

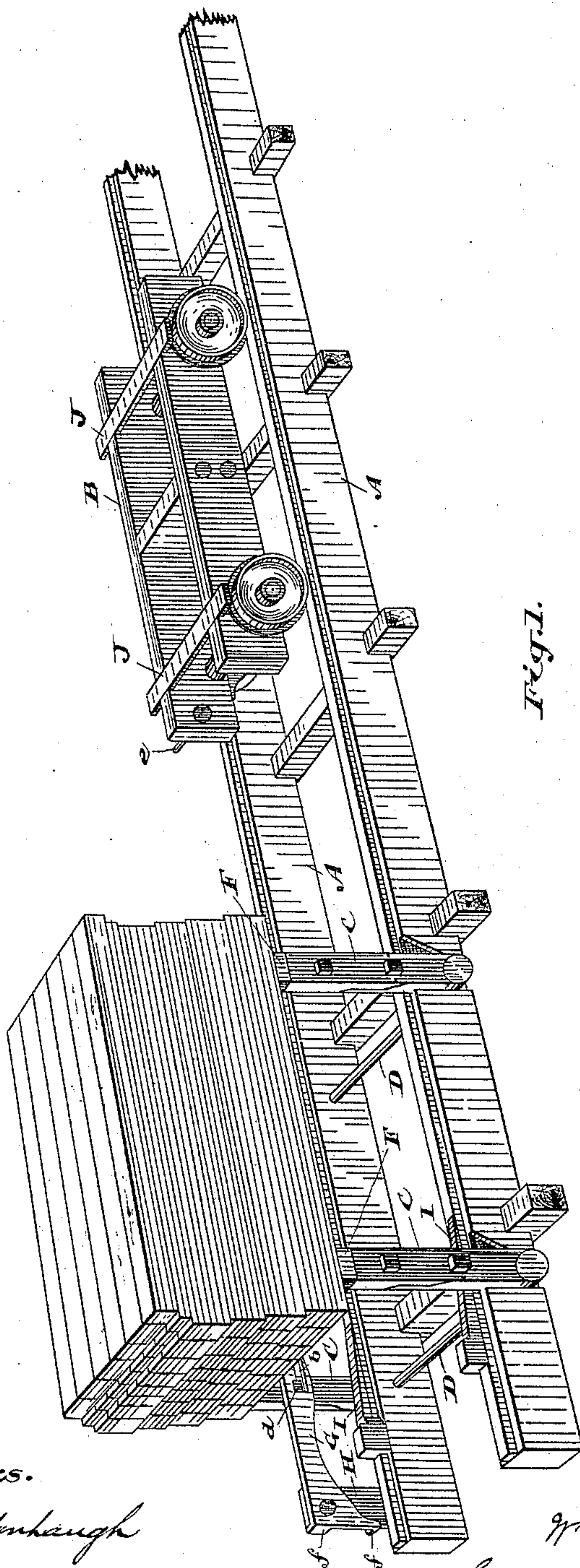
(No Model.)

2 Sheets—Sheet 1.

W. WAY.
LUMBER TRANSPORTER.

No. 328,828.

Patented Oct. 20, 1885.



Witnesses.

L. B. Fetherstonhaugh
J. M. Jackson

Inventor.

Wm Way
by Donald C. Ridout & Co
Attys

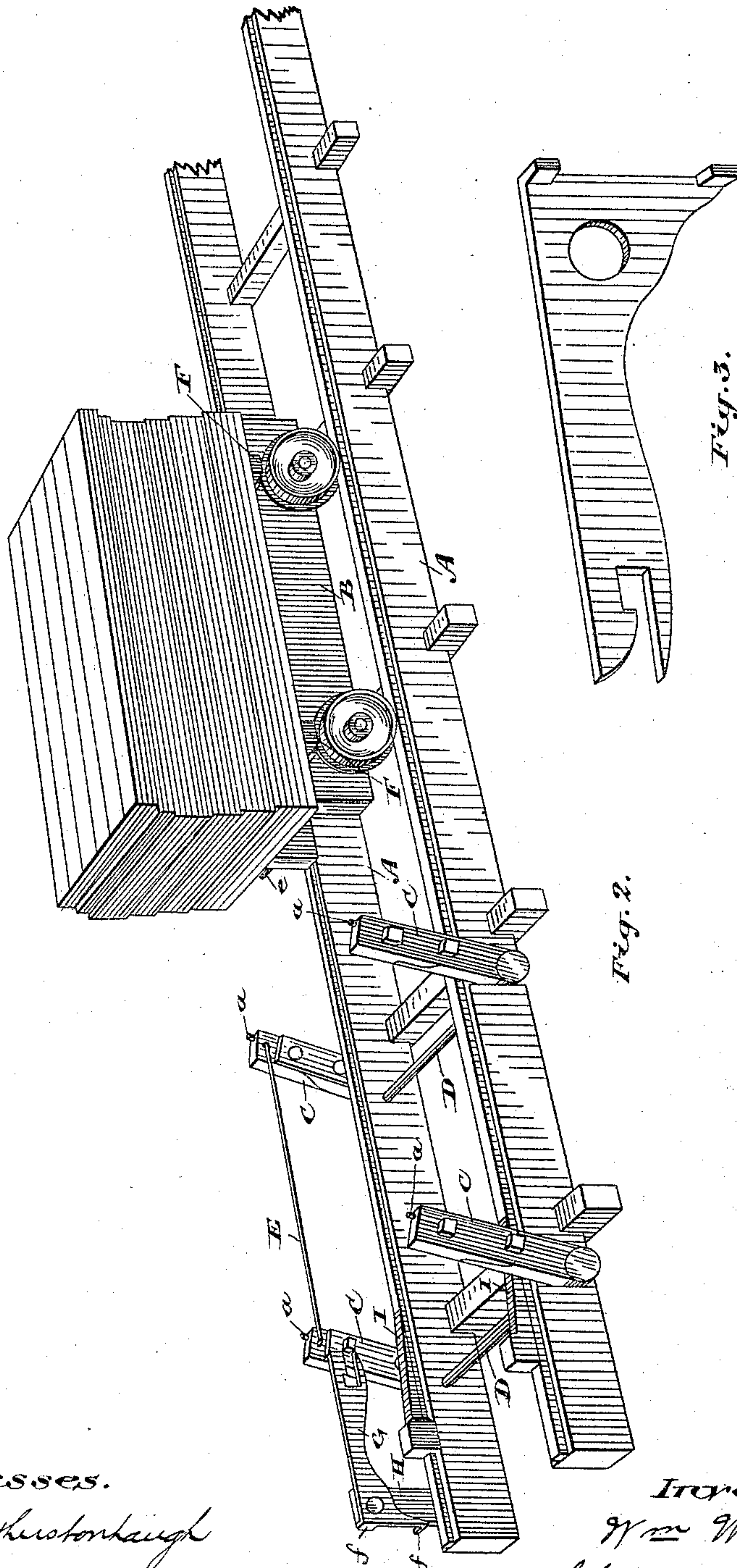
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L. B. Fetherstonhaugh
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Inventor.
Wm Way
by Donald C. Rickert
att'y

UNITED STATES PATENT OFFICE.

WILLIAM WAY, OF WILFRID, ONTARIO, CANADA.

LUMBER-TRANSPORTER.

SPECIFICATION forming part of Letters Patent No. 328,828, dated October 20, 1885.

Application filed September 11, 1885. Serial No. 176,852. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WAY, of the village of Wilfrid, in the county of Ontario, in the Province of Ontario, Canada, saw-mill owner, have invented a new and useful device to facilitate the transfer of lumber in a saw-mill yard, of which the following is a specification.

The invention is specially adapted to facilitate the loading of lumber onto the tram-truck employed in transferring the lumber from one part of the yard to another part; and it consists, essentially, of uprights, preferably connected together, and pivoted in pairs opposite to each other on either side of the track, so that the top ends of each pair shall project slightly above the level of the truck-body, so as to support the carrying-bolsters on which the lumber is piled, a suitable locking device being provided for the purpose of holding the uprights in a vertical stationary position during the period that the lumber is being piled upon them, the said locking device being so arranged that upon the truck being run below the bolsters it will unlatch the lock, when the uprights immediately turn on their pivots and drop the bolsters on top of the truck, which may then be moved on its track, carrying the bolsters with their load of lumber, substantially as and for the purpose hereinafter more particularly explained.

Figure 1 is a perspective view of a tram-track, showing my device as it will appear just before the truck has been run below the bolsters. Fig. 2 is a perspective view of my device, showing it as it will appear after the piled lumber has been removed by the truck. Fig. 3 is a detail of the lock.

In the drawings, A represents the tramway, which is located in the usual manner, extending from a point where the lumber is received to the place where it is to be piled or delivered. The truck B, which runs on the track, is of the ordinary construction.

C are four uprights, pivoted at their bottom end opposite to each other on either side of the track A. I prefer to connect each pair together by the rod D, which acts as a pivot-point on which the uprights move.

E is a rod arranged to connect together the two pairs of uprights. I have shown only two pairs; but of course it will be understood

that I do not confine myself to any particular number.

F are what may be termed "bolsters," one bolster being provided for each pair of uprights, C, on the top of which they lie, as indicated. In order to prevent the bolsters F from slipping off the top of their respective uprights I form on the top of each upright a pin or spike, *a*, which fits into a hole made to receive it in the bolster F.

With the view of holding the uprights C in a vertical position I provide on one side of the track A an arm, G, which is pivoted, as indicated, to the post H, and has a slot, *b*, formed in its end to receive a pin or projection, *d*, fixed to one of the uprights C. At the end and top side of the slot *b* a notch is formed, which drops over the pin *d* when the said pin has reached the end of the slot *b*, at which point the uprights C are in a perpendicular position. As long as the pin *d* remains in the notch formed in the slot *b* the uprights are held in a perpendicular position, while the bolsters F are supported sufficiently high to permit the truck B to be run below them. While the uprights C are held in the vertical position described the lumber is piled on top of the bolsters F until a sufficient quantity has been so placed to form a load for the truck B. The empty truck is then run below the bolsters until a pin, *e*, formed either on the end of the axle or side of the truck-frame, comes in contact with the lower side of the arm G, which is beveled off, as indicated, so that the said arm shall be raised on its pivot to clear the pin *d*.

An incline, I, is located on the track in proximity to the post H, which incline performs the double service of raising the truck, so as to elevate the end of the arm G, and to also raise the truck so that it will have a tendency to run back on the track after it has raised the arm, and thereby unlatch the lock which supports the uprights C in a vertical position. As soon as they are unlocked the uprights C have a tendency to fall forward, bringing down the bolsters F on the top of the truck C, which in running back will carry the bolsters F off the top of the uprights, and, as the lumber is piled on the top of the bolsters, the lumber is carried away by the truck.

Instead of requiring an empty truck to be

shoved into position before the lumber-pilers can proceed with their work, the uprights C are merely pushed back into a vertical position, where they are locked, as before described, and a fresh pair of bolsters, F, placed on the top of the uprights, when the piling can be proceeded with, and a load made ready for the truck B, after it has been cleared of the lumber previously carried away, as described.

With the view of preventing the arm G from falling below the pin *d*, should the said pin be carried clear of the slot when the uprights C fall forward, I form two lips, *f*, on the end of the arm G, so as to overlap the back of the post H. These lips are so formed that they will permit the arm G to move sufficiently freely on its pivot to accomplish its purpose without allowing it to move either up or down farther than is necessary. The same end might, in a measure, be accomplished by making the slot *b* sufficiently long to contain the pin *d* during the full length of its stroke, it of course being understood that the uprights C are provided with stops to prevent their falling too far forward. As the ends of the bolsters F project beyond the side of the truck B, they might have a tendency to tip should one side of the load be heavier than the other side. To avoid the possibility of an accident of this kind I fix to the truck two cross-beams, J, so as to project beyond the sides of the truck at a point where the bolsters will fall.

What I claim as my invention is—

1. The pivoted uprights C, located as described, in combination with the bolsters F,

arranged substantially as and for the purpose specified.

2. The uprights C, connected together in pairs by the rods E, which form pivot-supports for them, and the rod D, for connecting the pairs of uprights together, in combination with the bolsters F, arranged substantially as and for the purpose specified.

3. The pivoted arm G, having a notched slot, *b*, formed in its end, in combination with a pin, *d*, fixed to one of the uprights C, substantially as and for the purpose specified.

4. The arm G, pivoted to the post H and having lips *f* formed on its end to lap over the said post, and a notched slot, *b*, in its other end, in combination with the pin *d*, substantially as and for the purpose specified.

5. The pivoted arm G, having a notched slot, *b*, to fit over the pin *d*, in combination with a pin, *a*, arranged to act on the arm G, substantially as and for the purpose specified.

6. The pivoted uprights C, connected together and located as described, and the pivoted arm G, having a notched slot, *b*, in its end to engage with the pin *d*, in combination with the truck B, having a pin, *a*, to engage with the arm G, and the incline I, formed on the track A, substantially as and for the purpose specified.

Toronto, August 26, 1885.

WILLIAM WAY.

In presence of—

CHARLES C. BALDWIN,
CHAS. H. RICHES.