

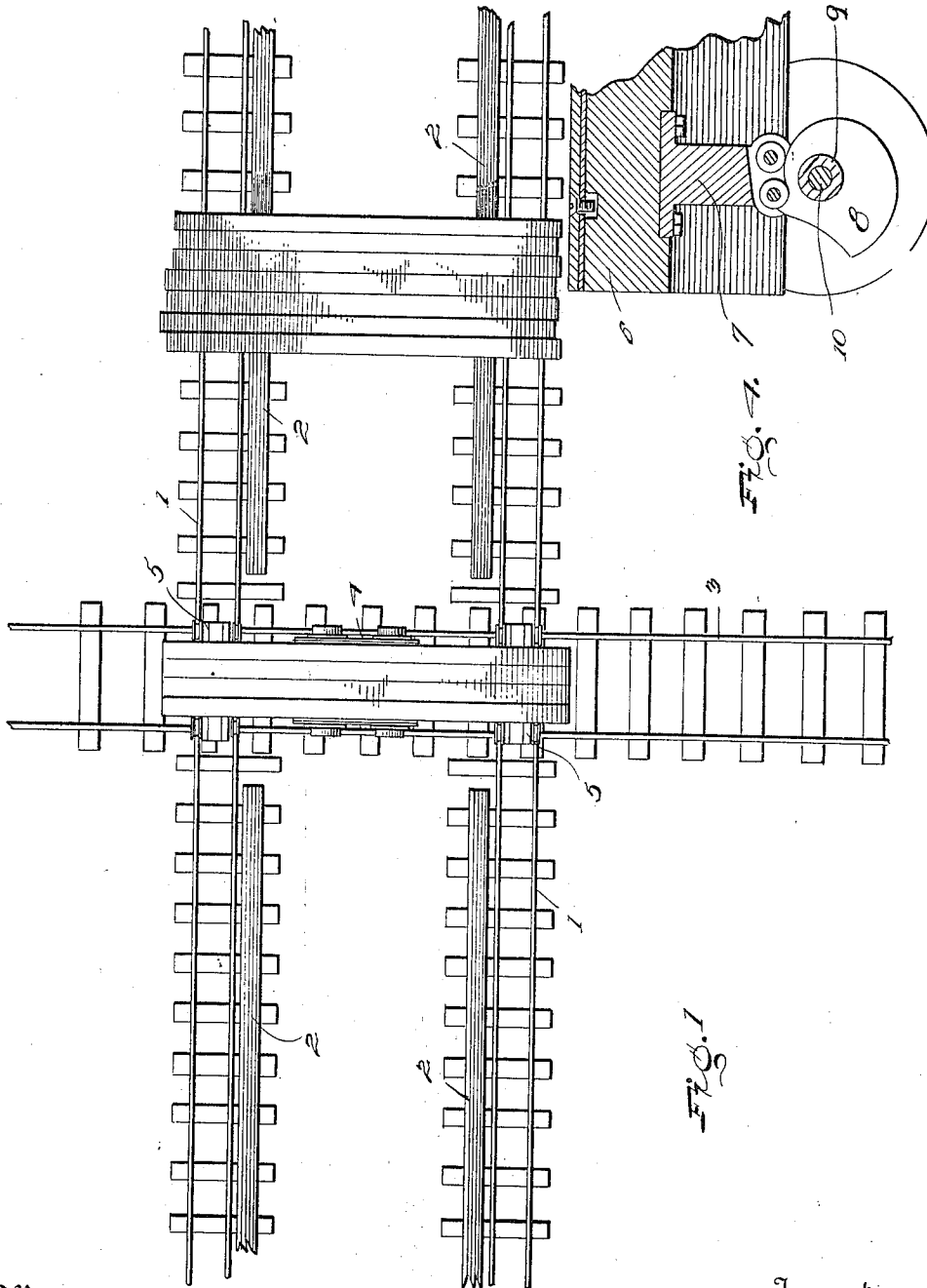
J. D. STEGEMAN.
LUMBER JACK.

APPLICATION FILED NOV. 29, 1910. RENEWED NOV. 8, 1911.

1,013,826.

Patented Jan. 2, 1912.

2 SHEETS—SHEET 1.



Witnesses

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Inventor

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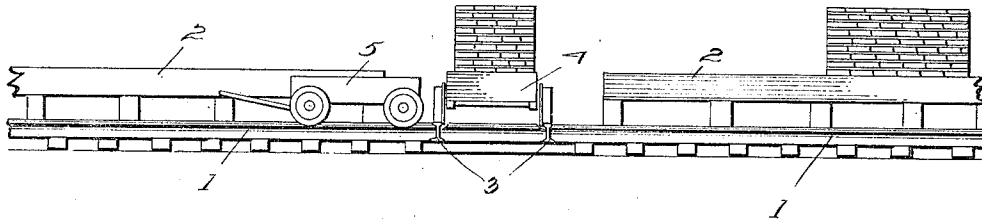


Fig. 2.

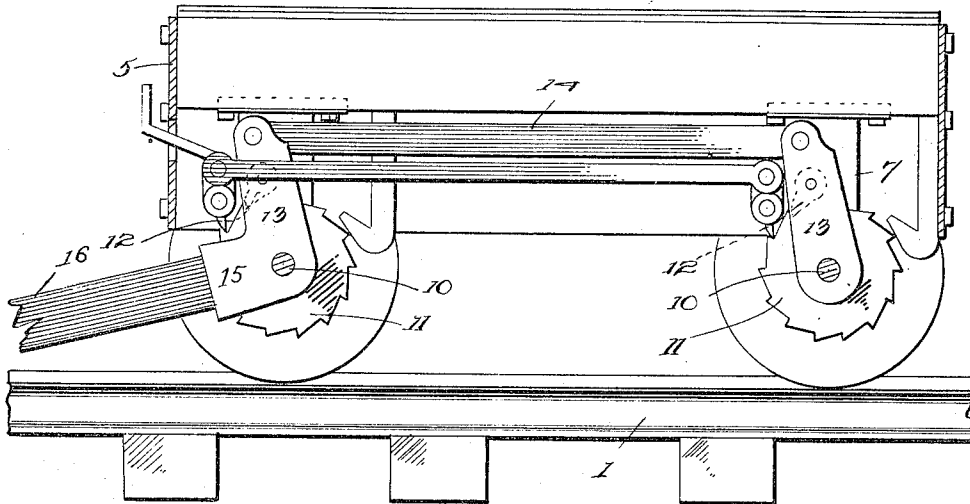


Fig. 3

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UNITED STATES PATENT OFFICE.

JOHN D. STEGEMAN, OF ALAMEDA, CALIFORNIA.

LUMBER-JACK.

1,013,826.

Specification of Letters Patent.

Patented Jan. 2, 1912.

Application filed November 29, 1910, Serial No. 594,734. Renewed November 8, 1911. Serial No. 659,252.

To all whom it may concern:

Be it known that I, JOHN D. STEGEMAN, a citizen of the United States, residing at Alameda, in the county of Alameda and State of California, have invented certain new and useful Improvements in Lumber-Jacks, of which the following is a specification.

This invention relates to the subject of handling lumber or other material in bulk, and the principal object of the same is to provide means whereby loads from a mill or other places can be readily removed from a mill car or other vehicle and deposited on stands or trestles without being manually handled.

In carrying out the objects of the invention generally stated above, it will be understood, of course, that the essential features thereof are necessarily susceptible of changes in details and structural arrangements, one preferred and practical embodiment of which is shown in the accompanying drawings, wherein:—

Figure 1 is a top plan view showing the manner of removing a load in bulk from a mill car. Fig. 2 is a view in side elevation thereof. Fig. 3 is a central vertical longitudinal sectional view of a load transferring jack adapted for use in connection with this invention. Fig. 4 is a fragmentary longitudinal sectional view of one of the jacks showing the manner of adjusting the platform thereof.

Referring to the accompanying drawings by numerals, it will be seen that this invention includes in its general organization a system of parallel tracks 1; supporting stands or trestles 2 that are arranged adjacent the tracks, and a track 3 that extends at right angles across the tracks 1. The track 3 extends to the mill or other points at which the lumber is produced and has the cars 4 mounted thereon. The cars 4 are of less length than the lumber they transport and the load is arranged thereon with the ends projecting beyond the ends of the car. When loaded, the car is brought to a position between the tracks 1 with the ends of the load projecting across the said tracks. Adjustable jacks 5 are mounted on the tracks 1 and are run beneath the ends of the load on the car 4 and adjusted vertically to raise the load from the said car 4 and are then run along the tracks 1 until the ends of the load are over the stands or trestles 2. At this point

the jacks are lowered to rest the ends of the load on the trestles or stands, and said jacks are returned to position to remove another load from one of the cars 4. This system of handling lumber is primarily intended for use in connection with mills or lumbering camps and provides means whereby the lumber produced can be readily transferred in bulk to the stands or trestles where it is allowed to season. The tracks employed may be of the standard narrow gage type and the cars are the usual platform type. The trestles or stands may be formed of standards that rest on the inner ends of the tie of the track 1 and support the horizontal top beams upon which the lumber rests. Preferably the cars 4 and the trestles 2 are of the same height.

The jacks 5 are preferably of the type described and claimed in my pending application Serial Number 567,997, filed June 20, 1910 and include a vertically movable platform 6 provided with the pendent arms 7 which are bifurcated for the reception of the adjusting cams 8 which are carried by the sleeves 9 mounted on the axles 10. Said sleeves 9 are loose on the axles 10 and are equipped with ratchet wheels 11 which are engaged by pawls 12 carried by rocking levers 13 also loose on the axles 10. The front and rear levers are connected by a link 14, and one of said levers is provided with a socket 15 for the reception of a hand lever 16 so that both levers 13 can be simultaneously rocked to cause the pawl 12 to rotate the ratchet wheels 11, which movement similarly actuates sleeves 9 and cams 8, thereby effecting the desired vertical adjustments of the platform 6.

It will be seen that this improved system of handling lumber provides means whereby the loads can be readily removed from the cars and delivered to the stands without being manually handled. And, as will be understood, the piles of lumber can be readily removed from the stands by placing the jacks beneath the ends of the piles and then adjusting the jacks so that the platforms 6 lift the piles from the stands.

What I claim as my invention is:—

1. Means for handling lumber comprising parallel tracks, lumber supports arranged between said tracks, a track at right angles to and crossing the parallel tracks, a lumber conveying car on said angular track, and jacks on said parallel

tracks for removing a load from said car and delivering the same to said supports.

2. Means for handling lumber in bulk comprising parallel tracks, a crossing track at right angles thereto, lumber supports adjacent the parallel tracks, a lumber carrier on the crossing track, and means on said parallel tracks for removing the load from said carrier and delivering the same to said supports.

3. Means for handling lumber in bulk comprising stationary supports arranged in spaced parallel relation, a lumber carrier, and adjustable portable means for engaging the ends of lumber on said carrier and removing the same therefrom and depositing the lumber on said supports.

4. Means for handling lumber in bulk comprising stationary trestles arranged in spaced parallel relation, a carrier for transporting lumber with the ends thereof projecting

beyond the ends of the carrier, and adjustable means movable in spaced relation between said trestles for engaging the ends of the lumber to lift the same therefrom and deposit the same on said trestles.

5. Means for handling lumber in bulk comprising spaced parallel tracks and an intersecting crossing track, a carrier on the crossing track, lumber supports arranged in spaced parallel relation between the parallel tracks, and adjustable means on the parallel tracks for removing a load from said carrier and depositing the same on said supports.

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

JOHN D. STEGEMAN.

Witnesses:

J. T. LYNCH,
JOHN H. CAVE.