

(No Model.)

C. D. CLARKE.
LUMBER JACK FOR RAILROAD CARS.

No. 521,100.

Patented June 5, 1894.

FIG. 1.

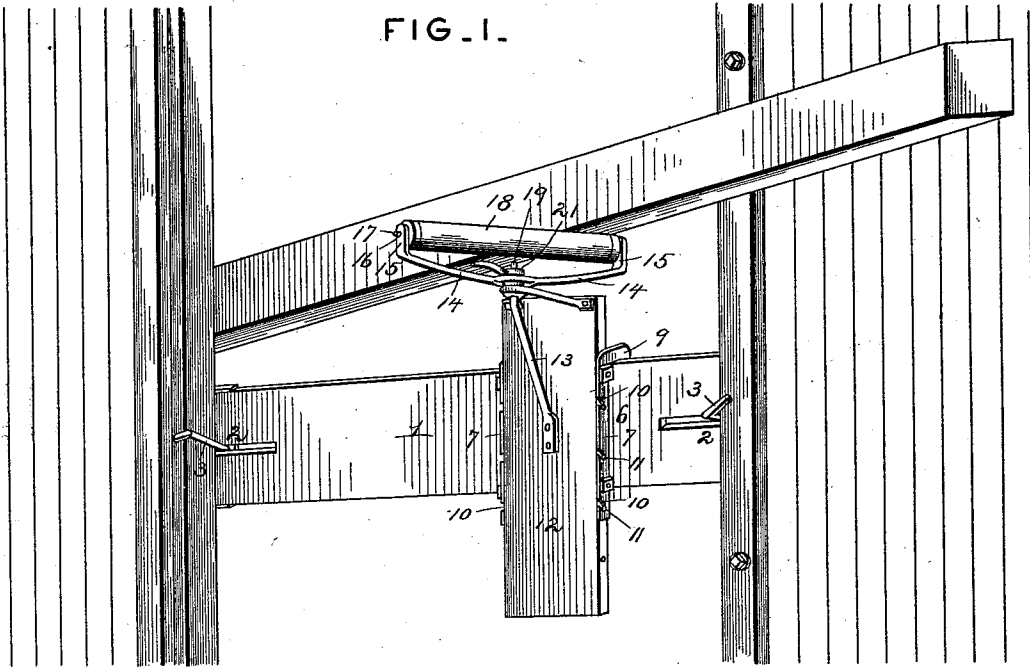


FIG. 2.

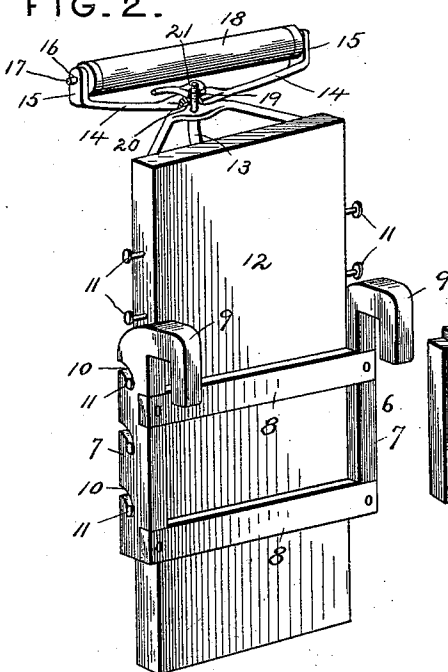
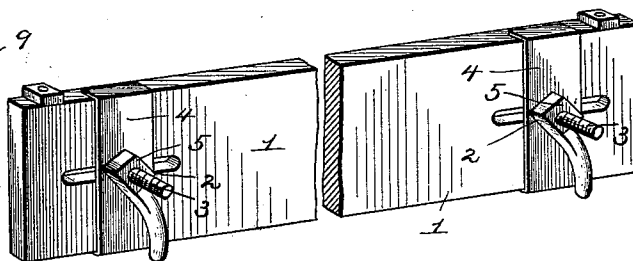


FIG. 3.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES D. CLARKE, OF MERRILL, WISCONSIN.

LUMBER-JACK FOR RAILROAD-CARS.

SPECIFICATION forming part of Letters Patent No. 521,100, dated June 5, 1894.

Application filed November 28, 1893. Serial No. 492,232. (No model.)

To all whom it may concern:

Be it known that I, CHARLES D. CLARKE, a citizen of the United States, residing at Merrill, in the county of Lincoln and State of Wisconsin, have invented a new and useful Lumber-Jack for Railroad-Cars, of which the following is a specification.

My invention relates to a lumber jack or piler for loading cars either from the side or end, the objects of the invention being to provide a simple, inexpensive and efficient apparatus capable of easy adjustment and provided with securing devices by which it may be attached to the car without injuring or marring the same, and which may be applied without interfering with the door of the car.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims.

In the drawings: Figure 1 is a perspective view of a lumber jack embodying my invention applied in the operative position to a car. Fig. 2 is a similar view showing the opposite side of the jack. Fig. 3 is a detail view of the supporting bar and clamps for securing the same to the frame of a car.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a supporting bar, which is adapted to be arranged in a car-door opening, and is provided at its extremities with clamping devices 2, consisting of a clamping-hook 3, having a threaded shank which extends through a longitudinal slot in the bar, a plate 4, which is flanged at its extremities to engage the upper and lower edges of the bar and is provided at its center with a perforation to register with the slot in the bar, and an adjusting nut 5, threaded upon the shank of the clamping hook. The bar may be arranged either inside or outside of the car against the uprights of the door-frame, and the clamps may be adjusted longitudinally of the bar to agree with the width of the door-opening and cause the clamping hooks to engage the opposite side of the frame from that against which the supporting bar is placed.

6 represents a stirrup, consisting of paral-

lel side arms 7, connected by cross-bars 8, and terminating at their upper ends in supporting hooks 9, which are adapted to engage over the upper edge of the supporting bar 1. The parallel side arms of the stirrup are provided with spaced bayonet-slots 10, which are adapted to be engaged by lateral pins or studs 11, carried by the plate or board 12. Said plate is provided with a greater number of lateral pins than there are slots in the side-arms of the stirrup, whereby said plate is capable, by engaging different pins with the slots, of vertical adjustment for a purpose hereinafter explained. Projecting forward from the upper end of the adjustable plate is a bracket 13, upon which is fulcrumed a yoke 14, having upturned terminals 15, in which are formed bearings 16, to receive the trunnions 17, of the roller 18. Said bracket is provided with a vertical pivot-pin 19 which passes through a central perforation 20 in the yoke and is engaged above the upper surface thereof by an adjusting nut 21, whereby the yoke may be locked at any desired angle with relation to the plane of the plate.

From the above description it will be seen that the adjustable plate may be arranged at any desired elevation to place the roller 18, over which the lumber is passed, at the desired distance from the floor of the car to suit the height of the pile of lumber in the car, and such adjustment may be accomplished without loss of time by disengaging the pins from the bayonet-slots and engaging other pins either above or below, according to the required adjustment.

In those cars which are provided with grain-doors (the construction and arrangement of which are well known and which extend up to a point near the center of the door-opening) the supporting bar may be dispensed with, and the supporting hooks of the stirrup engaged directly with the upper edge of said door; and in loading a car from the end door, said supporting hooks may be engaged with the supporting bar which is usually provided for the door.

It will be understood that the supporting bar which I have described is intended to be used when other supports are absent, or are not properly disposed. When the supporting bar is employed, it may, as above described,

be secured in place with facility, and, owing to its construction, no injury to the car will result from its use.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described my invention, what I claim is—

1. In a lumber jack, the combination with a plate or board and means for supporting the same, of an angularly-adjustable yoke mounted upon said plate or board, a roller carried by said yoke, and means for securing the yoke in its adjusted positions, substantially as specified.

2. The combination with a plate or board, and means for supporting the same, of a pivot-pin rising vertically from a bracket carried by said plate or board, a yoke mounted centrally upon said pivot-pin, a roller carried by the yoke and a locking nut threaded upon the pivot-pin and adapted to secure the yoke in its adjusted positions, substantially as specified.

3. The combination with a supporting bar, of a stirrup having parallel arms provided with bayonet-slots, supporting hooks carried by the stirrup and engaging said bar an adjustable plate or board arranged to fit between said parallel arms of the stirrup and provided with lateral pins to engage the slots in such arms, and a roller carried by the plate, substantially as specified.

4. The combination of a supporting bar, clamps carried by the bar for engaging the frame of a car-door opening, means for adjusting said clamping devices longitudinally

of the bar, a stirrup provided with supporting hooks to engage the supporting bar, a plate connected to the stirrup and a roller carried by said plate, substantially as specified.

5. The combination of a supporting bar provided with longitudinal slots, clamping devices arranged at the extremities of the bar, and comprising clamping hooks having threaded shanks to extend through said slots, slidable plates having perforations to receive the shank of the clamping hooks, and adjusting nuts threaded upon said shanks, a stirrup having hooks to engage said supporting bar, a plate connected to the stirrup and a roller carried by the plate, substantially as specified.

6. In a lumber jack or piler, the plate or board having the pins 11 at each side, a stirrup having slots at the sides to receive the pins, hooks 9 on the stirrup, and the roller at the top of the plate or board, substantially as described.

7. In a lumber jack or piler, the plate or board, a bracket arranged thereon, a horizontal yoke carried by and adjustable in a horizontal plane on the bracket, means for adjusting the yoke, a roller mounted in the yoke and vertically-adjustable hooks 9 mounted on the plate or board at each side, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES D. CLARKE.

Witnesses:

JOHN LELAND,
D. H. WILSON.