

G. O. BEASLEY.
WHEEL GUARD AND TRACK CLEANER FOR SAWMILL CARRIAGES.
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958,689.

Patented May 17, 1910.

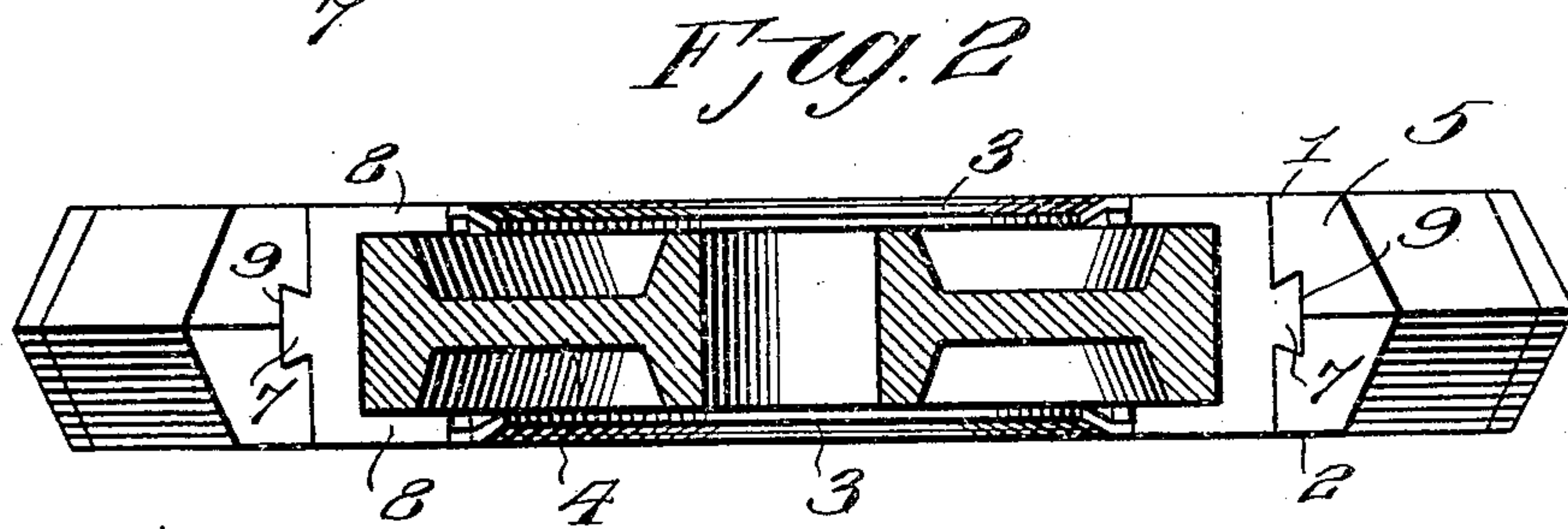
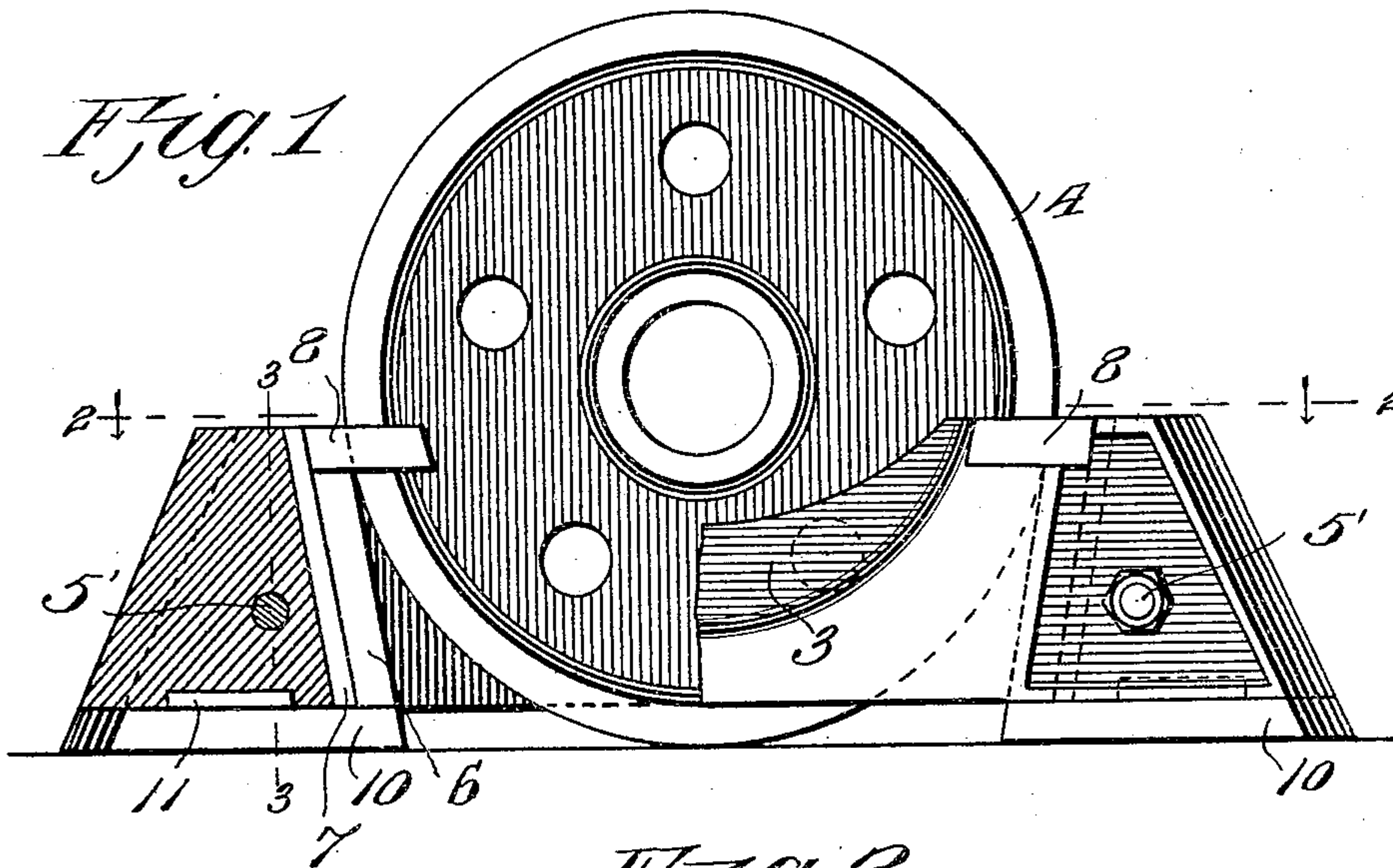


Fig. 3.

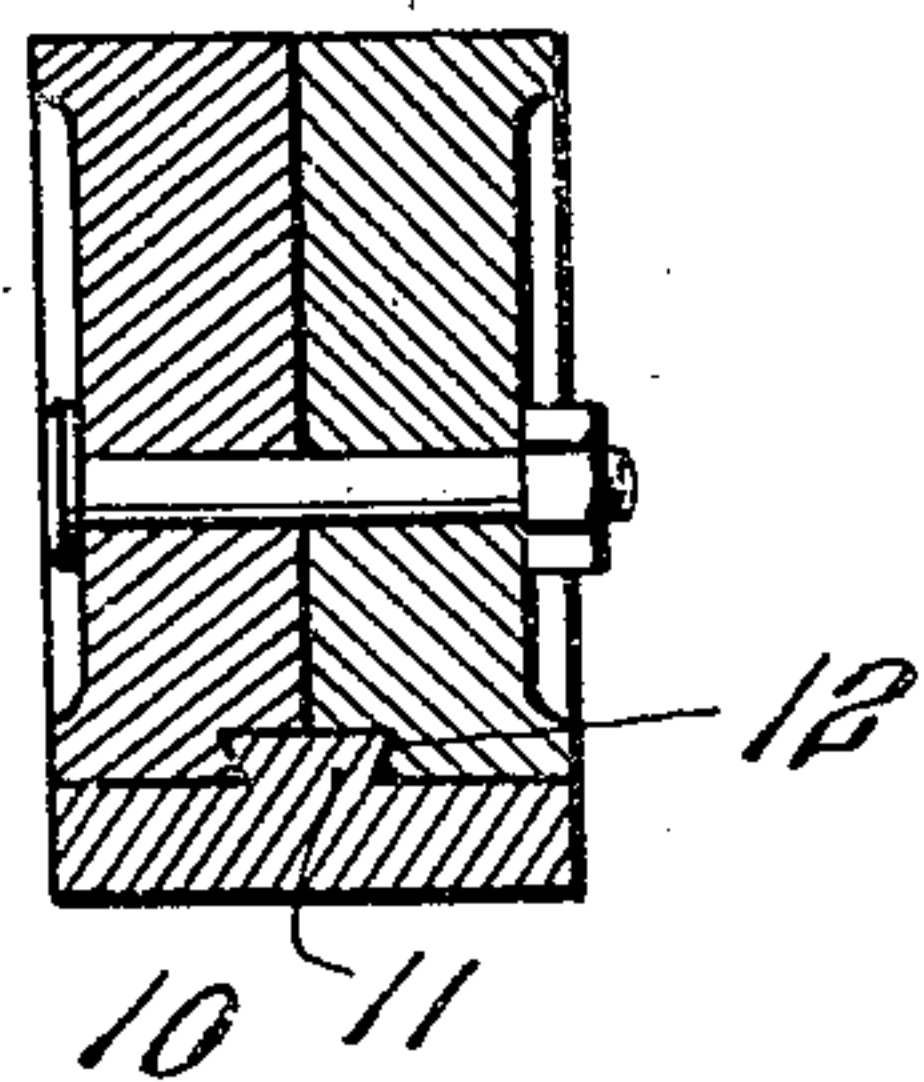


Fig. 4.

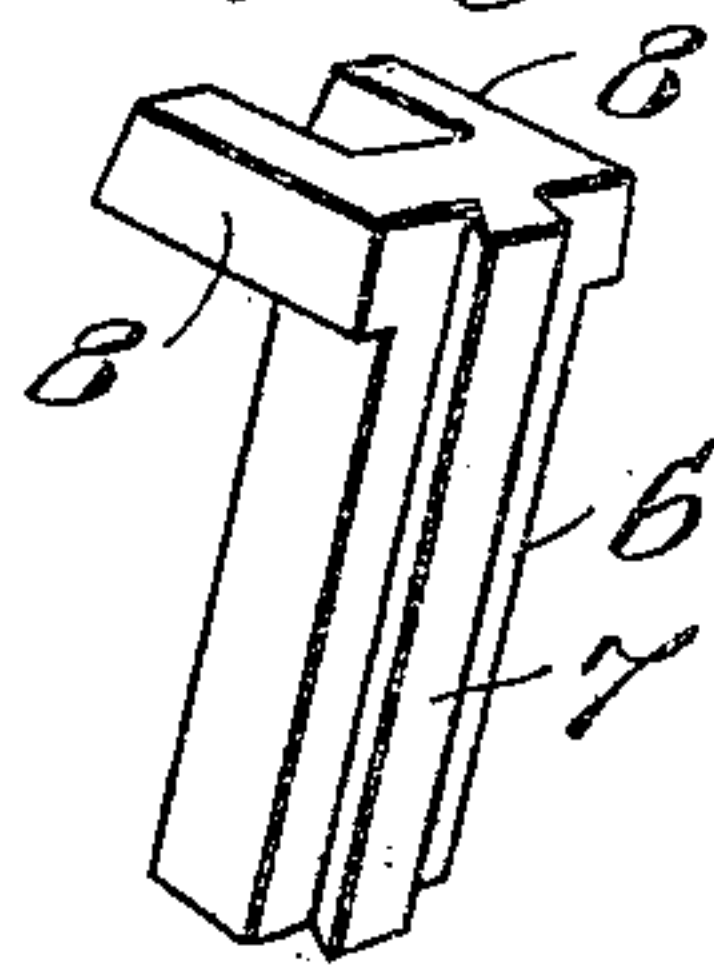
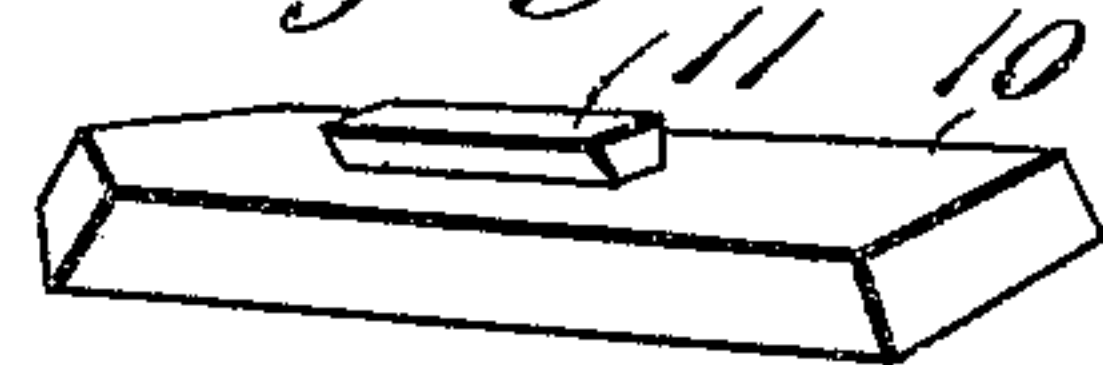


Fig. 5.



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WHEEL-GUARD AND TRACK-CLEANER FOR SAWMILL-CARRIAGES.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GREEN O. BEASLEY, a citizen of the United States, residing at Winona, in the parish of Winn and State of Louisiana, have invented new and useful Improvements in Wheel-Guards and Track-Cleaners for Sawmill-Carriages, of which the following is a specification.

The invention relates to an improvement in wheel guards and track cleaners for saw mill carriages, being more particularly directed to providing such guard and cleaner with removable and renewable wear surfaces whereby to materially increase the life and general efficiency of the article.

The main object of the present invention is the provision of removable and renewable wear shoes for the guard and cleaner arranged to take up all of the wear from the track and wheel which the guard and cleaner sustain in use, the wear section being constructed for convenient application to the guard and cleaner without the use of additional securing means.

The invention will be described in the following specification, reference being had particularly to the accompanying drawings, in which:—

Figure 1 is a view in elevation partly in section, illustrating an accepted type of wheel guard and cleaner provided with my improvement. Fig. 2 is a sectional view on the line 2—2 of Fig. 1. Fig. 3 is a sectional view on line 3—3 of Fig. 1. Fig. 4 is a perspective view of one of the wear sections for the wheel. Fig. 5 is a perspective view of one of the wear shoes for the track.

Referring particularly to the accompanying drawings, my improvement is designed for application to what is known as a combined wheel guard and track cleaner for saw mill carriages, in which the device loosely receives the wheel and rests upon the track in both directions beyond the wheel, the travel of the wheel lengthwise the track serving to move the guard so as to clean the track in advance of the wheel. The accepted type of such guard and cleaner is constructed of two sections to be secured together having when so secured solid end portions receiving the driving action of the wheel periphery and bearing upon the track. Experience has demonstrated that in the continued use of this type the wear incident to

the travel on the track tends to a lateral displacement of the upper portion of the guard with the effect of causing the wheel to eventually cut through one side or the other of that portion of the device overlying the wheel. The article as an entirety is thus destroyed so far as effective further use is concerned.

It is the object of the present invention to supplement the wear surfaces of the accepted type of guard and cleaner with conveniently renewable wear sections, so that after extensive use it is only necessary to renew such section at a comparatively small expense to provide a practically new guard and cleaner.

In the accompanying drawings I have illustrated a conventional and accepted type of guard and cleaner comprising duplicate sections 1 and 2, each comprising a side plate 3 having a length corresponding to the diameter of the carriage wheel 4, and each formed at the respective ends with an enlarged or inwardly extended block 5. The sections 1 and 2 are designed to be secured together by bolts 5' passed approximately centrally through the block sections 5, thus providing an article having solid end sections formed by the abutting blocks 5 and spaced side plates 3 so arranged as to receive the wheel 4 loosely between them.

In the use of the article the bottom face of the end sections rests upon the track upon which the wheel 4 travels, while the side plates 3 are disposed on opposite sides of the wheel. Therefore, in the reciprocatory travel of the wheel the latter forces the guard and cleaner lengthwise the track to effectively clear the latter in advance of the wheel. To better facilitate such action the relatively outer or end faces of the solid sections of the guard are inclined upwardly and inwardly from the bottom face of said sections and laterally and inwardly from the central vertical line of said faces, forming in effect a plow end.

So far as described the guard and cleaner is of the accepted and ordinary type, subjected to wear by the frictional engagement of the bottom face of each end section of the track and of the inner face of each end section by engagement of the wheel therewith. The wear of the bottom face is of necessity uneven and hence gradually

resulting in a leaning or tilting of the upper end of the guard so that the edge of the wheel gradually cuts through the comparatively thin side plate 3, thereby rendering the guard ineffective and useless.

To eliminate the complete destruction of the guard by the normal wear to which it is subjected I propose to combine therewith a wear face to receive the frictional riding of the wheel and a wear shoe to receive the frictional wear of the track, and to render both the face and shoe renewable at pleasure and with the minimum of labor.

The wear face is particularly shown in Fig. 4 and comprises a block 6 formed on its relatively rear face with a dovetailed longitudinally disposed rib 7. At the upper end the block is slightly enlarged in its transverse dimension and formed with inwardly extending parallel spaced lips 8. In providing the guard and cleaner for the reception of the wear face 6 the relatively inner surface of each end section is formed with a dovetailed groove 9 of a size to receive the rib 7. The groove 9 is formed in the longitudinal center of the inner face of each end section, that is one-half in each block 5, so that the groove may be readily arranged for the reception of the wear face by permitting separation of its side walls by loosening the securing bolts 5'. At the upper end the outer face of each block 5 and the adjacent portion of each side plate 3 is appropriately cutaway to receive the lips 8, so that with the wear face in place the lips form in effect a part of each side plate 3 projecting inwardly from the wear face to a point beyond the peripheral or bearing rim of the wheel.

The wear shoe is particularly shown in Fig. 5 and comprises a block corresponding in outline to the shape of the bottom or bearing surface of each end section of the guard, said block 10 being formed on its upper surface with a dovetailed rib 11 arranged centrally and longitudinally of the block but preferably of less length than the block. The bottom surface of each end section of the guard proper is formed at an appropriate point with a recess 12 having the side walls thereof undercut to snugly receive the rib 11 of the wear shoe, so that when said rib is secured within the recess the shoe will underlie the full length of the end section of the guard and intermediate said end section and the track. The groove or recess 12 in the bottom face of the end section is also formed centrally of the section so that half of said groove is in each block 5 forming the section. By this arrangement the shoe can be readily applied by loosening the securing bolts 5' to separate the walls of the recess to permit the introduction of the rib 11.

It is, of course, to be understood that the

wear faces and shoes are to be constructed of substantial thickness and of such material and so treated as to resist wear to the maximum extent, and while preferring the specific formation of such parts as herein described it is to be understood that I do not limit myself thereto but contemplate for example the use of other and well known means for securing the wear sections in place, for example as by screws or the like.

With the guard and cleaner having my improved wear section in use it will be obvious that the wear incident to the travel on the track and the driving action of the wheel will be borne entirely by such wear section, and that any wear of the side edge of the wheel rim incident to a lateral displacement of the guard and cleaner will be borne by the lips 8. As one and all of these wear sections are conveniently renewable it is obvious that the guard and cleaner *per se* is practically indestructible, and after continued use may be made in every practical sense as perfect as in original shape by the renewal of one or more of the wear sections as may be necessary in the particular circumstance.

Having thus described the invention what is claimed as new, is:—

1. The combination with a wheel guard and track cleaner designed to be moved along the track in the travel of the wheel, of a removable wear face to receive the wheel contact on its sides adjacent the peripheral edge of the wheel.

2. The combination with a wheel guard and track cleaner designed to be moved along the track in the travel of the wheel, of a removable wear face to receive the wheel contact, and lips carried by said face to project beyond the peripheral edge of the wheel.

3. The combination with a wheel guard and track cleaner designed to be moved along the track in the travel of the wheel, of a removable wear face secured in the guard and cleaner at each end beyond the wheel, and wear lips carried by each wear face and projecting toward the axis of the wheel.

4. The combination with a sectional wheel guard and track cleaner, and means for securing the sections together, of a wear section secured in place by the section securing means, said section serving to receive the contact of the wheel sides adjacent the peripheral edge.

5. The combination with a sectional wheel guard and track cleaner made in two parts and comprising end sections and side plates, of a wear section formed with a dovetailed rib, the end section of the guard and cleaner being formed with a dovetailed recess to receive the rib.

6. The combination with a sectional wheel guard and track cleaner made in two parts and comprising end sections and side plates,

and means for securing the parts together,
of a wear section formed with a dovetailed
rib, the end section of the guard and cleaner
being formed with a dovetailed recess to re-
5 ceive the rib, said recess being partially
formed in each part of the guard and
cleaner, whereby to permit the insertion of
the rib of the wear section by a loosening of

the means for securing the parts of said
guard and cleaner together.

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In testimony whereof I affix my signature
in presence of two witnesses.

GREEN O. BEASLEY.

Witnesses:

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