

No. 671,998.

Patented Apr. 16, 1901.

M. M. GAY.
TRIP BLOCK FOR SAWMILLS.

(Application filed Dec. 29, 1900.)

(No Model.)

Fig. 1.

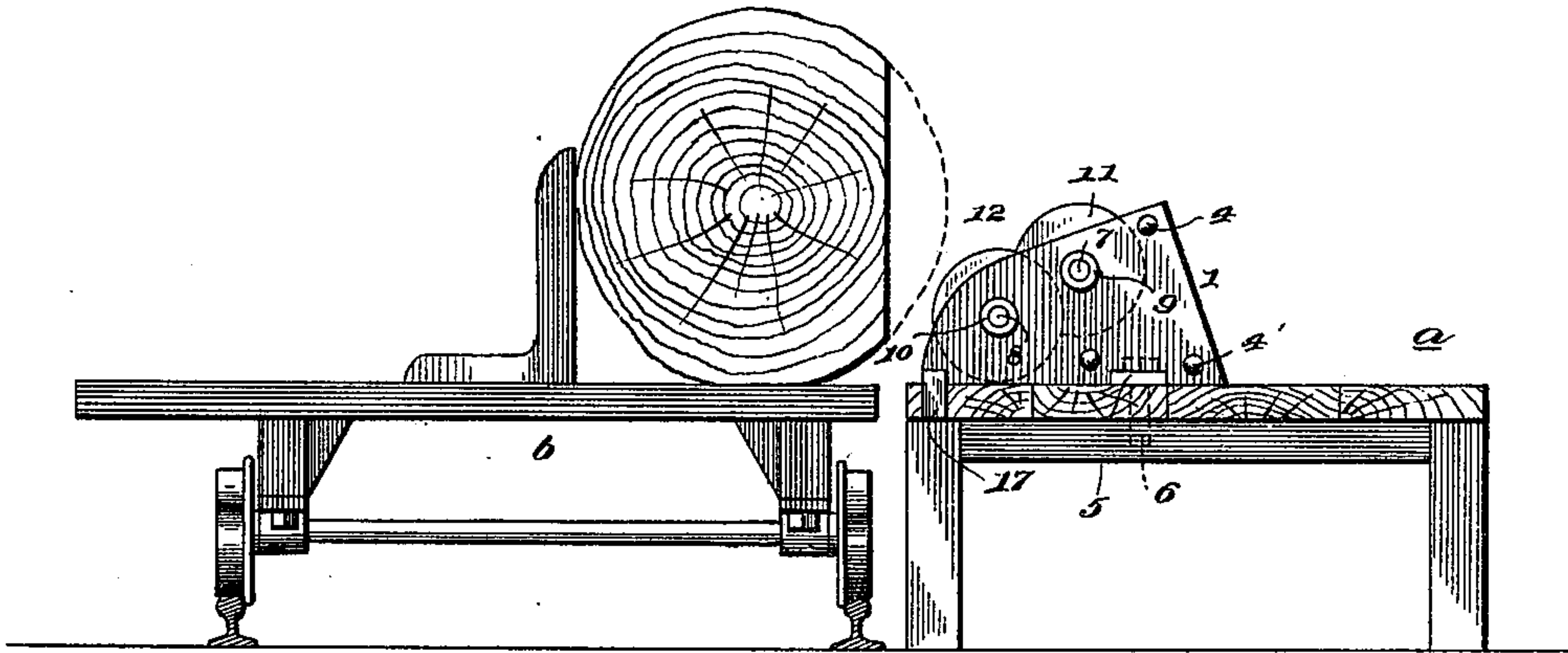


Fig. 2.

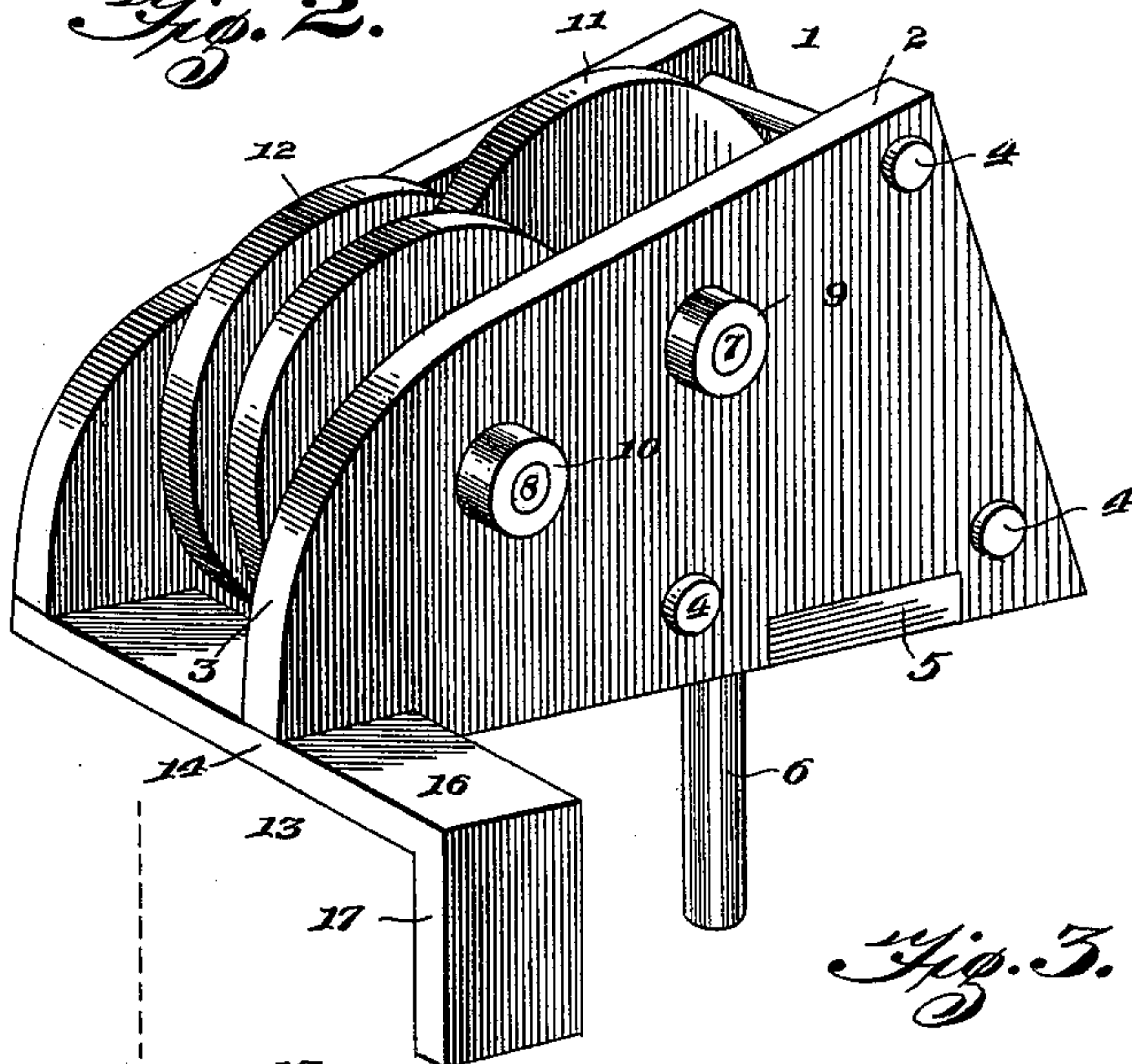
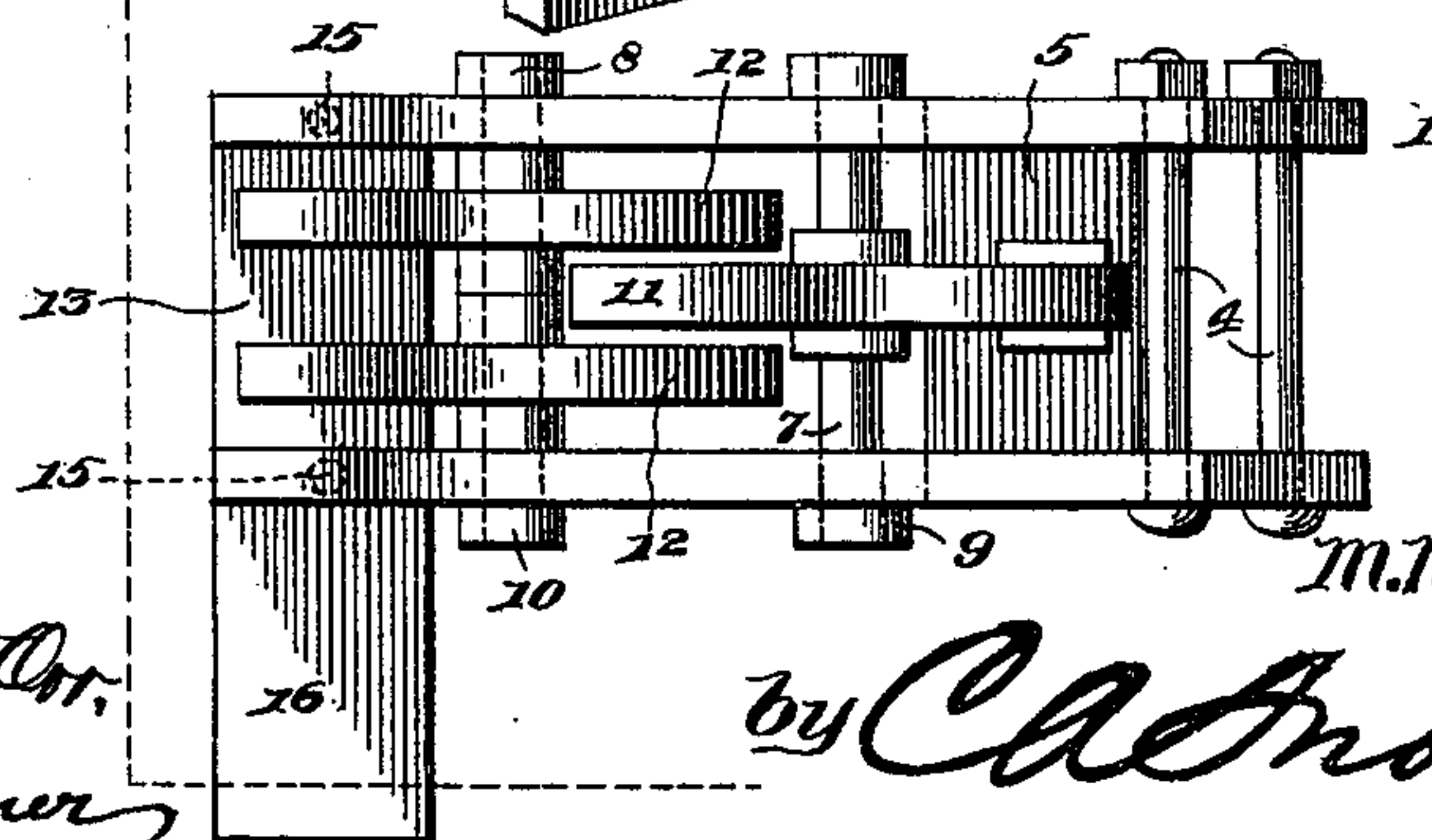


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

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TRIP-BLOCK FOR SAWMILLS.

SPECIFICATION forming part of Letters Patent No. 671,998, dated April 16, 1901.

Application filed December 29, 1900. Serial No. 41,508. (No model.)

To all whom it may concern:

Be it known that I, MARCUS M. GAY, a citizen of the United States, residing at Bunnell, in the county of St. John and State of Florida, have invented a new and useful Trip-Block for Sawmills, of which the following is a specification.

My invention is an improved trip-block for sawmills, used in turning the logs on sawmill-carriages; and it consists in the peculiar construction and combination of devices herein-after described and claimed.

The object of my invention is to provide an improved trip-block which is efficient in facilitating the turning of logs on a sawmill-carriage and which is adapted to be used at either end of a platform, is exceedingly simple and compact, and may readily be unshipped from the platform out of the way when a log is being rolled from the platform onto the carriage.

In the accompanying drawings, Figure 1 is an end elevation of a log-platform and sawmill-carriage, the log-platform being provided with my improved trip-block. Fig. 2 is a detail perspective view of one of my improved trip-blocks. Fig. 3 is a top plan view of the same.

In the construction of my improved trip-block a pair of side plates 1, which have their upper sides inclined, as at 2, and their outer sides rounded, as at 3, at their upper corners, are connected together by bolts 4 and a cross-plate 5. The latter has its ends secured in rabbets in the lower edges of the plates 1, at a suitable distance from the outer sides thereof, and is provided with a central opening in which is a pin or bolt 6, which also fits in an opening in the platform *a*, and thereby adapts the block to be attached to the said platform, and readily detached therefrom by raising the block when it is necessary to remove the latter to be out of the way of a log that is being rolled from the platform onto the carriage *b*. The plates 1 are further connected together by shafts 7 8, which rotate in bearings 9 10, respectively, with which the plates are provided. The shaft 7, which is near the inner end of the trip-block, carries an antifriction wheel or roller 11, the upper side of which extends above the upper sides of the plates 1, the said wheel 11 being disposed on the shaft

7 at a point midway between the plates 1. On the shaft 8 are a pair of antifriction wheels or rollers 12, which are properly spaced apart and overlap one side of the wheel 11, the upper sides of said wheels or rollers 12 projecting above the upper sides of the plates 1, as shown.

A cross-plate 13 connects the plates 1 at their outer ends, is disposed in rabbets 14 in the lower sides of plates 1, and is secured to said plates by bolts or screws 15, whereby the said cross-plate 13 may be readily detached from the plates 1 and resecured thereto in a reversed position. Said cross-plate 13 has an extension 16 at one end, which projects beyond one side of the trip-block, and at the outer end of which extension is formed a downturned arm 17, which is adapted to engage one end of the platform *a*, as shown in Fig. 1 and as indicated in Fig. 3, to prevent the trip-block from turning. The cross-plate 13 being reversible, as hereinbefore described, it will be understood that the trip-block may be secured on either end of the platform. It will be understood that the platform will be provided with two of my improved trip-blocks, one at each end thereof.

In operation, when it is desired to turn a log on the carriage the latter will be run alongside the platform *a*, and the log when being turned by the cant-hooks usually employed for this purpose in turning will engage the antifriction-rollers 11 12 of the trip-blocks and slide downward thereon back upon the head-blocks of the carriage, the trip-blocks thereby greatly facilitating the turning of the log on the head-blocks of the carriage by reducing friction and correspondingly lessening the power required to move the log onto the head-blocks.

Having thus described my invention, I claim—

1. A trip-block of the class described having antifriction-rollers on its upper side, means to detachably secure the block on a platform, and a reversible plate at the front end of the block, said plate having a depending arm at one end, for the purpose set forth, substantially as described.

2. A trip-block comprising the side plates, antifriction-rollers carried thereby, a cross-plate connecting the lower sides of the side

plates near the inner ends thereof, a depending pin attached to said cross-plate and the detachable and reversible cross-plate connecting the outer ends of the side plates, at their
 5 lower sides, said detachable and reversible cross-plate having an extension at one end to project beyond one side of the trip-block and a downturned arm at the outer end of said extension, for the purpose set forth, substantially as described.
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3. A trip-block of the class described, having antifriction-rollers on its upper side, a de-

pending pin on its lower side, and a lateral extension at its outer end provided with a depending arm, for the purpose set forth, substantially as described. 15

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

MARCUS M. GAY.

Witnesses:

H. A. PAULLING,

R. H. STRINGFELLOW.