

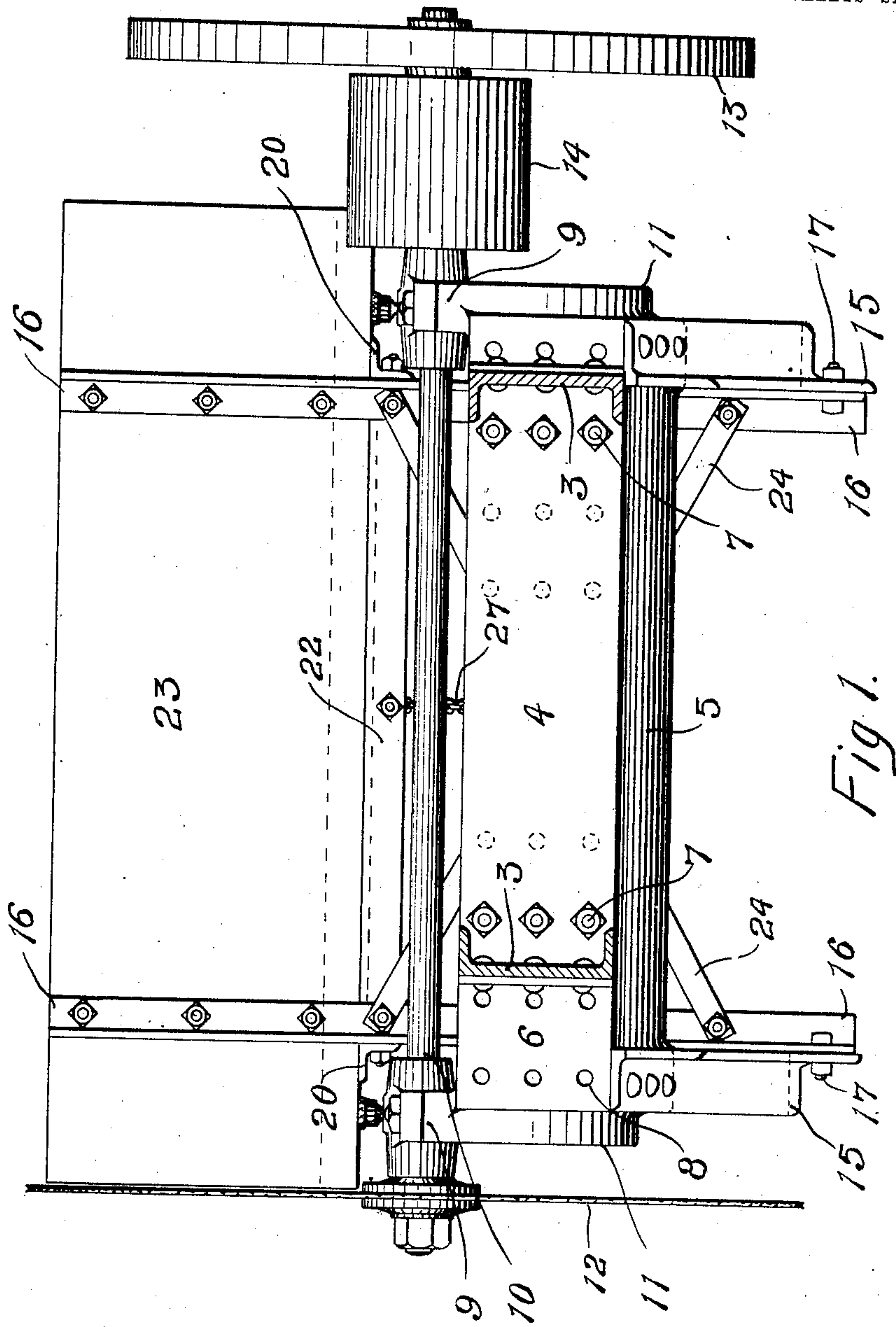
No. 826,698.

PATENTED JULY 24, 1906.

C. A. STICKNEY.
SAW FRAME.

APPLICATION FILED FEB. 27, 1905.

2 SHEETS—SHEET 1.



WITNESSES.
A. M. Walstrom
C. Thannman

INVENTOR
CHARLES A. STICKNEY
BY *Paul & Paul*
HIS ATTORNEYS.

No. 826,698.

PATENTED JULY 24, 1906.

C. A. STICKNEY.

SAW FRAME.

APPLICATION FILED FEB. 27, 1905.

2 SHEETS—SHEET 2.

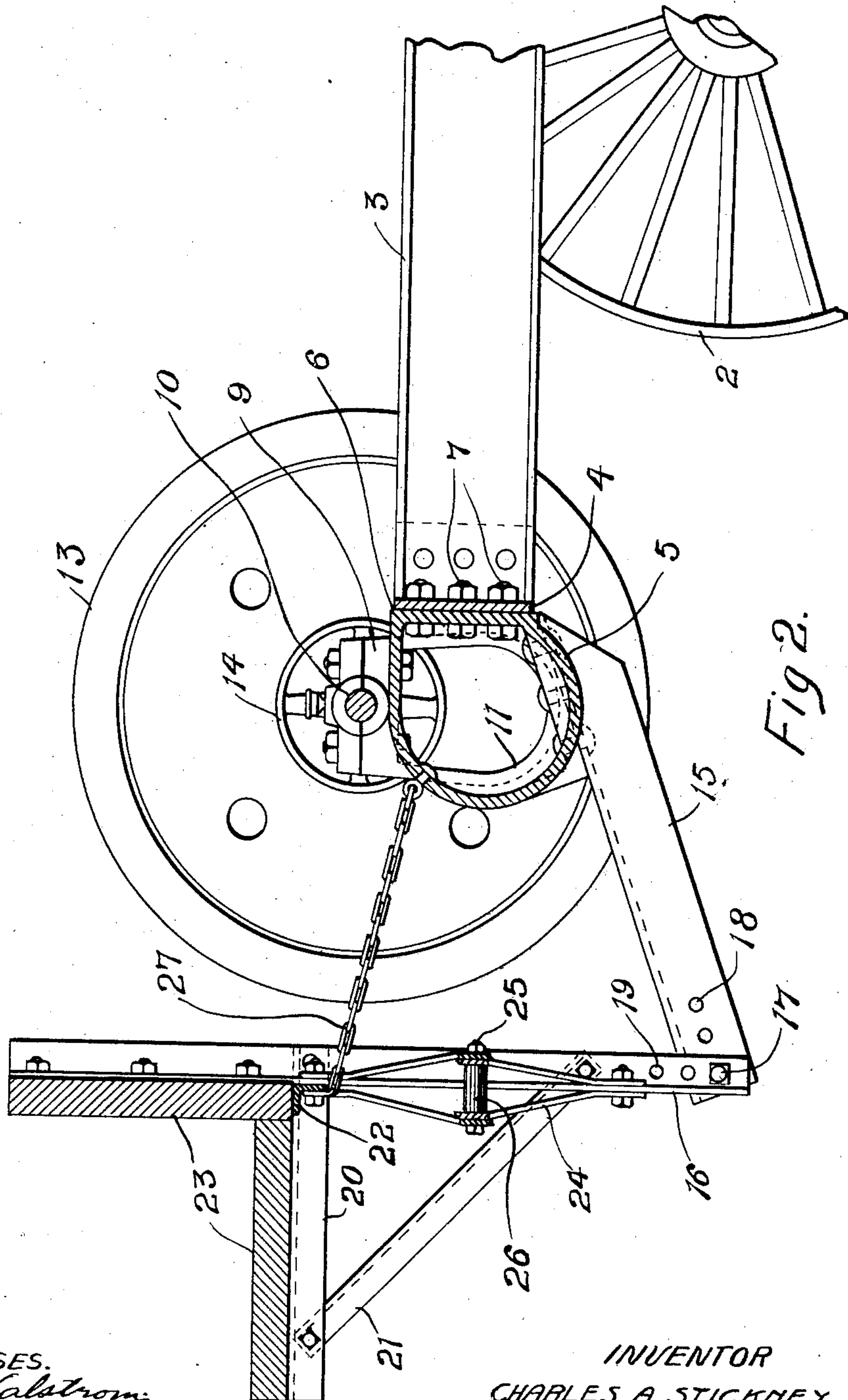


Fig. 2.

WITNESSES.
A. M. Walstrom
C. Maenamar

INVENTOR
CHARLES A. STICKNEY
BY *Paul Paul*
HIS ATTORNEYS.

UNITED STATES PATENT OFFICE.

CHARLES A. STICKNEY, OF ST. PAUL, MINNESOTA.

SAW-FRAME.

No. 826,698.

Specification of Letters Patent

Patented July 24, 1906.

Application filed February 27, 1905. Serial No. 247,568.

To all whom it may concern:

Be it known that I, CHARLES A. STICKNEY, of St. Paul, Ramsey county, Minnesota, have invented certain new and useful Improvements in Saw-Frames, of which the following is a specification.

My invention relates to saw-frames, and particularly those of the portable type; and the object of the invention is to provide a frame of simple but strong and durable construction and one that can be easily and quickly secured to the frame of a wagon or truck and as readily removed.

Other objects of the invention will appear from the following detailed description.

The invention consists generally in providing a saw-frame that is capable of being adjusted laterally with respect to the wagon or truck frame, according to the position of the motive power on the truck.

Further, the invention consists in providing a frame having rigid bearings for the saw-arbor and capable of being secured to the truck-frame or adjusted thereon without disturbing such bearings.

Further, the invention consists in various constructions and combinations, all as hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 is a transverse section through the frame of the wagon or truck looking toward the saw-frame. Fig. 2 is a vertical section through the saw-frame.

In the drawings, 2 represents a portion of one of the rear wheels of a wagon or truck, and 3 a frame, preferably of channel-bar, whereon the gas-engine (not shown) or other motive power for the saw is mounted. The rear ends of the channel-bars are connected by plate 4, whose ends are bent around the ends of the bars and secured thereto.

5 is a casting, tubular in form, open at each end and provided with a flat surface 6 on one side that is adapted to fit snugly against the plate 4 and is secured thereto by bolts 7, passing through holes 8 in said casting and in said plate. I prefer to provide a series of these holes in the casting arranged in rows at intervals to allow the saw-frame to be adjusted laterally with respect to the truck-frame, according to the position of the engine thereon, thereby adapting the frame for attachment to truck-frames of different widths and permitting the saw-arbor pulley

to be properly alined with the driving-pulley of the engine. The open ends of the tubular casting permit convenient access to the bolts 7 and greatly facilitate the attachment of the saw-frame to the truck-frame or their separation.

At each end of the casting 5, on the upper side thereof, I provide boxes 9, wherein a saw-arbor 10 is journaled. Ribs or webs 11 are preferably formed in the ends of the casting to strengthen it at the point where the bearings are placed. A circular saw 12 is mounted on one end of the arbor, and the other end is provided with a fly-wheel 13 and a pulley 14, driven from the engine, (not shown,) mounted on the truck-frame. Arms 15 are riveted at one end to the under side of the casting 5 and extend rearwardly therefrom and are provided at their rear ends with upright bars 16, that are pivotally secured to said arms by bolts 17. A series of holes 18 and 19 in said arms and bars respectively permit their adjustment vertically and also toward and from the rear end of the truck-frame to vary the position of the hopper or shelf whereon the material to be sawed is placed with respect to the saw. Arms 20 are bolted to the bars 16 and extend horizontally therefrom and are supported at their outer ends by braces 21. Bars 16 are also connected by cross-bars 22, that are preferably arranged between the arms 20. All these arms and bars are preferably made of angle-bar on account of its strength and rigidity compared with its weight. The upper ends of the bars 16 and the bars 22 are provided with a plank 23 and form the bottom and one side wall of a hopper wherein the cord-wood sticks usually sawed with this type of machine are placed. Flat braces 24 connect the bars 16 and are secured together at their points of intersection by a bolt 25. A sleeve 26 is mounted on said bolt between the bars and serves to spread their middle portions and give to the bars a truss effect that aids materially in strengthening and staying the supports 16 and the hopper carried thereby. A chain 27, connected to the casting 5 and to the cross-bar 22, limits the outward movement of the hopper.

The manner of using the saw-frame is as follows: The casting having been bolted on the end of the wagon-truck in the desired position to bring the saw-arbor pulley in proper alinement with the engine-pulley, the operator will start the saw, and then placing the

stick of cord-wood or piece of timber that it may be desired to saw in the hopper swings it in toward the saw in the well-known way.

The adjustability of the bar 16 will allow the position of the hopper to be changed with respect to the saw and enable the operator to easily and quickly adapt the frame to the kind or size of wood that is being sawed. The saw-arbor being mounted upon the casting 5 can be easily and quickly attached to a truck-frame, and no fitting or adjustment will be required other than to place the casting on the end of the frame, so that the saw-arbor pulley will be properly alined with the driving-pulley.

The use of the angle and channel bars insures a very strong and rigid construction for the frame, the arms 15 being of such strength that when they strike an obstruction in moving the machine from place to place the entire rear end of the truck and frame will be lifted, or if it is desirable to prevent in a measure the contact of the arms 15 with an obstruction the lower bolts securing the casting 5 to the truck-frame can be loosened, so that the frame will swing upwardly and clear any obstacle in its path.

I claim as my invention—

1. The combination, with a truck-frame, of a casting tubular in form, having a flat surface on one side, and means securing it to the end of said truck-frame, boxes mounted on said casting, a saw-arbor journaled in said boxes and having a saw, and said casting having openings to permit convenient access to the flattened side thereof and to the said securing means.

2. The combination, with a truck-frame, of a casting tubular in form, having openings and a flat surface on one side provided with a series of holes arranged in rows at intervals, bolts passing through said holes and through the end of said truck-frame and accessible through said openings, and whereby said casting is rendered longitudinally adjustable on said frame, and a saw-arbor having a saw and journaled on said casting, substantially as described.

3. The combination with a suitable frame, of a hollow casting having a flat surface on one side and means for securing it to said frame and permitting transverse adjustment thereon, boxes mounted on said casting, and a saw-arbor journaled in said boxes, and said casting having openings to allow access to said securing means.

4. The combination with a frame, of a tubular casting, means for detachably securing said casting to said frame, boxes mounted on said casting, and a saw-arbor journaled in said boxes, and said casting having openings to allow access to said securing means.

5. The combination with the truck-frame having channel-bar side rails, of a plate connecting the ends thereof in a vertical plane, a support having a flat surface to fit the vertical surface of said plate, means for securing said support and said plate together, a saw-arbor mounted on said support, and an oscillating hopper provided in the rear of said support, substantially as described.

6. The combination with the parallel channel-bars 3, of a plate 4 connecting their rear ends and provided with vertical rows of holes, a casting secured to said plate and adjustable transversely with respect to said channel-bars, a saw-arbor journaled on said casting, and an oscillating hopper supported in the rear of said casting.

7. The combination with a truck-frame, of a saw-frame secured thereon and comprising a casting, a saw-arbor journaled thereon, arms secured at one end to said casting and depending rearwardly therefrom and provided at their rear ends with a series of holes, upright bars having a series of holes in their lower ends and adjustably secured through to said arms, a hopper supported on said bars, and a flexible connection provided between the upper portion of said bars and said casting, substantially as described.

8. The combination with a frame, of a casting tubular in form secured thereto and having interiorly-arranged strengthening-ribs, a saw-arbor journaled on said casting, and an oscillating hopper supported by said casting, and said casting having openings through which access may be had to its interior, substantially as described.

9. The combination with a frame, of a tubular casting, means for securing said casting to said frame, and said means being accessible through openings provided in said casting, a saw-arbor journaled on said casting, and an oscillating hopper supported by said casting.

In witness whereof I have hereunto set my hand this 17th day of February, 1905.

CHARLES A. STICKNEY.

Witnesses:

G. M. AIPER,

A. M. FOX.