

(No Model.)

J. B. NADEAU.
MEANS FOR LOADING LUMBER.

No. 420,517.

Patented Feb. 4, 1890.

FIG 1

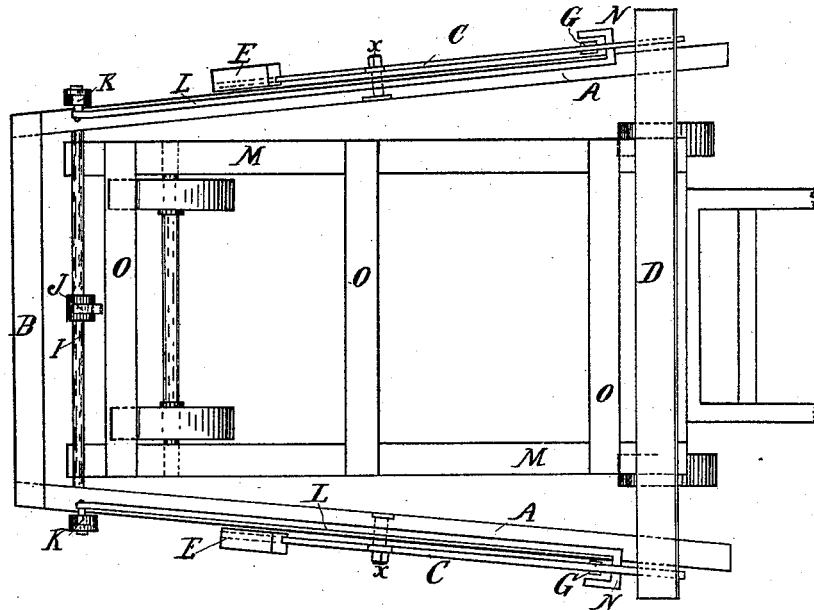
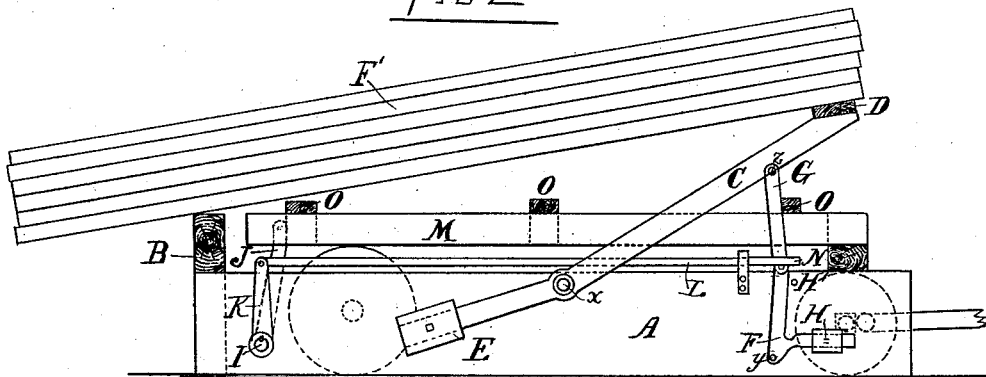


FIG 2



ATTEST:

Horace A. Dodge.
H. A. Dodge

INVENTOR:

Jean Baptiste Nadeau,
by *Dodger Sons,*
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UNITED STATES PATENT OFFICE.

JEAN BAPTISTE NADEAU, OF ETCHEMIN, QUEBEC, CANADA.

MEANS FOR LOADING LUMBER.

SPECIFICATION forming part of Letters Patent No. 420,517, dated February 4, 1890.

Application filed October 24, 1889. Serial No. 328,027. (No model.) Patented in Canada October 21, 1889, No. 32,561.

To all whom it may concern:

Be it known that I, JEAN BAPTISTE NADEAU, a citizen of the Dominion of Canada, residing at Etchemin, in the county of Levis and Province of Quebec, a subject of the Queen of Great Britain and Ireland, have invented a new and useful Improvement in Appliances and Means for Loading Lumber on Carts or Wagons, (for which I have received Letters Patent No. 32,561 of the Dominion of Canada, dated October 21, 1889,) of which the following is a specification.

My invention relates to improvements in appliances and means for loading lumber on carts or wagons, and it is specially designed to effect a considerable saving of time and labor in performing such work.

The following detailed description will explain as fully as may be necessary the construction and working of my said invention, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of my lumber-loader, and showing a lumber-wagon in position to receive the load. Fig. 2 is a side view of the loader, showing a load of lumber ready to be lowered onto the wagon.

In the accompanying drawings similar letters refer to similar parts.

Two piers A A, made, preferably, of wood and built solid, are placed at a sufficient distance apart to allow of a lumber car or wagon being run in between them; and to facilitate the placing of the wagon between them they are made divergent toward their front or outer ends, as shown in Fig. 1. A cross fixed girt B is laid upon these piers A A and connects them at their rear ends. This girt is of sufficient depth to reach nearly as high as the extreme height of the wagon or car that is to receive the load of lumber. A lever C is pivoted at x on the outer side of each of the piers, its longer arm extending forward and supporting the loose girt D, which reaches from one lever to the other. These outer ends of the levers with the girt D are overbalanced by the weights E, which are attached to the short arms of the lever.

The lumber (represented by the lines F')

to be loaded on the wagon is first laid upon the fixed girt B and removable girt D, as shown in Fig. 2, and is then in a position which will permit of the wagon to be easily backed under it and between the piers A A. The weight of the lumber when laid on the girts B and D would of course be sufficient to depress the forward ends of the levers C were they not locked up by the device I will now describe.

A bell-crank F is pivoted at y on the outside of each pier. To its upright arm is jointed the link G, which is also pivoted at z to the lever C. A weight H on the horizontal arm of this bell-crank throws the joint of its upright arm with the link G forward until stopped by the pin H', which is fixed in the piers. This joint then, being forward of a straight line between the pivots y and z , locks the lever C and will require to be drawn back of said line before it can allow the lever C to drop. A shaft I is journaled in the rear part of the loader and has keyed to it the lever J. To its ends are also rigidly attached the arms K, and to the upper ends of these arms are hinged the rods L, which extend forward and are bent outward in front of the joint of the bell-crank F and link G.

The operation of my invention is as follows, viz: When the wagon M is backed in between the piers A A to be loaded, its rear part will come against the lever J, turn the shaft I, throw back the arms K, and with them the rods L. The hooks or bends N on the forward ends of the rods will then double back the joint of the bell-crank and link G and allow the levers C to drop and deposit the load of lumber upon the wagon. The loose girt D, being thinner than the cross-rails O of the wagon, may be easily drawn out and the wagon with its load removed.

Having fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A lumber-loading device having the piers A, girt B, weighted lever C, and loose girt D, substantially as shown, and for the purpose set forth.

2. A lumber-loading device having the

piers A, weighted levers C, loose girt D, and a jointed support composed of the weighted bell-crank F and link G, substantially as shown and described.

- 5 3. In a lumber-loading device, the shaft I, journaled in the piers A, carrying the lever J and arms K, the rods L, pivoted to the arms

K and turning outward in front of the joint of the bell-crank F with the link G, substantially as shown and described.

JEAN BAPTISTE NADEAU.

Witnesses:

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