

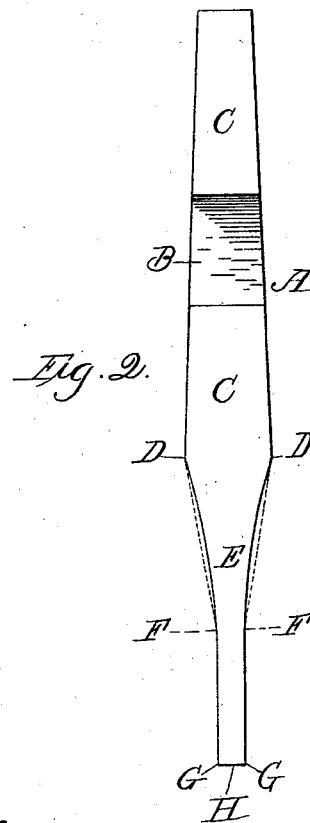
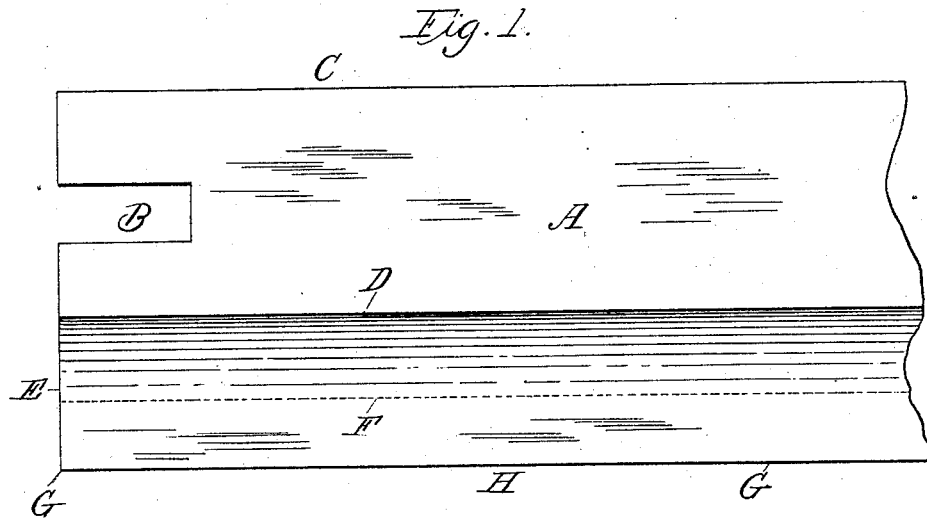
(No Model.)

A. HANKEY.

ROLL BAR FOR PULP ENGINES.

No. 302,399.

Patented July 22, 1884.



Witnesses;
Thos. H. Dodge
Chas. D. Gay.

Inventor;
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UNITED STATES PATENT OFFICE.

ANTHONY HANKEY, OF ROCHDALE, MASSACHUSETTS.

ROLL-BAR FOR PULP-ENGINES.

SPECIFICATION forming part of Letters Patent No. 302,399, dated July 22, 1884.

Application filed June 9, 1884. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY HANKEY, of Rochdale, in the county of Worcester and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Roll-Bars for Pulp-Engines; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a side view of a section of a roll-bar embracing my present invention; and Fig. 2 represents, upon an enlarged scale, an end view of the same roll-bar.

The nature of my present invention consists in certain improvements upon the roll-bar for pulp-engines, for which Letters Patent were granted to me on the 13th day of November, 1883, as will be hereinafter more fully described.

In the drawings, the part marked A represents the roll-bar complete, which is to be applied to the rolls of pulp-engines in the usual way.

B represents a slot in the end, by means of which the bars are fastened into the roll.

C represents the back of the roll-bar, which extends to the points marked D D, from which points the working part of the roll-bar E extends, being made circling or concave from the points D D down to the points marked F F, and from the points F F to the points G G, the roll-bar is made with parallel sides, thus leaving the roll-bar from the points F F to the points G G of the same thickness as the

end H. This bar has all the advantages of the improved roll-bar patented to me November 13, 1883, with the additional advantage of having parallel sides from the points F F to the points G G, which admits of the bar being worn up to the points F F and still work as perfectly upon the bed-plate as when first put in, the thickness of the roll-bar remaining the same or unchanged until worn out.

Those skilled in the art to which my invention belongs will readily understand and appreciate the advantages of my present improvement, since it is found from actual use that the cutting or operating edges of roll-bars must always be of the same thickness as they are worn off, in order to have them work perfectly and successfully. Consequently, if the sides are circled out from the points D D to the points G G, the edges of the roll-bar will not remain the same, and the edges must be either chipped with a cold-chisel or planed off to their original thickness, in order to secure uniform and good work.

I claim—

As an improved article of manufacture, a roll-bar for pulp-engines having the sides of the working part E concaved from D D to F F and with parallel sides from the points F F to the points G G, substantially as and for the purposes set forth.

ANTHONY HANKEY.

Witnesses:

THOS. H. DODGE,
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