J. L. RIDGELY, Jr.

Lumber-Car.

No. 167,121. Patented Aug. 24, 1875.

Fig. 1

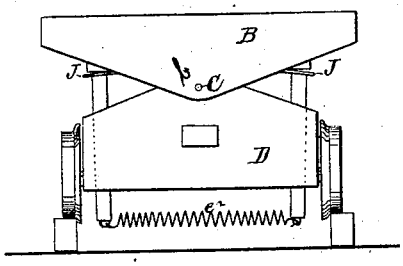


Fig. 2.

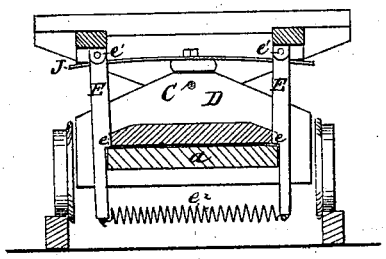


Fig. 3.

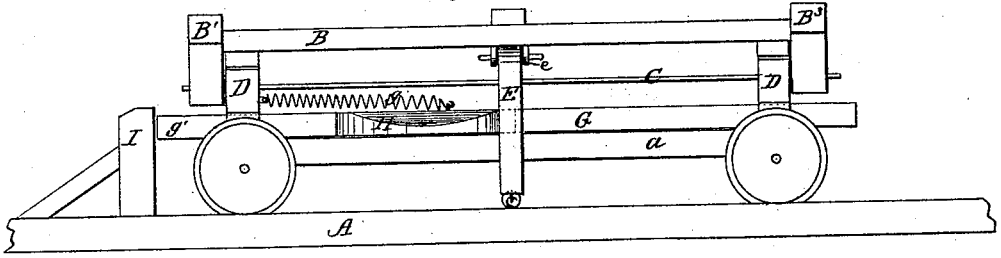
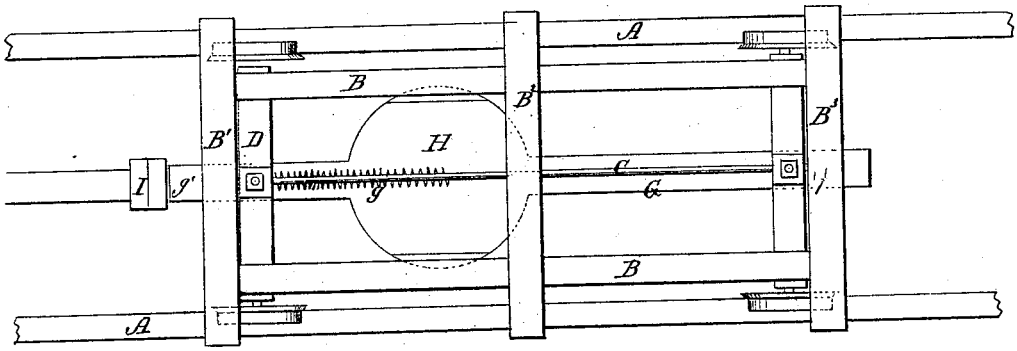


Fig. 4



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UNITED STATES PATENT OFFICE.

JAMES L. RIDGELY, JR., OF HARRISONVILLE, MARYLAND.

IMPROVEMENT IN LUMBER-CARS.

Specification forming part of Letters Patent No. **167,121**, dated August 24, 1875; application filed July 17, 1875.

To all whom it may concern:

Be it known that I, JAMES L. RIDGELY, Jr., of Harrisonville, in the county of Baltimore and State of Maryland, have invented a new and Improved Self-Discharging and Resetting Lumber-Car; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is an end elevation; Fig. 2, a vertical cross-section; Fig. 3, a longitudinal side elevation; Fig. 4, a plan view.

The invention relates to cars or trucks whose wheels run upon a track to transfer lumber out of the way after it has been sawed, and to a convenient place for piling it up.

This invention will first be described in connection with the drawing, and then pointed out in the claims.

A A represent a suitable track extending from the mill to the yard or locality where the lumber is piled. B represents the horizontal frame on which the lumber is loaded, so as to come into contact with the cross-bars B^1 B^2 B^3. This is provided with end pieces *b b*, made downwardly angular in form, and having a rod, C, passing nearly through the angle's vertex, as well as through the fixed bolsters D D of truck, the frame B being thus pivoted to the truck longitudinally on a median axis. Under this pivoted connection of frame and truck, if a greater weight of lumber is placed on one side than the other, and the frame is not in some manner locked to the truck, the heavy side will tilt and cause the load to be discharged on that side. Before, however, the load is placed in position the frame B is locked by catch-arms E E, having shoulders *e e* that press on the truck-floor *a*, pivots e^1 that allow outward movement, and a connecting-spring e^2 that draws them toward each other. Being thus locked the frame is loaded more heavily on the side which is intended to dump, and then the truck run out to its destination. G is a longitudinal slide-bar working through and guided by the fixed bolsters D D, and held forward by a spring, *g*, so that the cam H will not touch the arms E E. The projecting end *g'* of slide-bar is then made to strike a stud or other stop, I, so as to force out laterally the arms E E, thus unlocking the frame from the truck and allowing it to tilt. The plate-springs J J may be used at each end to assist in holding the frame B in a horizontal position, while other means than those described may be employed for operating the slide-bar without departing from the principle of my invention.

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

1. The combination with a truck, running on a suitable track, of a load-receiving frame, B, having cross-bars B^1 B^2 B^3 that form the bearing of load and pivoted on a median axis to said truck, as shown and described, whereby the lumber may be dumped by its own weight in the manner specified.

2. The combination, with truck and laterally-tilting frame, of arms E E, pivoted at e^1, having shoulder *e*, and connected at lower end by spring, as and for the purpose set forth.

3. The combination, with locking-arms E E of the spring-held slide-bar, having cam H movable at the time, in the manner and for the purpose specified.

The above specification of my invention signed by me this 23d day of June, A. D. 1875.

JAMES L. RIDGELY, JR.

Witnesses:
SOLON C. KEMON,
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