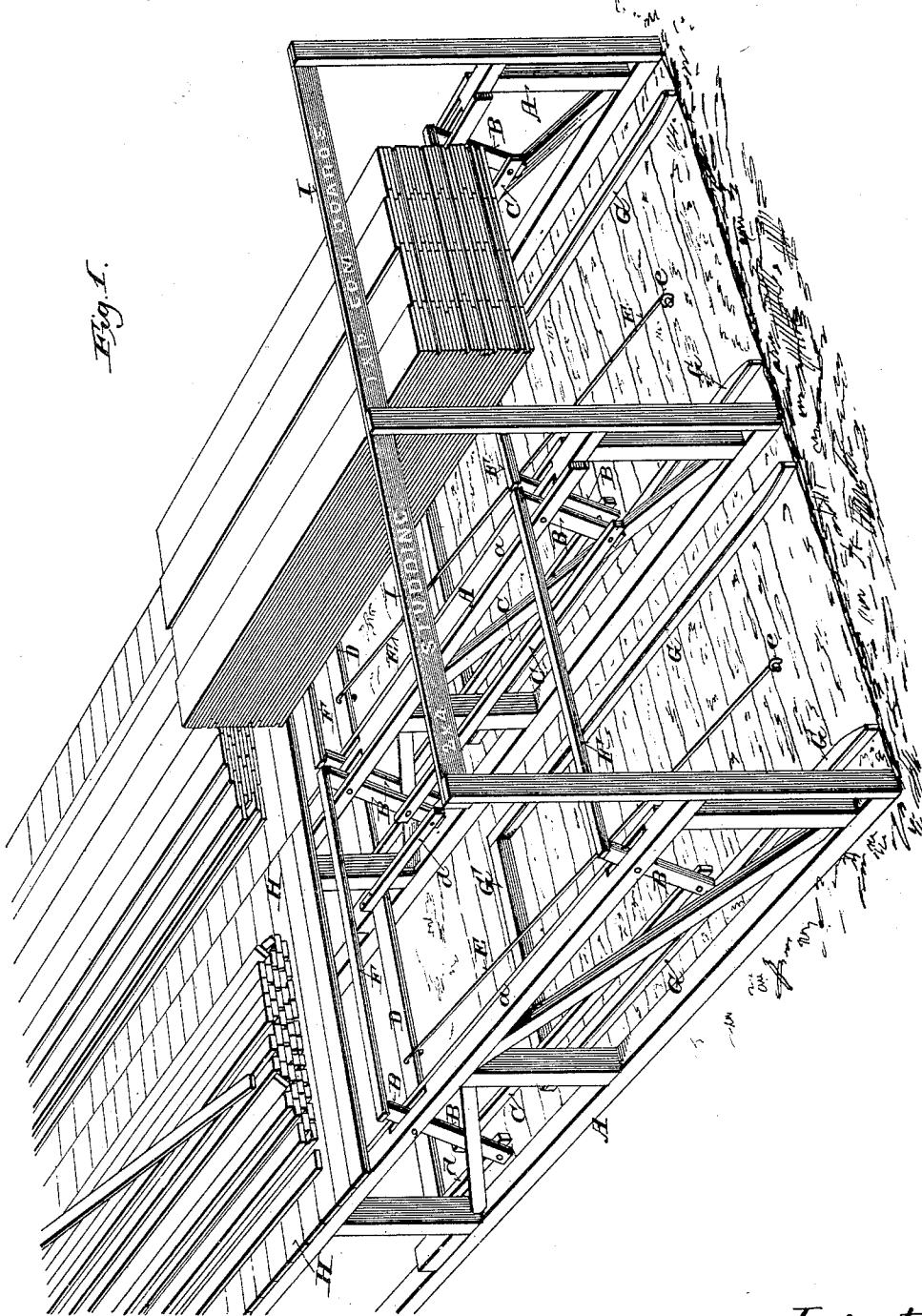


(No Model.)

2 Sheets—Sheet 1.

C. A. GOODYEAR.
APPARATUS FOR HANDLING AND LOADING LUMBER.
No. 462,312. Patented Nov. 3, 1891.



Witnesses:

E. C. Amner

Chas. L. Coe.

Inventor:

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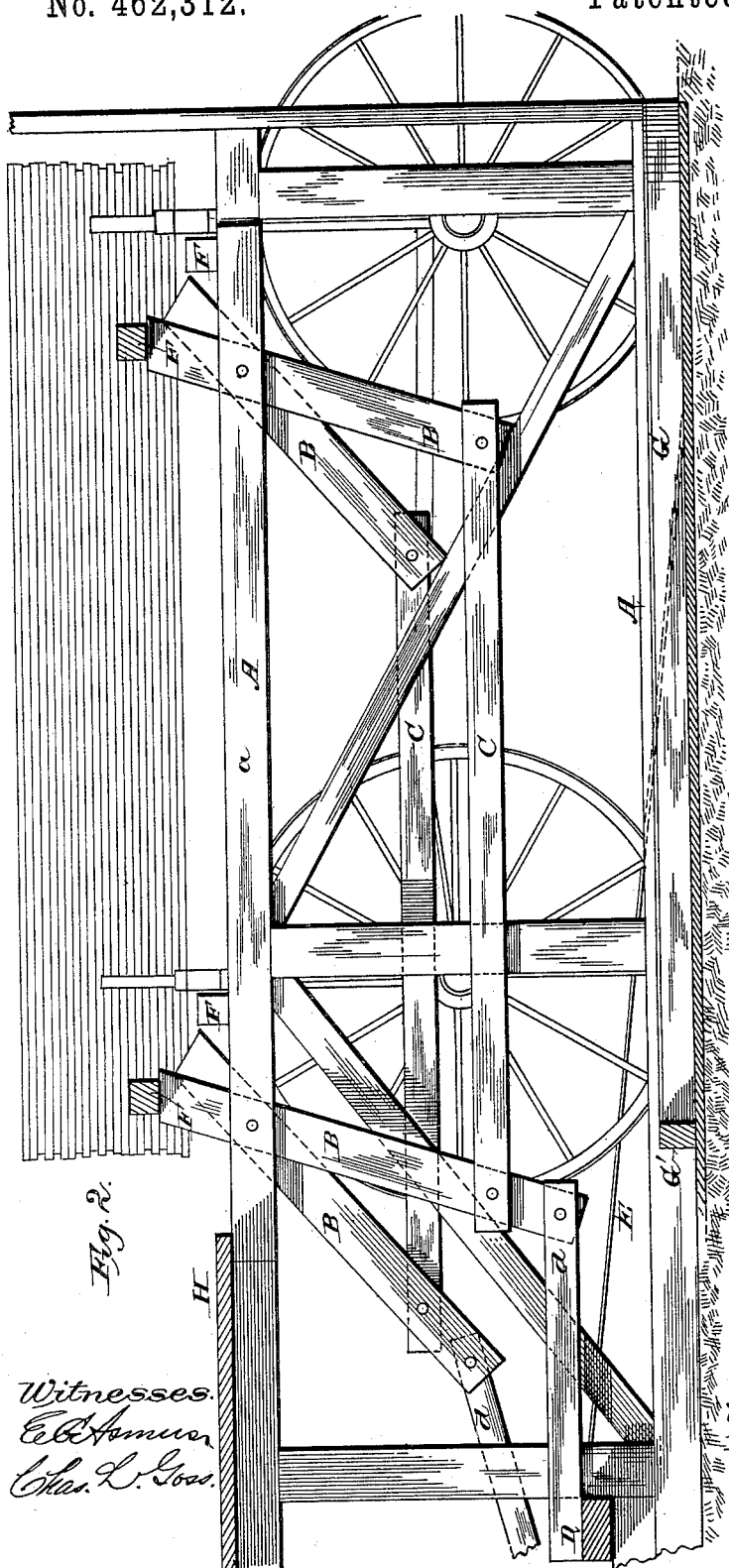
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E. B. Ames
Chas. L. Goss.

Inventor:
Charles A. Goodyear
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Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES ADAMS GOODYEAR, OF TOMAH, WISCONSIN.

APPARATUS FOR HANDLING AND LOADING LUMBER.

SPECIFICATION forming part of Letters Patent No. 462,312, dated November 3, 1891.

Application filed March 15, 1890. Serial No. 344,021. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ADAMS GOODYEAR, of Tomah, in the county of Monroe and State of Wisconsin, have invented certain new and useful Improvements in Apparatus for Handling and Loading Lumber, &c.; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The main object of my invention is to facilitate the handling and loading of lumber and like materials.

It consists, essentially, of cross-supports upon which the lumber, &c., is placed in proper form for a load in an elevated position, so as to permit of the vehicle to be loaded being drawn under the same, upright levers fulcrumed near their upper ends to an elevated frame and adapted to hold said supports upon their upper ends, and connections with the lower ends of said lever by which said supports are lowered and the load resting thereon is transferred to the vehicle, and of certain peculiarities of construction and arrangement, hereinafter particularly described, and pointed out in the claims.

In the accompanying drawings like letters designate the same parts in the several figures.

Figure 1 is a perspective view of my improved apparatus, and Fig. 2 is a vertical longitudinal section of the same on an enlarged scale.

A A represents a rigid frame open at one end to receive a wagon or other vehicle to be loaded and having its sides of approximately the height of the vehicle. To the upper side beams of this frame are pivoted or hinged levers B B, two or more on each side. These levers on each side of the frame are connected at or near their lower ends by bars C C. At the end of the frame opposite the opening for the introduction of the vehicle the levers B B on opposite sides thereof are connected at their lower ends with a cross-bar D by rods or bars *d d*, and to the middle of the cross-bar D is attached a rod E, which is provided

with a hook at its opposite end for engagement with a staple *e* in the flooring forming the foundation upon which the frame A rests and upon which the vehicle is drawn for the purpose of loading.

The levers B B terminate at their upper ends, when they are in an upright or nearly upright position, a little above the bolsters or body of the vehicle upon which the load is to be transferred, and upon them are loosely placed removable cross-pieces F F, on which the lumber or other material to be loaded is properly piled or arranged for a load, as shown in the right-hand compartment of the apparatus in Fig. 1. A load being thus arranged and supported upon the cross-pieces F F, the wagon or vehicle to be loaded is run under the same, being guided into the proper position by the guides G G and arrested at the proper point by the stop G', said guides and stop being attached to the flooring or the foundation upon which the wagon is placed for loading.

When the wagon or vehicle is placed in position, as just described, and shown in Fig. 2, the rod E is unhooked and the levers B B allowed to swing back from a vertical toward a horizontal position, thereby lowering their upper ends and causing the cross-pieces F F to slide off from the same upon the upper side beams *a a* of the frame. The cross-pieces F F being of less thickness than the distance between the upper sides of the beams *a a* and the tops of the bolsters, the load is transferred upon said bolsters, and said cross-pieces are thus left free, as shown in Fig. 2, and may be readily withdrawn.

For greater convenience in handling and loading the lumber or other material, I prefer to construct the apparatus in a number of sections, like or similar to that described and shown in the drawings, and to provide an elevated platform or staging H H, upon which the lumber or other material is received from the cars or other source, assorted, and placed upon the supports of the loading apparatus. This arrangement and provision avoids the necessity of elevating the lumber or other material to the loading apparatus and affords a walk for the workmen on a level with the vehicles to be loaded and in convenient proximity to the apparatus, thereby saving time and labor in assorting, handling, and loading.

The different grades or dimensions of lumber or the various kinds and grades of material may be arranged in the several compartments of the apparatus, each by itself, and
5 the grade, kind, or dimension of the lumber or material indicated by a sign I, placed over or adjacent to the entrance of the compartment in which it is placed, as shown in Fig. 1. The uprights and the cross-piece on
10 which the signs I I are marked serve to brace the frame-work A adjacent to the entrances to the several compartments of the apparatus.

I provide the vehicles, cars, or conveyances employed in connection with my apparatus
15 with bolsters, racks, or platforms, which rise above the tops of the wheels and above the tops of the cross-pieces F F when the latter are lowered upon the beams *aa*, and for winter use the vehicles may be provided with
20 high runners in place of wheels.

The details of my apparatus may be variously modified, according to the purpose for which it is to be employed, without affecting its mode of operation or departing from the
25 spirit of my invention.

I claim—

1. In an apparatus for loading lumber, &c., the combination, with a suitable frame open
30 at one end to receive the vehicle to be loaded, of levers fulcrumed near their upper ends to the upper beams of said frame to constitute

the portions above said beams, supports for the lumber and the longer portions below the beams, levers for tilting the supports, and bars located beneath the beams connecting
35 the front levers to the rear levers on both sides of the frame, substantially as and for the purposes set forth.

2. In an apparatus for loading lumber, &c., the combination, with a suitable frame open
40 at one end to receive the vehicle to be loaded, of levers fulcrumed near their upper ends to the upper beams of said frame to constitute the portions above said beams, supports for the lumber and the longer portions below
45 the beams, levers for tilting the supports from below, bars located beneath the beams and connecting together the front and rear levers on both sides of the frame, a cross-bar, means
50 connecting the same to the adjacent levers on both sides of the frame, and means for holding the several parts in a locked position until the lumber is to be transferred to the vehicle, substantially as and for the purposes set forth.
55

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

CHARLES ADAMS GOODYEAR.

Witnesses:

GEO. GRAHAM,
J. M. GRAHAM.