

(No Model.)

E. L. STOCKING.
LUMBER LOADING JACK.

No. 503,335.

Patented Aug. 15, 1893.

Fig. 1.

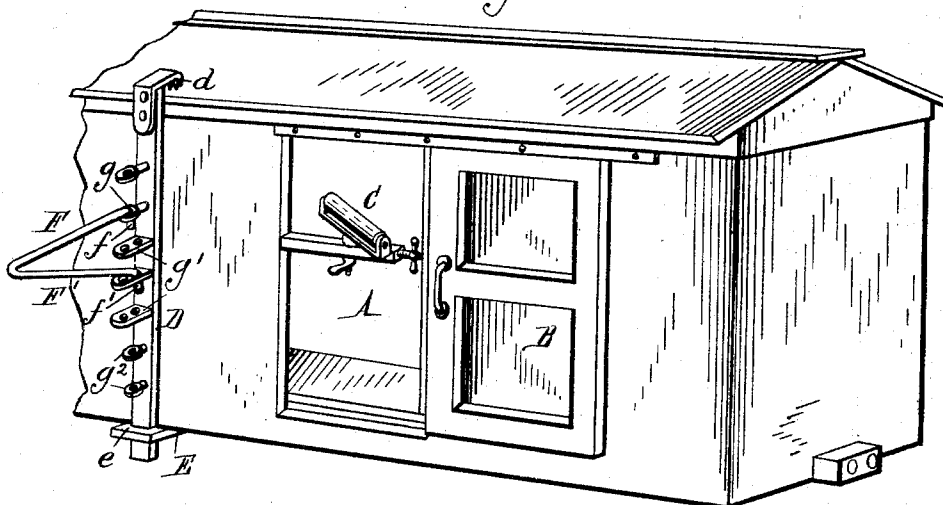


Fig. 2.

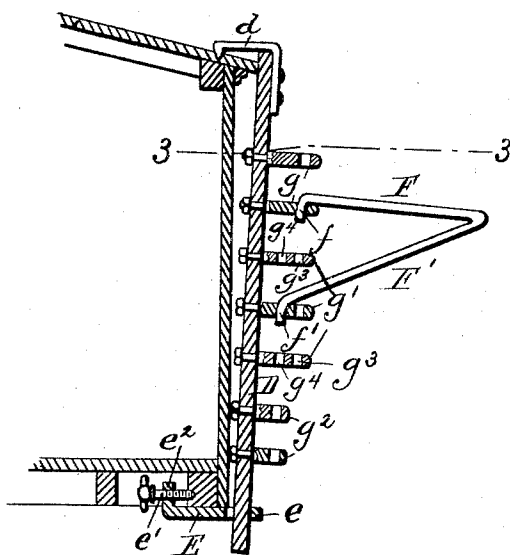
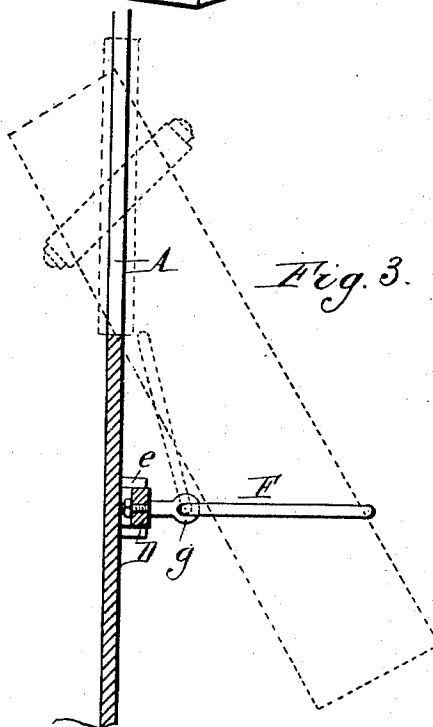


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

EDGAR L. STOCKING, OF BUFFALO, NEW YORK.

LUMBER-LOADING JACK.

SPECIFICATION forming part of Letters Patent No. 503,335, dated August 15, 1893.

Application filed November 12, 1892. Serial No. 451,723. (No model.)

To all whom it may concern:

Be it known that I, EDGAR L. STOCKING, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Lumber-Loading Jacks, of which the following is a specification.

This invention relates to the supports or jacks which are used in connection with freight cars for loading the same with lumber from a wagon or pile adjacent to the car.

The object of my invention is the provision of a simple device of this kind, whereby the transfer of the lumber from the wagon or pile into the car is facilitated, and which can be conveniently adjusted vertically on the car, as the same becomes filled.

In the accompanying drawings:—Figure 1 is a perspective view of a railway car provided with my improved lumber jack. Fig. 2 is a fragmentary transverse section thereof. Fig. 3 is a fragmentary horizontal section of the same in line 3—3, Fig. 2, the sliding roller, the swinging rest moved inwardly, and the board resting upon the same being represented in dotted lines.

Like letters of reference refer to like parts in the several figures.

A is the door opening in the side of the car and B the usual sliding door.

C is the removable supporting roller which is commonly placed across the door opening and over which the lumber is rolled into the car.

D is an upright supporting bar or standard arranged on one side of the door opening and removably attached to the car by any suitable means, so that the same can be removed when no longer required. The standard is preferably provided at its upper end with a serrated hook *d* which embeds itself in the car roof, and its lower end is confined in a loop *e* arranged on a bracket E which is clamped to the under side of the car frame by a screw *e'*. This clamping screw engages in a threaded opening formed in a raised lip *e''* arranged at the inner end of the bracket, as shown in Fig. 2.

F is a horizontally swinging rest or lumber-jack pivoted to the standard D and upon which the boards are supported in swinging them into the proper position, preparatory

to shoving them into the car. The lumber-jack F consists of an upper horizontal arm upon which the boards rest, and a lower inclined arm or brace F'. These arms terminate at their inner ends respectively, in pivots *ff'*, which are fitted loosely in suitable eyes or brackets attached to the standard, so as to permit the jack to swing freely toward and from the door opening of the car and advance with the board resting thereon as the same is shoved into the car. The upper pivot of the swinging rest is arranged outward beyond its lower pivot or in a different vertical plane and its pivot eyes are arranged in correspondingly different planes, as shown in Figs. 1 and 2. By this arrangement the rest when unrestrained swings automatically into a position at right angles to the side of the car, or nearly so, when moved out of that position.

Several sets of pivot eyes or brackets *g g'* are preferably arranged on the standard D in a vertical series, so that the swinging rest may be adjusted vertically on the standard by placing its pivot in a higher or lower set of eyes. Each intermediate bracket *g'* is provided with an outer eye or opening *g''* and an inner eye *g'''*. The upper brackets *g* are each formed with a single eye arranged in line with the outer eyes of the intermediate brackets, and the lower brackets are each formed with a single eye arranged in line with the inner eyes of the intermediate brackets, as shown in Figs. 1 and 2. The several brackets are so spaced that the eyes of any two alternate brackets will receive the pivots of the swinging rest. By constructing the intermediate brackets *g'* with two eyes, as shown, they are capable of supporting either the upper or the lower pivot of the rest according to its elevation. The rest is readily detached from the standard for raising or lowering it, by simply lifting it sufficiently to disconnect its pivots from the eyes of the supporting brackets.

In loading a car with the aid of my improved jack, the board is raised at its front end from the wagon or lumber pile and placed with its middle portion upon the swinging rest. Its front end is then depressed to raise its rear end and the board is then pushed rearwardly which causes the pivoted rest to swing inwardly toward the car opening, and the rear

end of the board to ride over the roller C and enter the car as shown by dotted lines in Fig.

3. The board is now lifted from the rest and shoved entirely into the car. The rest being
5 relieved from the weight of the board automatically swings outward to its former position, as before described, ready to receive and carry the next board into the car. In beginning to load the car the pivoted rest is supported in the uppermost set of eyes and as
10 the pile of lumber on the wagon is lowered the rest is correspondingly lowered. As the boards are carried toward and into the car opening by the freely swinging rest, which
15 follows the rearward movement of the boards, the latter are introduced into the car with comparatively little effort, thus greatly facilitating the loading of the car.

I claim as my invention—

20 1. The combination with the standard, of a horizontal lumber rest having upper and lower pivots whereby it is journaled to said standard, the upper pivot of the rest being offset or arranged in a different vertical plane from the
25 lower pivot, whereby the rest is caused to return automatically to its initial position when released by the removal of the lumber, substantially as set forth.

2. The combination with the standard, of a
30 number of sets of stationary eyes or brackets arranged at different elevations on the standard, and a vertically adjustable lumber rest having upper and lower pivots detachably seated in said eyes, substantially as set forth.

35 3. The combination with the standard, of a vertical series of stationary brackets arranged on the standard and each having inner and outer openings or eyes arranged at different

distances from the standard, and a horizontally swinging lumber rest having upper and
40 lower pivots, arranged out of a vertical line with each other, the inner one of said pivots being adapted to engage in the inner opening of one of said brackets, and the outer pivot in the outer opening of another of said brackets,
45 substantially as set forth.

4. The combination with the standard, of one or more upper brackets arranged on the standard and each having an eye, one or more lower brackets also arranged on said standard
50 and each having an eye arranged inwardly beyond said upper eyes, intermediate brackets each having an outer eye arranged in line with the eyes of said upper brackets and an inner eye arranged in line with said lower brackets,
55 and a swinging lumber-rest having upper and lower pivots which engage with a set of said eyes, substantially as set forth.

5. In a lumber jack, the combination with a removable standard provided at its upper end
60 with a hook for engaging the roof of a car, of a bracket for confining the lower end of the standard consisting of a horizontal bar provided at its outer end with a loop which embraces the standard, and at its inner end with
65 an angular lip, and a clamping screw passing through said lip bearing against the car frame or body and a lumber rest attached to the standard, substantially as set forth.

Witness my hand this 8th day of November, 1892.

EDGAR L. STOCKING.

Witnesses:

THEO. L. POPP,
EMIL NEUHART.