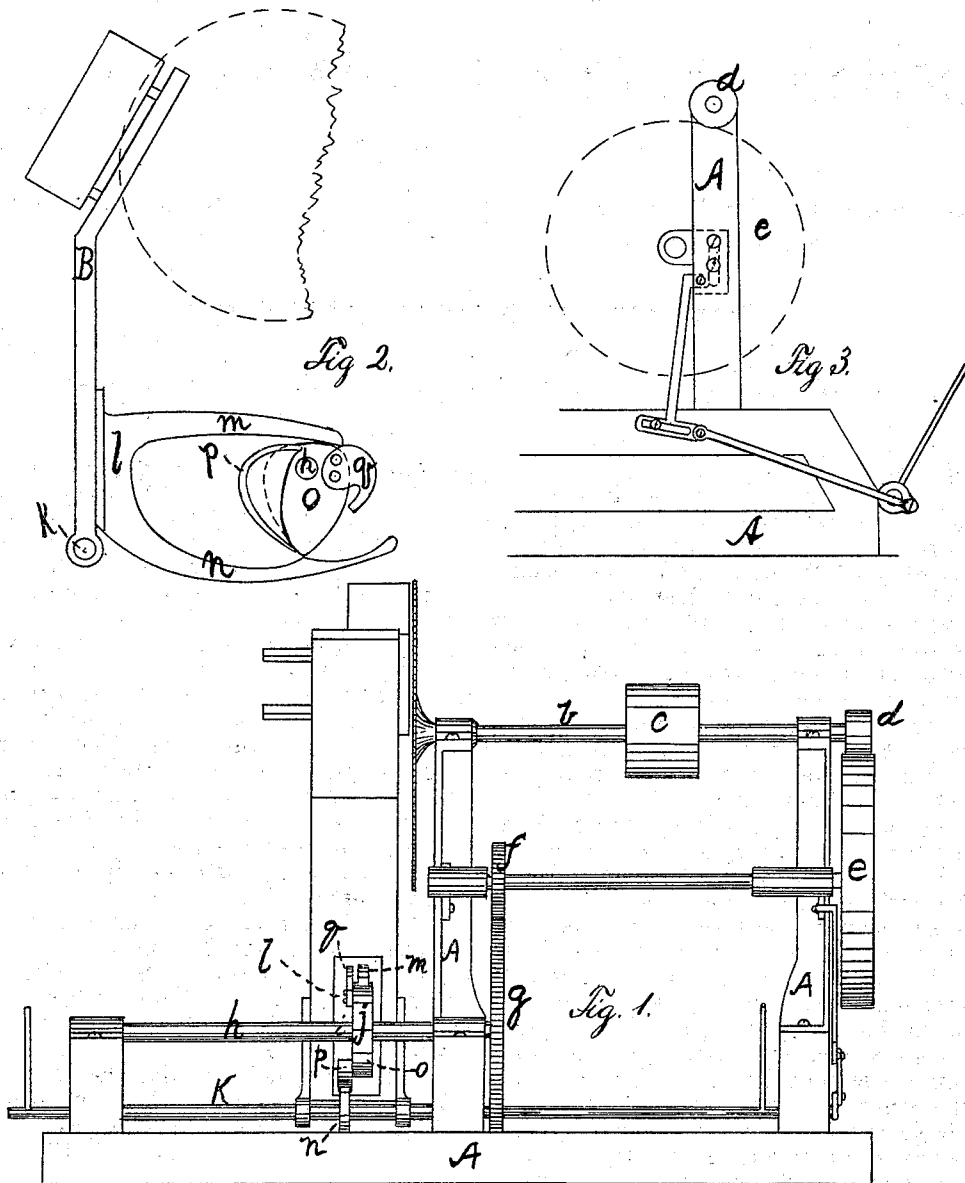


H. PEAVEY.
Shingle-Machines.

No. 135,441.

Patented Feb. 4, 1873.



Witness
John F. Parker
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Per Atty. Wm. Franklin Peavey.

UNITED STATES PATENT OFFICE

HIRAM PEAVEY, OF BANGOR, MAINE, ASSIGNOR OF ONE-HALF HIS RIGHT
TO MICHAEL SCHWARTZ, OF SAME PLACE.

IMPROVEMENT IN SHINGLE-MACHINES.

Specification forming part of Letters Patent No. 135,441, dated February 4, 1873.

To all whom it may concern:

Be it known that I, HIRAM PEAVEY, of Bangor, in the county of Penobscot and State of Maine, have invented a new and useful Improved Shingle-Machine; and I hereby declare the following to be a full, clear, and exact description thereof, which will enable others to make and use the same, reference being had to the accompanying drawing forming a part of this specification, in which—

Figure 1 shows a front elevation of my invention; Fig. 2, a view of the carriage and cam; Fig. 3, a view of the stop-motion.

Same letters show like parts.

In my shingle-machine the carriage is perpendicular and swings upon a shaft at its lower end. It receives its motion from a double cam working in a yoke at right angles, or nearly so, to the carriage, both taken together forming a bell-crank, one end of which supports the bolt and the other receives the motion.

Referring to the drawing, A shows the frame of the machine, supporting the saw-shaft *b*, to which is attached, at *c*, a pulley through which motion is communicated to the machine and a friction-wheel, *d*. This wheel *d* gives motion to a larger wheel, *e*, and to a pinion, *f*, upon the same shaft, which pinion meshes into a gear, *g*, upon a shaft, *h*. Upon this shaft *h*, at *i*, is the double cam *j*, operating the carriage B. A shaft, *k*, supports the carriage, which, as before stated, has affixed to it a yoke, *l*, con-

sisting of arms *m n* extending above and below the double cam, one arm, *m*, being operated by one side, *o*, of said cam and the other, *n*, by the side *p*, the side *o* operating to throw the carriage back after the shingle has been cut, rapidly, and the side *p* bringing the bolt down to the saw more slowly. An adjustable lip, *q*, is also attached to the cam, as shown, giving it steadiness.

All small bolts are dispensed with and the gears employed have a comparatively slow motion, to avoid breakage. The carriage being perpendicular, or nearly so, its weight is balanced upon the shaft *k* rather than brought on the yoke and cam, so that the operating-parts of the machine are relieved. Moreover, the saw cuts the bolt lengthwise, instead of "slashwise."

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of the carriage B, yoke *l*, and double cam *j*, constructed and operating substantially in the manner shown and before described.

2. The combination with the above of the friction-wheel *d* and connecting mechanism, substantially as set forth and described.

HIRAM PEAVEY.

Witnesses:

WM. FRANKLIN SEAVEY,
MICHAEL SCHWARTZ.