upon these wheels I have a pin or pins *d*, preferably provided with antifriction-rollers *d'*. There may be one pin for each wheel or more than one. I have here shown two for each wheel, and these pins are so arranged that when the wheel is rotating in one direction they will successively lift up one of the swinging latches without affecting the sliding bar H, but they will by contact with the face of the other latch force it back and thus force the bar H to slide lengthwise. When the wheel rotates in the opposite direction, these pins will affect the latches the reverse of that just described and will cause the bar H to slide in the other direction.

Attached to the sliding bar H near each end is a lever J, pivoted at *j* to the carriage or to a proper bearing or plate therein, and connected with the short arm of this lever is a link K, the outer end of which is connected to a cross-bar L, securely fastened to the axles F and provided with proper journals to permit said axles to turn.

The operation is as follows: Suppose, in Fig. 1, the carriage is about to be gigged back. The wheels, turning in the direction of the arrow, will cause one of their pins *d* to merely lift up the left-hand latch, but the other pin, bearing against the right-hand latch, will force the bar H to the right. This movement of the bar will, through the levers J, links K, and cross-bars L, (the latter acting against the axles held by their wheels on the tracks,) move the whole carriage on the axles away from the saw, thus offsetting it and the log it carries. On the forward movement of the carriage the reverse operation will take place and the carriage will be moved back again. The whole device is simple in construction, automatic and positive in operation, and is not likely to get out of order. It is not essential that the latches be on the sliding bar and the contact-pins on the wheels,

as these parts may be reversed in position, the object being to transmit a sliding movement to the bar from the rotation of the wheels. The latches being pivoted, as shown, 5 return to place by gravity and are always in position to be acted upon by the pins.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

10 1. An offsetting mechanism for sawmill-carriages, consisting of a bar mounted upon one side of and parallel with the carriage, and adapted to slide longitudinally with relation thereto, devices comprising pins and 15 latches carried by the wheels and bar, and adapted by their engagement to effect the sliding movement of the bar, through the rotation of the wheels, and connections between said bar and the carriage-axles, adapted, 20 through the movement of the bar, to offset the carriage.

2. An offsetting mechanism for sawmill-carriages, consisting of a bar mounted and adapted to slide on the carriage, opposing 25 swinging latches on the bar and a pin on the carriage-wheel, by the contact of which the bar is caused to slide, through the turning of the wheel, and connections between said bar and the carriage-axles, adapted, through the 30 movement of the bar, to offset the carriage.

3. An offsetting mechanism for sawmill-carriages, consisting of a bar mounted upon one side of and parallel with the carriage, and adapted to slide longitudinally with relation thereto, devices comprising pins and latches 35 carried by the wheels and bar, and adapted by their engagement to effect the sliding movement of the bar, through the rotation of the wheels, a cross-bar secured on the axle, a pivoted lever attached to the sliding bar and 40 a link connecting the lever and cross-bar, whereby, through the movement of the sliding bar, the carriage is offset.

4. An offsetting mechanism for sawmill-carriages, consisting of a bar mounted and 45 adapted to slide on the carriage, opposing swinging latches on the bar and a pin on the carriage-wheel, by the contact of which the bar is caused to slide, through the turning of the wheel, a cross-bar secured on the axle, a 50 pivoted lever attached to the sliding bar, and a link connecting the lever and cross-bar, whereby, through the movement of the sliding bar, the carriage is offset.

In witness whereof I have hereunto set my 55 hand.

FREDERICK W. COOK.

Witnesses:

WM. C. ROOT,
E. W. WITMER.