J. J. HENNESSY.

Device for Loading and Unloading Lumber.

No. 212,694. Patented Feb. 25, 1879.

Fig. 1

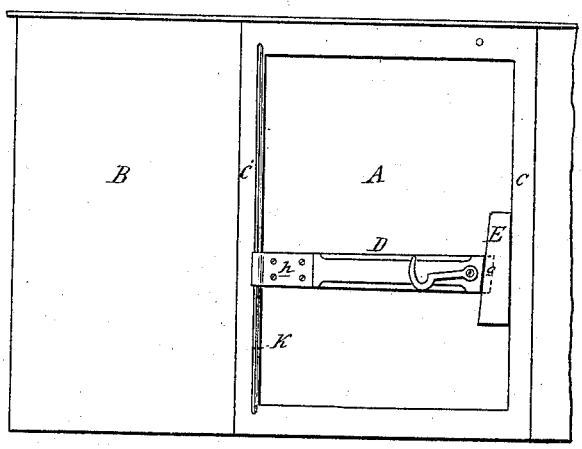


Fig. 3

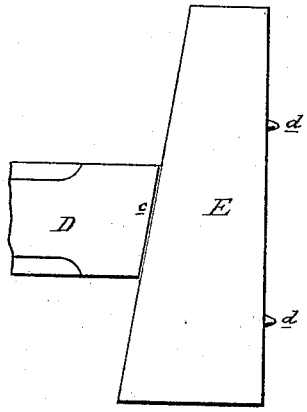


Fig. 2

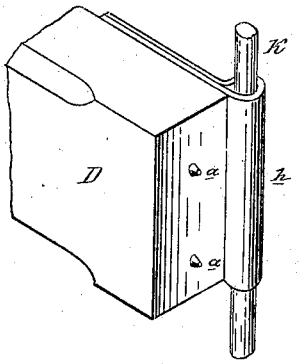
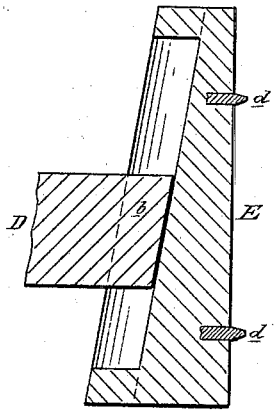


Fig. 4



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UNITED STATES PATENT OFFICE.

JAMES J. HENNESSY, OF SOUTH BAY CITY, MICHIGAN.

IMPROVEMENT IN DEVICES FOR LOADING AND UNLOADING LUMBER.

Specification forming part of Letters Patent No. **212,694**, dated February 25, 1879; application filed August 10, 1878.

To all whom it may concern:

Be it known that I, J. J. HENNESSY, of South Bay City, in the county of Bay and State of Michigan, have invented an Improvement in Devices for Loading and Unloading Lumber, of which the following is a specification:

The nature of my invention relates to certain new and useful improvements in the construction and operation of an adjustable attachment to railway freight-cars, store-houses, &c., by means of which greater facility in loading lumber therein may be obtained.

It is usual, when loading lumber into cars, store-houses, or other receptacles, and after the floor has been covered to the depth of a foot or two, to nail a piece of scantling transversely across the opening for the door to the door-frame or studs. Then, as the process of loading gradually fills the car, and it becomes necessary to carry the scantling higher, the nails must be drawn (a difficult task, as the studs of the door-frame are usually made of seasoned oak) or the scantling broken off, leaving the nails projecting from the studs, either way seriously damaging the door-frame.

My invention, therefore, consists in providing a detachable and adjustable rest, which may be adjusted to any desired position, and removed entirely from the door-frame for use in another, when necessary, or that may be, if preferred, permanently attached to the car, and swung out of the way when not in use, as more fully hereinafter described.

The drawings represent the device as applied to a freight-car.

Figure 1 is an elevation, showing a section of the side of a freight-car, with the door therein open and my device in place. Fig. 2 is an end view of one end of the bar, showing the projecting studs or spurs. Fig. 3 is an elevation of the wedge, showing the studs or spurs projecting from the outer edge. Fig. 4 is a central vertical section through the wedge and the adjacent end of the bar.

Like letters indicate like parts in each figure.

In the accompanying drawings, which form a part of this specification, A represents the open doorway in the side of the freight-car B. C and C′ are the uprights or studs which form the sides of the doorway. D is a bar, of any suitable material, size, and length, one end of which is provided with outwardly-projecting and sharpened spurs or studs. The opposite end of this bar is provided with a tenon, *b*, with diagonal shoulders *c*. A wedge-shaped block, E, with one straight side, is provided with outwardly-projecting spurs or studs *d*, and with one sloping side, corresponding in pitch with the diagonal faces of the shoulders *c*. A mortise-slot is cut into the sloping side of this block to receive the tenon *b*. This slot is of greater length than the width of the tenon.

In practice, the bar is placed transversely between the uprights or studs of the doorway and the studs *a* against the stud C. The opposite end, covered by the block E, rests against the opposite stud, C′, and the wedge-block driven until the spurs thereon and those on the end of the bar are forced into the respective studs, against which they rest, thereby securing the bar at any desired position.

The reverse of the motions described enables the operator to change the position of the bar, or entirely remove the same.

Should it be desired to make the bar a permanent, but adjustable, fixture to the car, the end of the bar which is provided with the spurs is also provided with a half-hinge, *h*, the socket of which is sleeved on the vertical rod *k*, the ends of which are stepped into or otherwise secured to the top and bottom girts of the door-frame, the whole so arranged that the bar may be elevated and fastened, when not in use, in the top of the door-frame, or it may be swung, as a door, against the side of the car, and secured by a hook and socket or other suitable device.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In combination with a door-frame, a bar and wedge-shaped block, and both provided with outwardly-projecting spurs, and constructed to operate substantially as and for the purposes set forth.

2. In combination with a door-frame, a vertically-adjustable bar and a wedge for securing said bar at any desired position transversely within said door-frame, substantially as and for the purposes described.

3. In combination, with a door-frame, a vertically-adjustable and swinging bar, and a wedge, constructed and arranged to operate substantially as and for the purposes specified.

JAMES JOSEPH HENNESSY.

Witnesses:

C. E. EASTMAN,

JAMES SLOAN.