

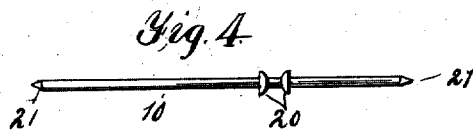
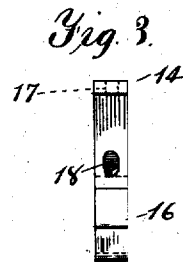
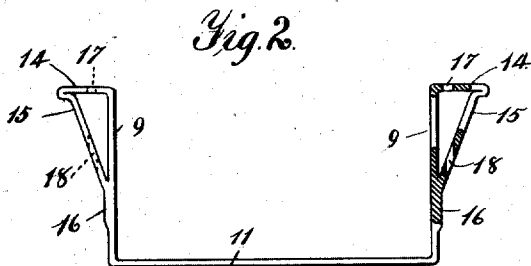
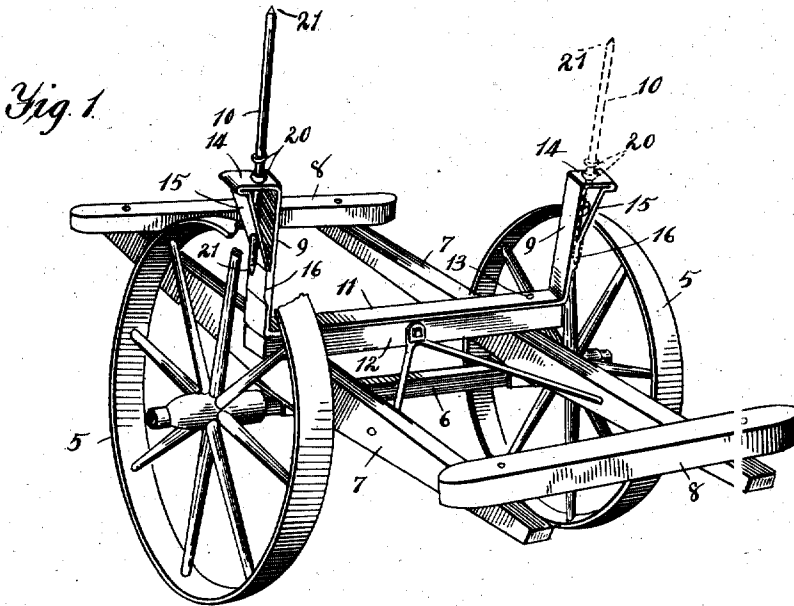
L. S. PERDUE.

LUMBER JACK.

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1,008,488.

Patented Nov. 14, 1911.



Witnesses:

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UNITED STATES PATENT OFFICE.

LUTHER S. PERDUE, OF WAYCROSS, GEORGIA.

LUMBER-JACK.

1,008,488.

Specification of Letters Patent. **Patented Nov. 14, 1911.**

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To all whom it may concern:

Be it known that I, LUTHER S. PERDUE, citizen of the United States, residing at Waycross, in the county of Ware and State of Georgia, have invented certain new and useful Improvements in Lumber-Jacks, of which the following is a specification.

My invention relates to lumber handling devices and refers more especially to that type of apparatus commonly termed a lumber jack which is designed to facilitate the local transportation and piling of boards and timbers of the heavier sort, and particularly to aid in loading and unloading the pieces from trucks or other lumber conveyers.

The chief objects of the improvements which constitute the subject matter of this application for patent are:—to provide simple and effective means to be used in connection with a lumber truck or buggy for expediting the loading and unloading of the lumber, the device being also useful for piling, or moving lumber wherever boards and timbers of the larger sizes are to be handled, and to furnish an appliance for the purpose stated that will be strong and durable, and require few parts in its construction.

An especial feature of my improved device for handling lumber of all kinds and dimensions is that the standards already in use upon ordinary lumber buggies may be utilized as supports for the pivot rod or fulcrum bar by slight modifications, thus conducing to economy in the manufacture.

I accomplish the desired results above enumerated and others of importance by employing the device illustrated in the accompanying drawing which forms a part of this application, the details of construction being shown in the following views.

Figure 1 is a perspective view of a lumber buggy embodying my improvements; Figs. 2 and 3 are side and end elevations, respectively, of the yoke and standards, and Fig. 4 is a view of the pivot or slip rod removed from the supporting standard.

Referring to the details of the drawing, the numeral 5 indicates the wheels and 6 the axle of an ordinary lumber truck or buggy. The bed or frame is of the usual form, comprising side beams 7 connected at the ends by cross pieces 8. It is usual to supply such lumber vehicles with standards or stakes to prevent the lumber loaded there-

on from coming in contact with the wheels and also serve as supports upon which the lumber is rested when tipped from the load. Two such stakes or standards 9 are shown in the drawing arranged opposite each other on the bed and modified from the usual form to coöperate with the fulcrum or slip rod which will be hereafter described. For the purpose of making a firm and solid foundation for the standards the latter are made of a single piece, the middle portion of the bar entering into their formation being shown at 11 extending transversely to the bed of the truck. This bar or yoke is secured to a cross beam 12 of the frame by bolts 13, and the ends of the yoke are bent vertically upwardly to form the said stakes or standards 9. The upper extremities of the standards are bent outwardly in a horizontal direction as shown at 14 and strengthened by braces 15 formed by bending the ends of the bar forming the standard in the manner shown, the ends of the braces being welded to the upright portion of the standard, as indicated at 16 thus forming an exceedingly strong bracket. The horizontal portion 14 of the standards and the diagonal braces 15 are pierced by holes 17, 18, which form sockets in which is inserted one end of a round slip rod or lever 10. This rod is furnished with collars 20, forming stops, one of which will engage the arm 14 of the standard when the lever or rod is placed in the socket holes, and thus hold it at the desired height. The said stops or collars 20 are located at different distances from the adjacent end of the rod or lever so that the height which the upper end projects above the bracket may be varied by reversing the lever. Each end of the lever or rod is beveled to form a point 21 which will enter the piece of lumber when placed thereon and prevent it from slipping off while being tipped from the buggy.

While I have shown two collars on the tip rod 19 it will be evident that a single collar will answer the same purpose and may be considered an equivalent therefor.

The manner of using my improved lumber jack will be readily understood. The pivot or fulcrum bar having been slipped into its socket upon one side of the buggy, the side selected depending upon the direction in which the lumber is to be disposed, the pieces are then raised at one end and

rested about the middle upon the pointed end of the slip rod 19, and when properly engaged the other end of the lumber can be easily raised by bearing down upon the shorter end and the piece is then swung around upon the point 21 as a fulcrum or pivot until in the required position, when the plank or beam is raised from off the slip rod and deposited in the pile which is being formed. It will be seen that this procedure is similar to that usually followed in loading and unloading lumber on and off a common wagon, the jack facilitating the operation, rendering it easier and more expeditious than when no similar aid is employed, and enabling one man to pile timber pieces which would otherwise require two to handle.

Having thus described my invention, what I claim as new, is:—

1. In a lumber buggy, a standard consisting of a flat metal bar rigidly secured to the frame of the buggy and extending upwardly at right angles to said frame and having a horizontal portion and an inclined portion all integrally formed, and the end of the inclined portion rigidly connected with the upright portion; and said horizontal and inclined portions provided with alined openings, in combination with a rod detachably and reversibly mounted in said openings.

2. A lumber jack comprising a one-piece standard having a vertical portion, a horizontal portion extending outwardly from the vertical portion and an inwardly inclined portion extending from the vertical portion to the horizontal portion, and said

horizontal and inclined portions having vertical alined openings therethrough.

3. In a device for the purpose stated, the combination with a truck, including a body, of a bar extending transversely to said body and having its end portions bent upward to form standards, a pair of brackets formed on each standard, and having holes in alinement, a reversible fulcrum bar adapted to removably engage said holes and provided with a pair of stops thereon arranged at varying distances from the corresponding end of the bar.

4. A lumber jack, comprising a pair of standards integrally connected by a horizontal bar, the upper ends of the standards being bent outwardly and then downwardly to form brackets, the end of the bent portion being welded to the body of the standard, said brackets having holes therein forming sockets, and a pivot bar adapted to removably engage the sockets.

5. The combination with a lumber buggy, of a pair of standards integrally connected, the ends of the standards being bent outwardly and then downwardly, the extremities of the bent portions being welded to their respective standards, the said bent portions having holes arranged in alinement to form sockets.

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

LUTHER S. PERDUE.

Witnesses:

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