(No Model.)

W. R. MARKHAM.

LUMBER JACK.

No. 417,260. Patented Dec. 17, 1889.

Fig. 1.

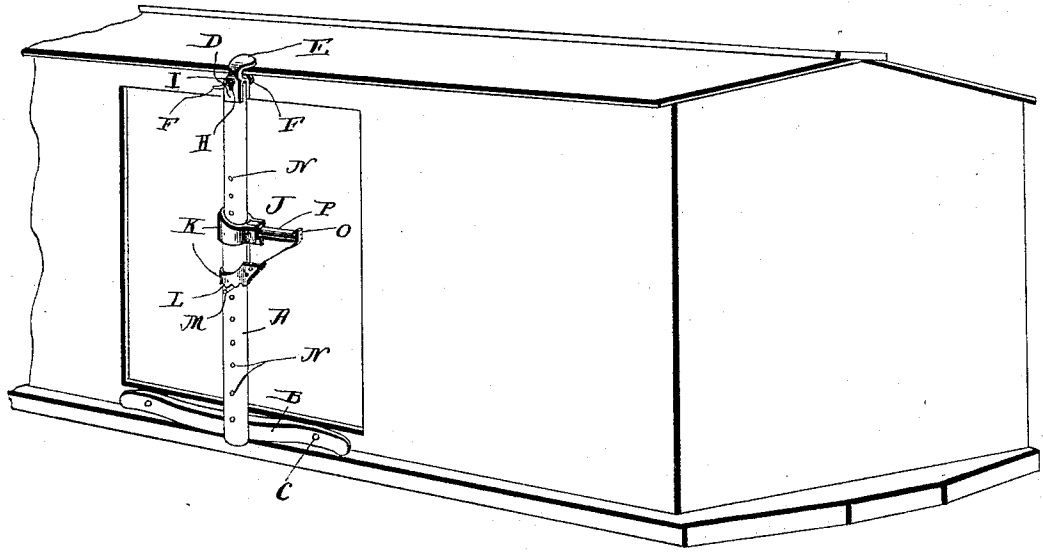


Fig. 2.

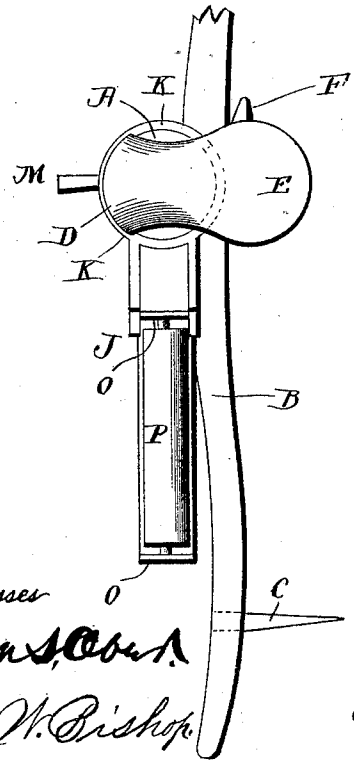
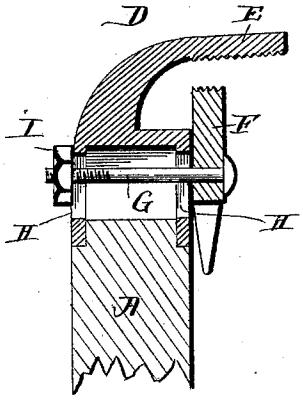


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

WALTER R. MARKHAM, OF MERRILL, WISCONSIN.

LUMBER-JACK.

SPECIFICATION forming part of Letters Patent No. 417,260, dated December 17, 1889.

Application filed April 3, 1889. Serial No. 305,868. (No model.)

To all whom it may concern:

Be it known that I, WALTER R. MARKHAM, 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, of which the following is a specification.

My invention relates to improvements in lumber jacks for use in loading lumber onto freight-cars; and it consists in certain novel features hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of my improved device, showing it in its operative position on a car. Fig. 2 is a plan view of the device. Fig. 3 is a detail sectional view of the upper end of the standard.

In carrying out my invention I employ a standard A, which is cylindrical in form and is of a length approximately equal to the height of the car, and is provided at its lower end with a horizontal brace B, having studs or pins C at its ends adapted to engage in the side of the car, and thereby steady the device in position. At the upper end of the standard I secure a bracket D, which projects upward from the standard and is provided with an inwardly-projecting clamping-plate E, having a serrated lower surface adapted to engage the roof of the car. Below this clamping-plate I arrange the cam or eccentric F, which is adapted to be turned up against the projecting edge of the roof, so as to clamp the device thereto. This cam or eccentric F is mounted on a horizontal pivot-pin G, which passes through the standard, and plays in a longitudinal vertical slot H therein. One end of this pin G is threaded, and a nut I is mounted thereon and is adapted to be turned up against the standard, so as to secure the pivot-pin at the desired point. By this construction I am enabled to adjust the cam to the thickness of the car-roof, as will be readily understood.

The lumber-supporting arm J is mounted on the standard by means of two yokes or rings K, secured to the arm and encircling the standard, and is movable vertically on the standard, so that it can be secured at any desired height. The lower ring K is provided in its lower edge with a series of notches L, adapted to engage a pin M, removably secured in one of a series of openings N in the standard, as clearly shown. The supporting-arm is provided on its upper side with a bracket O, in which and said arm a roller P is journaled.

In practice the device is secured to the side of the car, as shown in Fig. 1, by clamping the projecting edge of the car-roof between the cam F and the clamping-plate E, as before stated, and causing the studs C to engage in the side of the car, so as to support the standard thereon. The supporting-arm J is arranged at the lower end of the standard and the lumber is rested on the roller P and then pushed into the car over the said roller. As the height of the pile of lumber in the car increases the supporting-arm can be adjusted up on the standard, so that the lumber will pass in the proper position into the car.

From the foregoing description it will be seen that I have provided an extremely simple device, by means of which the labor necessary to load lumber on the cars will be considerably diminished and the cars quickly and easily loaded. The lumber-supporting arm can be adjusted so as to project more or less outward from the car, according to the position of the lumber, and will be firmly supported at any height to which it may be adjusted. As the lumber moves over the roller P it is only necessary to push it slightly, and the heavy and laborious lifting heretofore necessary is obviated.

Having thus described my invention, I claim—

1. The combination, with the standard, of the bracket secured to the upper end of the standard and having an inwardly-projecting clamping-plate adapted to engage the upper side of the car-roof, and the cam or locking device mounted on the upper end of the standard and adapted to engage the under side of the car-roof, as set forth.

2. The combination, with the standard having a longitudinal slot in its upper end, of the bracket secured to the upper end of the standard and having an inwardly-projecting clamping-plate, the pivot-pin playing in the longitudinal slot of the standard and having a nut mounted on its end adapted to be turned up against the standard, and the cam mounted

on said pivot-pin and adapted to bind the clamping-plate against the roof of the car, as set forth.

3. The combination, with the standard, of the brace secured to the lower end thereof and having inwardly-projecting studs at its ends, the bracket secured to the upper end of the standard, and the cam mounted on the standard and adapted to coact with said bracket to secure the standard to the car-roof, as set forth.

4. The combination, with the standard, of the lumber-supporting arm adjustably mounted thereon and carrying a roller on its upper side, as set forth.

5. The combination, with the standard having a series of openings, of the pin removably secured in one of said openings, the lumber-supporting arm, and the rings secured to said arm and encircling the standard, one of said rings having a series of notches adapted to engage the removable pin, as set forth.

6. The combination, with the standard, of the lumber-supporting arm having rings encircling the standard, whereby the said arm can be rotated on the standard and also adjusted vertically thereon, as set forth.

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

WALTER R. MARKHAM.

Witnesses:

PORTER FOSTER,

HENRY ARNOT.