M. LALLY.

METHOD OF OPERATING SAW-MILL CARRIAGES.

No. 187,870. Patented Feb. 27, 1877.

Fig. 1.

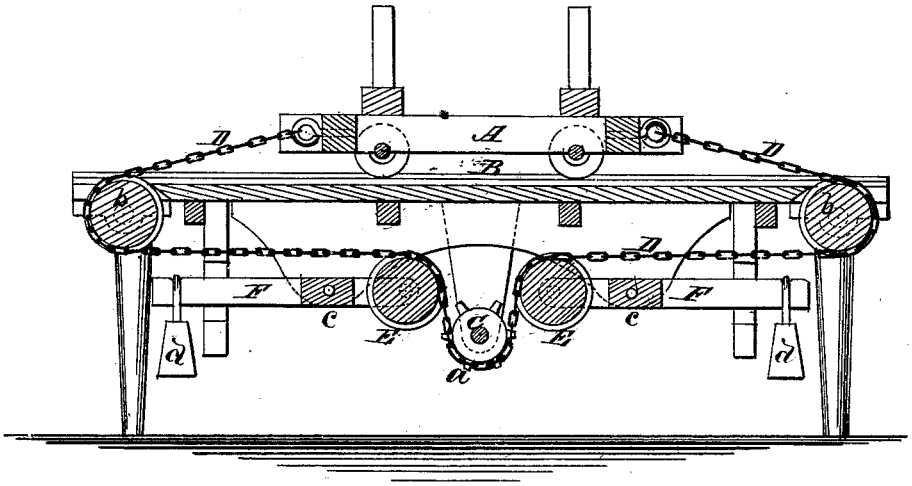
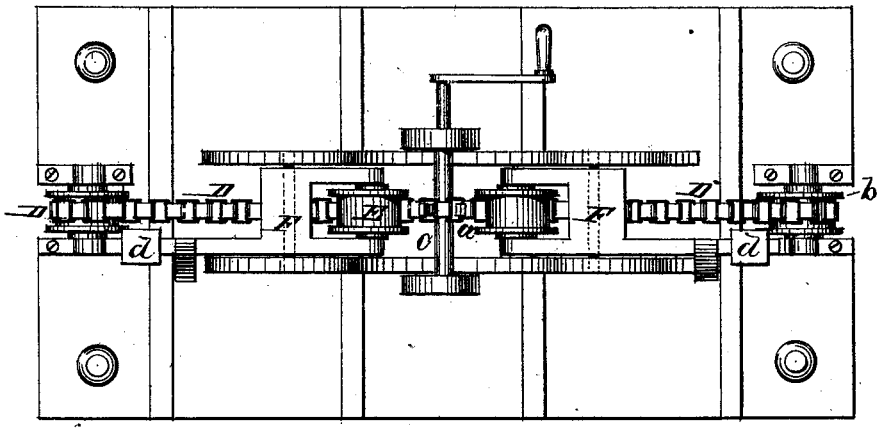


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

MARTIN LALLY, OF EAU CLAIRE, WISCONSIN.

IMPROVEMENT IN METHODS OF OPERATING SAW-MILL CARRIAGES.

Specification forming part of Letters Patent No. **187,870**, dated February 27, 1877; application filed September 9, 1876.

To all whom it may concern:

Be it known that I, MARTIN LALLY, of the city and county of Eau Claire, and State of Wisconsin, have invented an Improvement in the Method of Operating Saw-Mill Carriages, of which the following is a specification:

Figure 1 is a central longitudinal section. Fig. 2 is a bottom view.

Similar letters of reference indicate corresponding parts.

My invention consists in the arrangement of a chain and chain-wheels, and weighted tightening-pulleys, for moving the log-carriage of a saw-mill.

The object of my invention is to provide a practical and inexpensive device for moving the log-carriage of a saw-mill, and to obviate the objectionable features of racks and pinions or wire ropes.

A is the ordinary log-carriage, running on the track B. C is a shaft, driven by the power that runs the mill, and supporting the toothed chain-wheel *a*. A square linked chain, D, is attached to each end of the log-carriage, running over wheels *b* and under the wheel *a*, whose teeth mesh into the links of the chain. E E are tightening-pulleys, journaled in the ends of the levers F, which are pivoted at *c*, and provided with weights *d*.

The operation is obvious. The wheel *a*, being rotated, causes the chain D to draw the carriage A in one direction or the other with a positive motion. The tightening-pulleys E take up the slack in the chain, so that the carriage answers to every motion of the driving-wheel.

This invention has an advantage over racks and pinions, as it cannot become clogged with sawdust or chips. It also has an advantage over wire ropes and drums, as it cannot slip, and may be readily repaired, if broken, by replacing the broken link.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination, with sprocket-wheel *a* and link-chain D, the latter extended over stationary pulleys to the ends of carriage, of a guide-pulley, E, on each side of but above the sprocket-wheel, said guide-pulley being journaled at one end of levers whose other end is weighted, as set forth.

Witnesses: MARTIN LALLY.

DANIEL BUCHANAN,

HENRY H. HAYDEN.