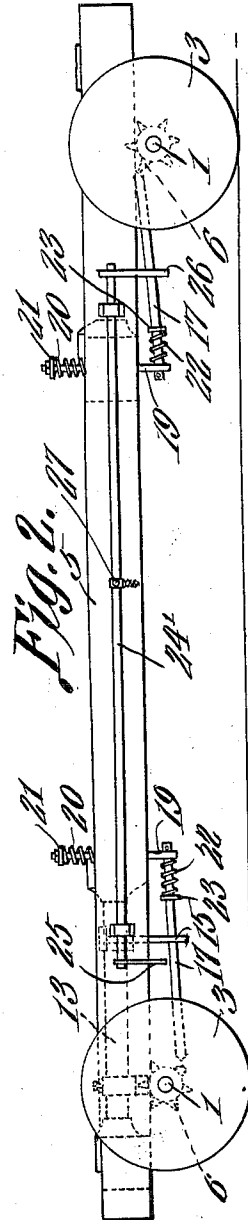
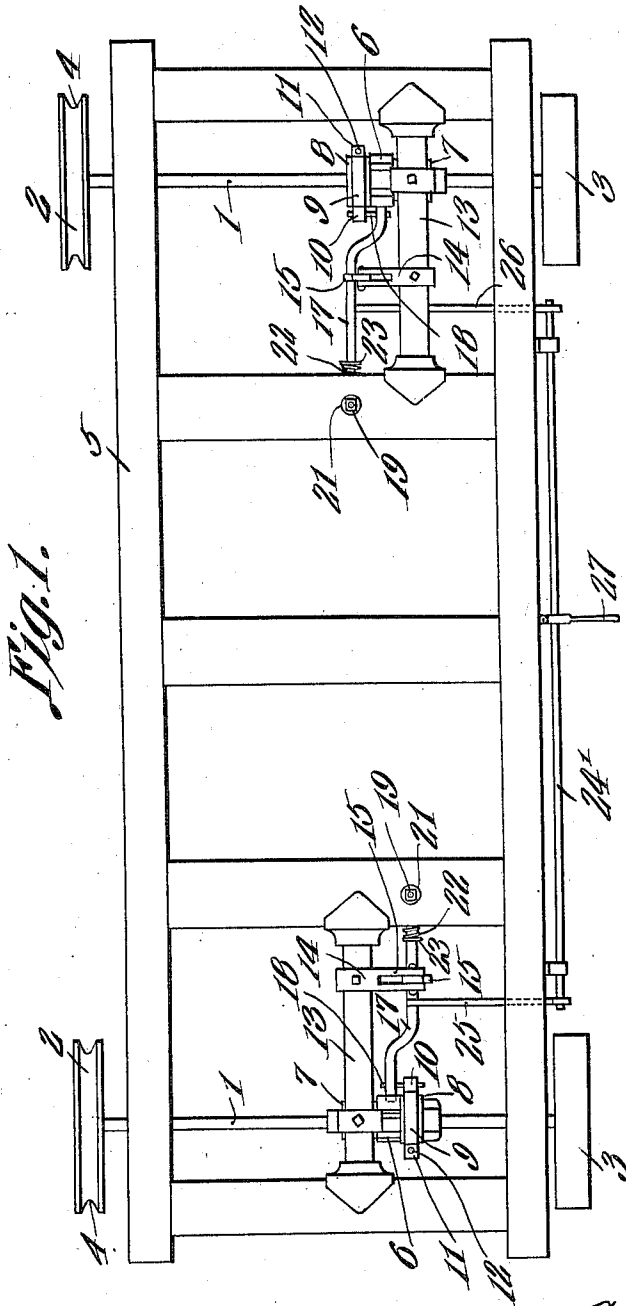


G. LEMIEUX.
SAWMILL CARRIAGE.
APPLICATION FILED AUG. 5, 1911.

1,038,609.

Patented Sept. 17, 1912.

2 SHEETS—SHEET 1.



Witnesses

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L. H. Wilcox.

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Inventor

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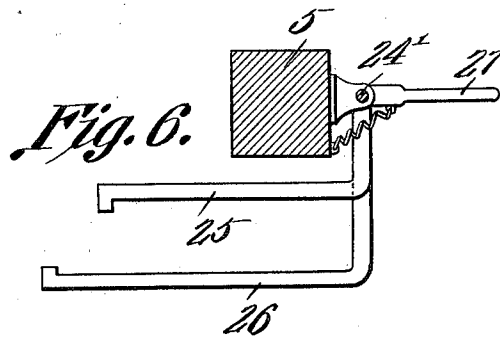
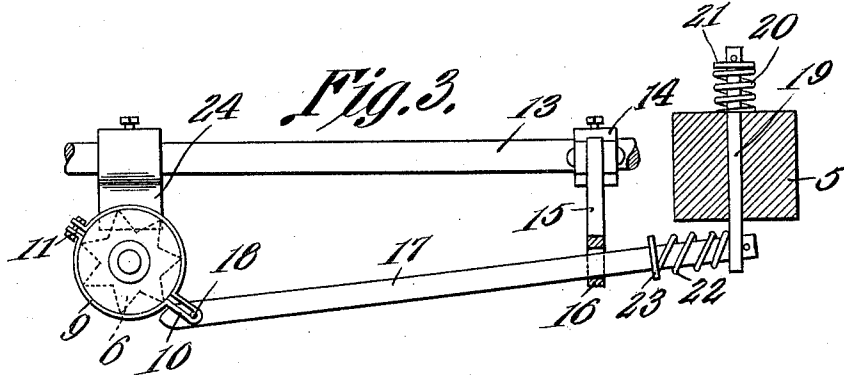
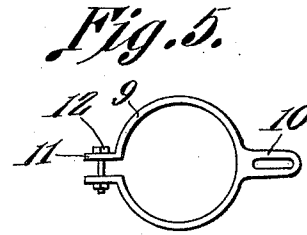
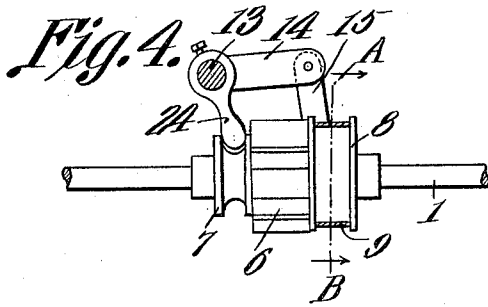
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2 SHEETS—SHEET 2.



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE LEMIEUX, OF WASHBURN, WISCONSIN.

SAWMILL-CARRIAGE.

1,038,609.

Specification of Letters Patent.

Patented Sept. 17, 1912.

Application filed August 5, 1911. Serial No. 642,500.

To all whom it may concern:

Be it known that I, GEORGE LEMIEUX, a citizen of the United States, residing at Washburn, in the county of Bayfield and State of Wisconsin, have invented a new and useful Sawmill-Carriage, of which the following is a specification.

This invention relates to saw mill carriages of that type utilizing offset mechanism whereby the wood is shifted laterally away from the saw as soon as the carriage begins its return movement after the cut has been completed.

One of the objects of the invention is to provide offset mechanism which is simple in construction, positive in operation, and the parts of which will not readily get out of order.

A further object is to provide mechanism of this type which can be locked whenever desired for the purpose of preventing lateral movement of the carriage.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed can be made within the scope of what is claimed, without departing from the spirit of the invention.

In the accompanying drawings, the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a plan view of a carriage having the present improvements applied thereto. Fig. 2 is a side elevation of the carriage. Fig. 3 is a view partly in side elevation and partly in section of a portion of the mechanism. Fig. 4 is an elevation of one of the shifting arms and of the parts actuated thereby. Fig. 5 is an enlarged section on line A—B Fig. 4. Fig. 6 is an enlarged transverse section through the locking mechanism.

Referring to the figures by characters of reference 1 designates the axles of the carriage, they being supported by wheels 2 and 3 connected to the ends thereof. The wheels 2 are formed with peripheral grooves 4 adapted to engage a V-shaped rail such as commonly employed, while the wheels 3 are adapted to travel along a flat rail. The axles 1 support the carriage frame 5 and the frame is adapted to slide along these axles.

Each axle has a star wheel 6 secured to it and a grooved collar 7 is secured to each axle adjacent one side of the star wheel while another collar 8 having an annular channel, is secured to each axle adjacent the other side of the star wheel. A split band 9 is loosely mounted upon each collar 8 and has a slotted extension 10 and outwardly extending terminal ears 11. These ears are engaged by an adjusting bolt 12 or the like whereby the band can be tightened or loosened so as to engage the collar 8 with any desired degree of pressure.

A shaft 13 is journaled upon the frame 5 adjacent to each axle 1 and extends longitudinally of the frame, said shaft having a radial arm 14 adjustably connected thereto. A link 15 is pivotally connected to and extends downwardly from the arm 14 and has a slot 16 in the lower end portion thereof. This slot has a shifting bar 17 loosely mounted therein, one end of the bar being tapered and adapted to be engaged by the star wheel 6. A pin 18 extends laterally from the bar 17 and is slidably mounted within the loop 10. The other end of the bar 17 is tiltably mounted within a supporting pin or bolt 19 slidably mounted within a portion of the frame 5 and yieldingly supported, as by means of a spring 20. This spring bears downwardly upon the frame and upwardly upon a collar 21 connected to the upper portion of the bolt 19. A spring 22 is preferably arranged on bar 17 and bears at one end against the bolt 19 while its other end bears against a collar 23 extending around the bar 17.

A shifting arm 24 is adjustably secured to each shaft 13 and extends downwardly into the groove or channel within collar 7.

A shaft 24' is journaled upon one side of the frame 5 and extends longitudinally thereof, this shaft being provided, adjacent to each end, with stop arms 25 and 26 respectively, said arms being movable against the respective bars 17 when it is desired to hold them against swinging movement. A handle 27 is secured to the shaft 24' and by means thereof the said shaft can be rotated so as to swing the arms 25 and 26 against the respective bars 17 and press said bars out of the paths of the star wheels 6.

The parts are so arranged and proportioned that, when the carriage is moved toward the saw the frictional engagement between the collars 8 and the bands 9 will

cause the collars to be rotated so as to shift the tapered ends of the bars 17 into engagement with the star wheels. These wheels are revolved by the rotating axles 1 and, therefore, move the bars 17 with the bolts 19 as their fulcrums. The bars will therefore shift the links 15 and cause shafts 13 to rotate. The shifting arms 24 will therefore swing and as the lower ends of the arms 24 are held by the grooved collars 9, it will be apparent that the frame 5 will thus be shifted laterally along the axles 1 and close to the wheels at the saw side of the carriage. After the tapered ends of the bars 17 have been shifted in this manner by the star wheels, they move out of the path of said wheels and thus permit the axles 1 to rotate freely after the carriage has been shifted in the manner described. As soon as the carriage completes its movement in the direction of the saw and starts its return movement after the completion of the cut, the friction bands 9 are rotated by the axles when the carriage begins its return movement. The loops 10 thus move pins 18 and cause the tapered ends of the bars 17 again to move into the paths of the star wheels. Said wheels will thus shift the bars 17 and cause the shafts 13 to rotate. Arms 24 will therefore promptly shift the frame 5 of the carriage laterally away from the saw and the wood mounted on the carriage will thus be moved away from the saw face and returned with the carriage and without any danger of contacting with the saw.

Should it be desired to move the carriage backward before the cutting operation has been completed, the wood being cut would obviously prevent the lateral or offset movement of the carriage produced by the mechanism hereinbefore described. As the side pressure upon the saw would be decidedly objectionable, the locking means shown in detail in Fig. 6 and also illustrated in Figs. 1 and 2 has been provided. When handle 27 is pushed downwardly it causes shaft 24' to rotate and swing arms 25 and 26 against

the bars 17 and thus move their tapered ends out of the paths of the star wheels. It will thus be seen that the bars will be held against movement and the carriage can be moved backwardly or forwardly without causing it to shift laterally relative to its supporting wheels.

What is claimed is:—

1. A saw mill carriage including revoluble wheel supported axles, a frame slidable upon the axles transversely of the path of movement of the axles, an element revoluble with each axle, a member normally supported yieldingly out of engagement with said element, cooperating means upon each axle and the adjacent member for elevating said member into engagement with the revoluble element at the beginning of each longitudinal movement of the carriage in each direction, a rock shaft actuated by said member, said revoluble element operating to shift the member when brought into engagement therewith, and cooperating means upon the shafts and axles for shifting the carriage along the axles.

2. A saw mill carriage including revoluble wheel supported axles, a frame slidable upon the axles transversely of the path of movement of the axles, a star wheel revoluble with each axle, a grooved collar secured to and revoluble with each axle, a bar normally supported yieldingly out of engagement with the star wheel, cooperating means upon each axle and the adjacent bar for elevating said bar into engagement with the star wheel at the beginning of each longitudinal movement of the carriage in each direction, a rock shaft actuated by the bar, and means carried by said shaft and cooperating with the grooved collar for shifting the carriage along the axles.

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

GEORGE LEMIEUX.

Witnesses:

H. P. AXELBERG,
EVA OSCAR.