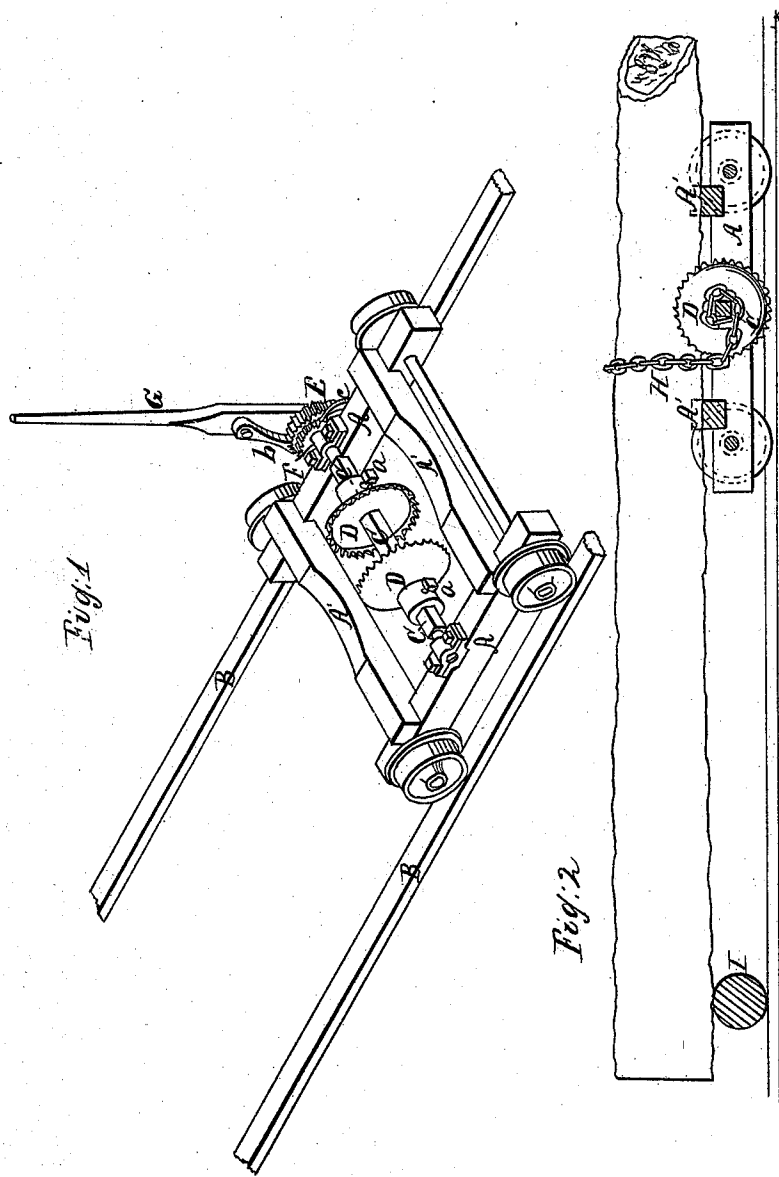


A. G. Park.

Log Truck for Drag Saws.

N<sup>o</sup> 100,660.

Patented Mar. 8, 1870.



Witnesses  
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# United States Patent Office.

ANDREW G. PARK, OF LEON, NEW YORK.

Letters Patent No 100,660, dated March 8, 1870.

## IMPROVEMENT IN SAWING-MACHINES.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern :

Be it known that I, A. G. PARK, of Leon, in the county of Cattaraugus, and State of New York, have invented a new and useful Improvement in Drag-Saw Trucks, for the use of those who use a drag or cross-cut saw for cutting trunks of trees into saw-logs and logs for other purposes; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings making part of this specification, in which—

Figure 1 is an isometrical projection of my improved truck, and

Figure 2 a longitudinal vertical section thereof.

In the trucks hitherto in use it has always been necessary to roll the log off the truck, so that this last might be run back to a new point of support, when the log was of a length to require a change of the relative position of the truck and log, as, for instance, the lengths to be cut off being twelve feet, the tram-way on which the truck traveled being thirty, and the log being sixty feet long, the truck would have to be run back after three lengths had been cut; and this required the log to be unloaded from the truck and put on again after the truck got its new position. At the same time the log could not be prevented from rocking and trembling from the action of the saw, no matter how deep the teeth of the dogs on the truck were driven into the log.

The object of my invention is to obviate all these difficulties and inconveniences, and save time and labor, by running the truck back while still under the log, and save trouble by so firmly holding it that no motion can be imparted to it by the action of the saw.

In the drawings—

A A A' A' is the frame of the truck, supported by flanged wheels running on a tram-way, B B, of any convenient length, say from thirty to fifty feet.

Journal-bearings on the side-beams A A support the shaft C, which is square but may be cylindrical, or have any polygonal section.

On this shaft, between the beams A A, are two circular dogs, D D, having serrated edges, and turning with the shaft, on which they may be allowed to slide for adjustment by the set-screws *a a*.

On one end of the shaft C, outside of the beam A, are firmly fixed two ratchet-wheels, E F.

The extreme end of the shaft C is the fulcrum of the lever G, which is free to vibrate thereon.

A feed-hand, *b*, is pivoted to the lever, and takes into the ratchet E by the vibration of the lever giving

the ratchet a rotary motion, and causing the shaft C to turn.

A detent or pawl, *c*, falls into the teeth of the ratchet F, and keeps the shaft from turning back.

The operation of this truck is as follows :

One end of the log (that which is nearest the saw at one end of the tram-way B,) having been laid on a roller, I, which, by the way, is provided with a lever and dog in the ordinary manner, and is placed across the tram-way at the proper distance from the saw, the truck being placed at the further end of the tram-way, and under that portion of the log so as to support it on the bolsters or cross-beams A' A', (see fig. 2.) A chain, H, is now hooked at one end to the square shaft C, or to a pin in the shaft, and is carried thence over the log and secured at its other end in the same manner to the shaft C on the other side of the log.

A turn is then given to the shaft by the lever G winding up the ends of the chain, and binding the log so tightly to the truck that it cannot move thereon, the chain being kept tight by the ratchet F and pawl *c*.

The dogs D D are brought up against the log, and aid in holding it fast.

When a length is cut off by the saw, the roller I is turned, and the log fed up the required distance, the truck following, still supporting the log, which is still bound by the chain. This is repeated for every length, until the truck has approached the saw and has to be moved back to a new place under the log, and at or towards the other end of the tram-way.

The chain is loosened and power applied to the lever G.

As the dogs D revolve, their teeth lift up the log clear of the bolster-beams A' A', and by reaction cause the truck to traverse the tram-way until it reaches the proper place, when the log is again secured by the chain, and the process of feeding to the saw and cutting off is repeated.

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

The combination of the truck A A A' A', ratchets E F, and the lever G, and their adjuncts, with the shaft C and chain H, or its equivalent, substantially as and for the purpose set forth.

In testimony that I claim the foregoing invention, I have hereunto set my hand and seal this 3d day of June, 1869.

Witnesses: ANDREW G. PARK. [l. s.]

W. WHILE,  
E. R. JONES.