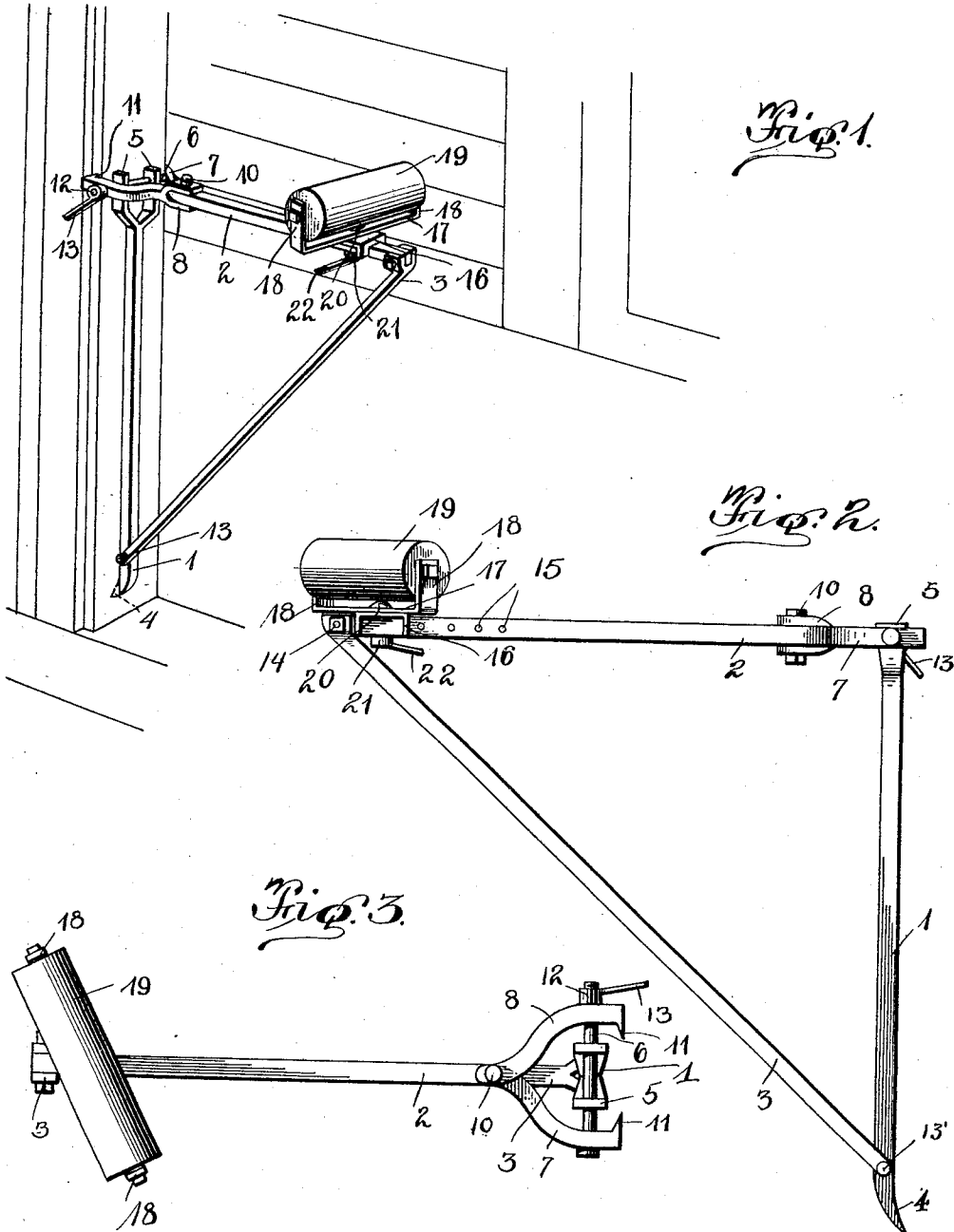


J. A. LINDGREN.
CAR LOADER.
APPLICATION FILED OCT. 4, 1912.

1,062,485.

Patented May 20, 1913.



Witnesses

Ernest Cabanel Crocker,
R. M. Smith,

Inventor
John A. Lindgren

By *Victor J. Evans*
Attorney

UNITED STATES PATENT OFFICE.

JOHN A. LINDGREN, OF SANDPOINT, IDAHO.

CAR-LOADER.

1,062,485.

Specification of Letters Patent.

Patented May 20, 1913.

Application filed October 4, 1912. Serial No. 723,927.

To all whom it may concern:

Be it known that I, JOHN A. LINDGREN, a citizen of the United States, residing at Sandpoint, in the county of Bonner and State of Idaho, have invented new and useful Improvements in Car-Loaders, of which the following is a specification.

This invention relates to car loaders, the object in view being to provide a device for assisting shippers in loading and unloading lumber on cars, either of the box type or gondolas and flat cars with stakes.

A further object of the present invention is to provide a device of the class referred to, having combined therewith a roller, over which the lumber is carried, the device being constructed in such manner as to adapt it to be easily clamped in position on any upright of a car, and readily disconnected therefrom, when the car has been loaded or unloaded.

With the above and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claims hereunto appended.

In the drawings: Figure 1 is a perspective view of the car loader shown applied to the door frame of a car. Fig. 2 is a side elevation of the loader detached. Fig. 3 is a plan view thereof.

The car loader contemplated in this invention comprises a suitable supporting frame, embodying an upright base 1, an outwardly extending arm 2, and an inclined or diagonal brace 3.

The base 1 has the lower end thereof pointed and deflected inward, as shown at 4, so as to embed itself in the door frame of a car, or in a stake or any other upright, with which the car may be provided.

The upper end of the base is bifurcated, as shown at 5, and clamping shaft or bolt 6 passes therethrough, and also through a pair of oppositely arranged clamping jaws 7 and 8. One of these jaws 7 is preferably formed as an integral part of the outwardly projecting arm 2, while the other jaw 8 is formed separately therefrom and pivotally connected thereto, as at 10. Both jaws have inwardly projecting spurs or teeth 11 which are adapted to bite into the opposite sides of the door frame, post or stake, thereby

securing the device as a whole in place. In order to accomplish this, the bolt or shaft 6 is threaded at one end, and a nut 12 is placed thereon, said nut being provided with an operating handle 13, by turning which the pivoted jaw 8 may be forced toward the fixed jaw 7 for clamping the device in place, or allowed to recede therefrom for detaching the device.

The brace 3 is pivotally connected at its lower extremity to the lower end of the base 1, as shown at 13, and is connected by a pin 14 to the arm 2 at or near the outer end thereof, as shown. The arm 2 may be provided with one or more additional holes 15 to receive the pin 14, for the purpose of setting the arm 2 higher or lower, without detaching the device as a whole from the car.

On the top of the arm 2 and near the outer end thereof is a bracket plate 16, upon which is mounted a swiveled support 17 having upwardly extending arms 18, between which a lumber supporting roller 19 is journaled. The swivel bolt 20 extends through the bottom of the swiveled frame, and through the bracket plate 16 and projecting arm 2, and is secured and tightened by a nut 21 provided with an operating handle 22 which enables the roller to be set and clamped at any desired angle for the convenience of the workman in running the lumber over the same, in the operation of loading or unloading a car.

It will now be understood that the device as a whole is applicable to any freight car, and that it may be clamped either to the door frame of a box car, or to the side of a gondola or to one of the stakes of a flat car. The parts of the device as a whole are also separable, so that they may be compactly stored and carried.

What is claimed is:

1. A car loader, comprising an upright base, an arm extending outward from the base and pivotally connected thereto, a brace connecting the arm and base and adjustably connected to the arm, a roller supported on said arm, and attaching means for fastening said base to an upright of the car.

2. A car loader, comprising an upright base, an arm extending outward from the base, a brace connecting the arm and base, a roller supported on said arm, and attaching means for fastening said base to an up-

right of the car, embodying clamping jaws adapted to embrace and engage said upright, and means for operating one of said jaws.

3. A car loader, comprising an upright
5 base, an arm extending outward from the base, a brace connecting the arm and base, a roller supported on said arm, attaching means for fastening said base to an upright of the car, embodying clamping jaws adapt-

ed to embrace and engage said upright, and 10 means for operating one of said jaws, and a spur at the lower end of the base.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN A. LINDGREN.

Witnesses:

A. K. BOWDEN,
W. FILSON.

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