

T. CARBERRY & C. A. HANSON.
WHEEL GUARD AND TRACK CLEANER FOR SAWMILL CARRIAGES.
APPLICATION FILED JUNE 3, 1910.

986,136.

Patented Mar. 7, 1911.

2 SHEETS-SHEET 1.

Fig. 1.

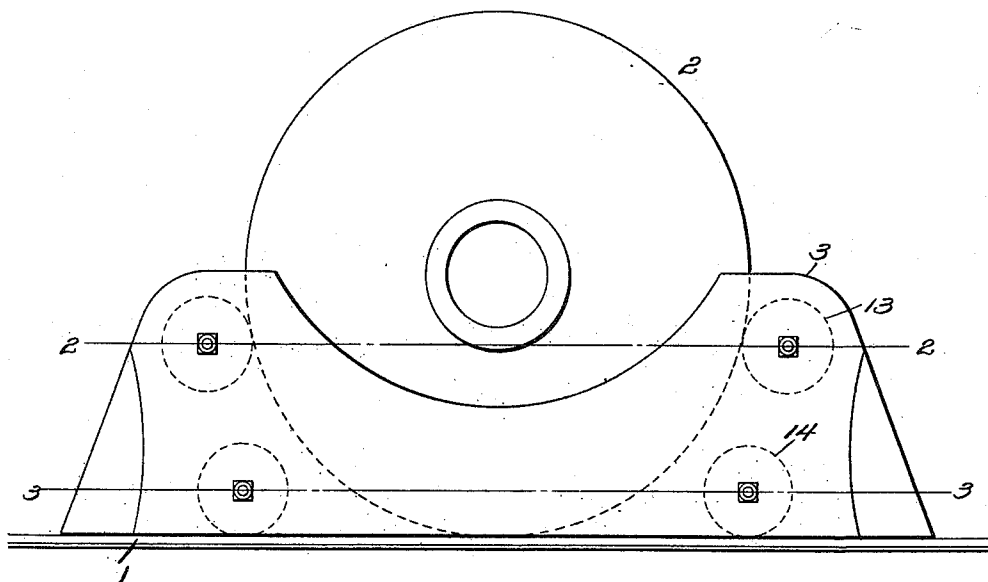


Fig 2

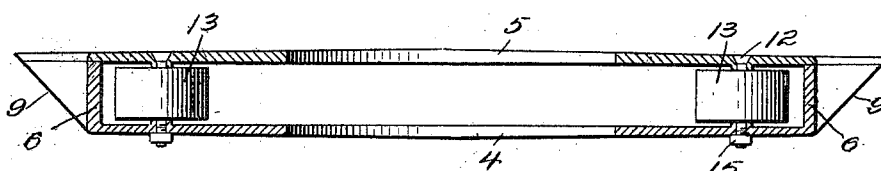
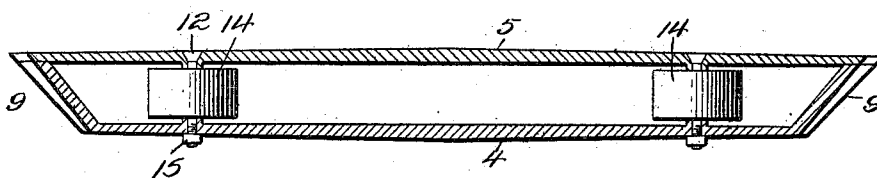


Fig. 3.



Witnesses

F. L. Gibson.

Edwards

Inventors

Thomas Carberry.
Charles A. Hanson.

Victor J. Evans

Attorney

T. CARBERRY & C. A. HANSON.
WHEEL GUARD AND TRACK CLEANER FOR SAWMILL CARRIAGES.
APPLICATION FILED JUNE 3, 1910.

986,136.

Patented Mar. 7, 1911.

2 SHEETS—SHEET 2.

Fig. 4.

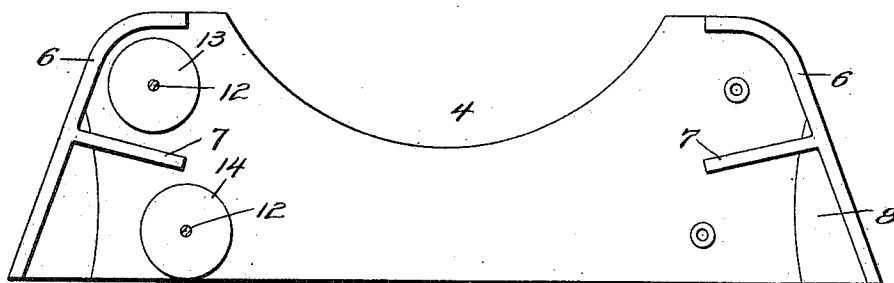
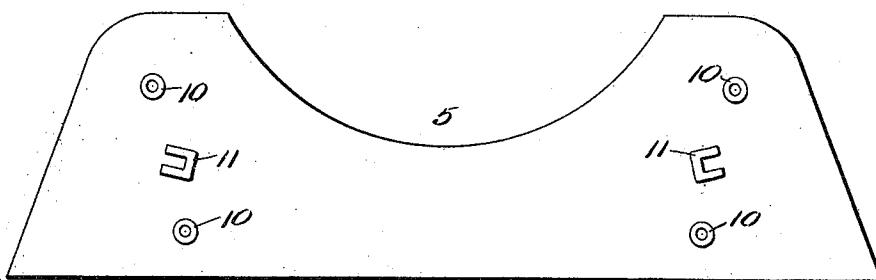


Fig. 5.



Witnesses

F. L. Gibson.

Edmundson

Inventors
Thomas Carberry.
Charles A. Hanson.

By *Victor J. Evans*

Attorney

UNITED STATES PATENT OFFICE.

THOMAS CARBERRY AND CHARLES A. HANSON, OF MUNISING, MICHIGAN.

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

986,136.

Specification of Letters Patent.

Patented Mar. 7, 1911.

Application filed June 3, 1910. Serial No. 564,835.

To all whom it may concern:

Be it known that we, THOMAS CARBERRY and CHARLES A. HANSON, citizens of the United States, residing at Munising, in the 5 county of Alger and State of Michigan, have invented new and useful Improvements in Wheel-Guards and Track-Cleaners for Sawmill-Carriages, of which the following is a specification.

10 This invention relates to track cleaners and wheel guards adapted particularly for saw mill carriages.

The object of the invention is the provision of a simple, cheap and efficient cleaner 15 which will remove the saw-dust and other foreign material from the rails and throw it between the same, and means whereby the movement of the cleaner is accomplished without undue friction upon the rails or carriage 20 wheel.

In the drawings: Figure 1 is an elevation of a carriage wheel with a cleaner applied thereto. Fig. 2 is a horizontal section taken on the line 2—2 of Fig. 1. Fig. 3 is a horizontal 25 section taken on the line 3—3 of Fig. 1. Fig. 4 is a detail inside elevation of one-half of the cleaner, and Fig. 5 is a similar view of the opposite half.

Referring more especially to the drawings 30 1 represents one of the track rails and 2 one of the carriage wheels which are adapted to run thereon. Each one of the wheels have applied thereto a guard 3, the construction of which will hereinafter be described and as all of these guards are similar in construction, it will be only necessary to describe one of them. It is to be understood 35 however, that all of the wheels of the track have guards thereon and all of them are so constructed and positioned upon the wheels 40 as to force the saw-dust and other refuse matter between the rails of the track where it may subsequently be removed in any suitable manner.

45 The guard comprises separate halves 4 and 5, the former being constructed with an inwardly turned flange 6 at its ends, and a spacing flange or rib 7. The lower ends of the flange 6 are bent inwardly as at 8 so as to 50 provide a shearing surface such as is shown at 9 in Fig. 3. The opposite half, 5 comprises a flat plate upon the inner face of which are formed notched projections 11 adapted to receive the ends of the rib 7 and 55 prevent collapse and misplacement of the parts. The separate halves are also pro-

vided with inwardly extending bearing bosses 10 which are apertured to receive the roller pintles 12 upon which the rollers 13 and 14 are mounted. It will be noticed that 60 the pintles 12 are countersunk in the outer face of the plate 5 so that said plate will have a substantially smooth face in order that no interruption of the carriage by the catching of projecting parts may be encountered. The pintles are held in place by suitable 65 nuts 15. The upper rollers 13 are so journaled in the guard as to be in contact with the wheel 2 while the rollers 14 are positioned in the guard with their periphery 70 slightly below the lower edge of the sections 4 and 5 thereby raising the guard approximately one-sixteenth of an inch above the track. When the carriage passes over the 75 tracks the periphery of the wheel engages the rollers 13 and moves the carriage along with it. The foreign matter such as saw-dust and the like that accumulates on the track is engaged by the sheared surface 9 and is forced in between the tracks where it 80 is subsequently removed.

Having thus described the invention, what is claimed, is—

1. The combination with saw mill carriage wheels and rails therefor, of two-part 85 casings adapted to surround a portion of the wheels, rollers carried in the casings and adapted to engage said wheels, other rollers in the casings adapted to support the casings upon said rails, means on the casings for 90 forcing foreign material on the rails between the same, and means for supporting the rollers in the casings, said means holding the parts of the casings together.

2. The combination with saw mill carriage wheels and a rail therefor, of a two-part casing adapted to surround a portion of 95 a wheel, rollers mounted in the casing and adapted to engage the wheel to prevent friction between the same and the casing, other 100 rollers mounted in the casing and having their periphery below the lower edge of the casing, said last-named rollers being adapted to support the casing upon the rails, means for holding the rollers in the casing, 105 said means being adapted to hold the parts of the casing together, a beveled surface on one of the parts of the casing, adapted to force foreign material on the tracks between the same, a rib carried by one part of the 110 casing and extending across to engage with the opposite part thereof, and a notched

projection on the other part of the casing
adapted to receive the end of the rib to hold
the parts at proper position with relation to
one another, said rib being adapted to pre-
5 vent collapse of the parts of the casing when
said parts are drawn together by said roller
holding means.

In testimony whereof we affix our signa-
tures in presence of two witnesses.

THOMAS CARBERRY.
CHARLES A. HANSON.

Witnesses:

D. E. SIMMONS,
ALBERT HANSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
