

No. 850,562.

PATENTED APR. 16, 1907.

G. A. BROWNE.
TRUCK.

APPLICATION FILED DEC. 19, 1905.

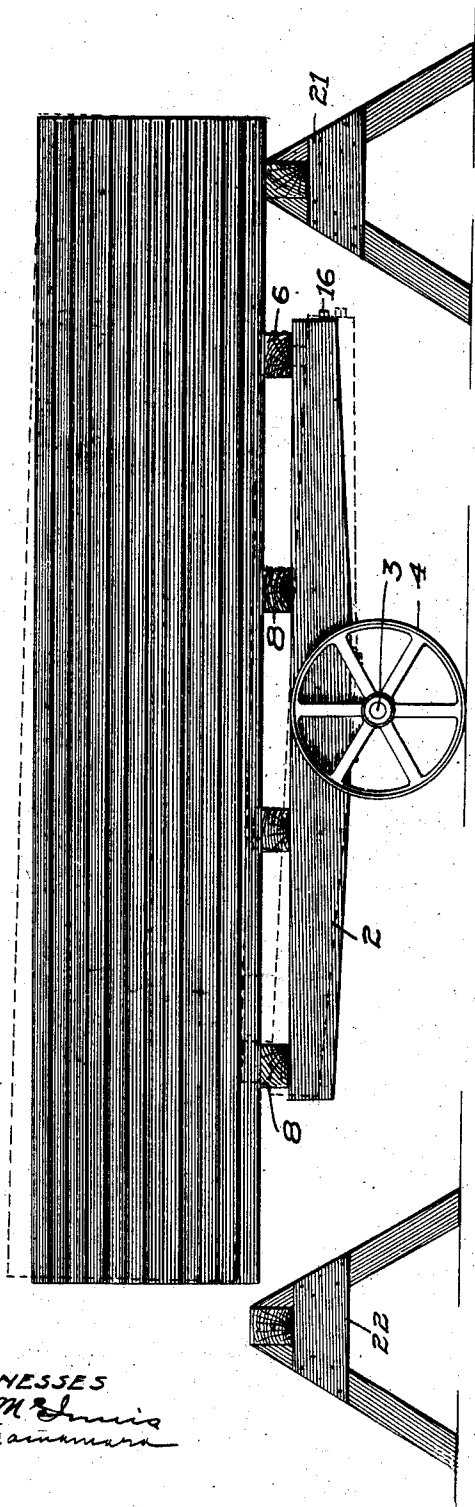


FIG. 1.

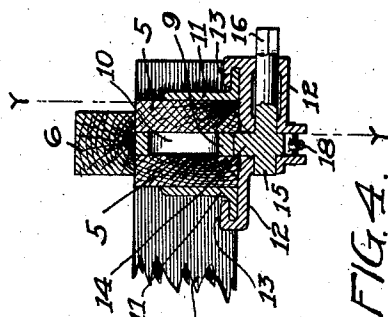


FIG. 4.

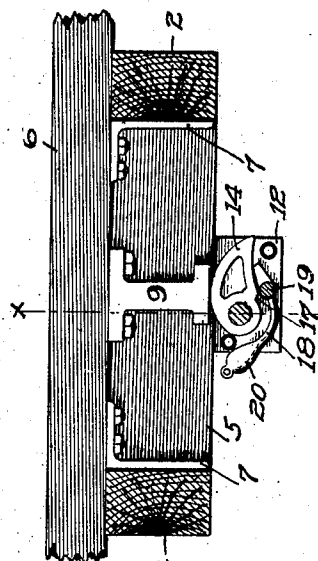


FIG. 3.

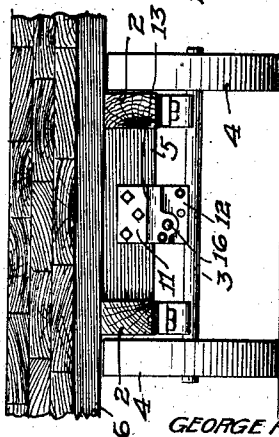


FIG. 2.

WITNESSES
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UNITED STATES PATENT OFFICE.

GEORGE ALBERT BROWNE, OF TACOMA, WASHINGTON.

TRUCK.

No. 850,562.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed December 19, 1905. Serial No. 292,411.

To all whom it may concern:

Be it known that I, GEORGE ALBERT BROWNE, of Tacoma, Pierce county, Washington, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My invention relates to trucks used for transferring lumber or any other material from place to place; and the object of my invention is to provide means for easily and quickly raising the load to relieve the truck and allow it to be used for successive loads.

Other objects of my invention will appear from the following detailed description.

The invention consists generally in various constructions, all as hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a lumber-truck embodying my invention. Fig. 2 is an end view of the same. Fig. 3 is a sectional view on the line *y y* of Fig. 4. Fig. 4 is a sectional view on the line *x x* of Fig. 3.

In the drawings, 2 represents the side rails or timbers of the truck-frame, having the axle 3 and carrying-wheels 4. Between these side rails are cross timbers or bars 5 at suitable intervals.

6 is a head-block resting transversely upon the rails 2 and provided with guide-brackets 7, which depend between the rails 2 and allow vertical movement of the block 6, but prevent it from moving lengthwise. A series of cross-pieces 8 are preferably provided resting upon the rails 2 at suitable intervals and of substantially the same height as the vertically-movable head-block 6. The cross-pieces 8 may be fixed on the truck-rails, if preferred. The head-block 6 is provided with a centrally-arranged depending hanger 9, which is vertically slidable in a slot 10, provided in the cross-beam 5, or in place of having this slot 10 bars may be provided having a space between them which extends entirely across the truck. This, however, is a mere detail of construction and is an unimportant feature of the device. Upon each side of the cross-beam 5 and secured thereto I provide angle-bar-iron plates 11, and supported upon the flanges of these plates are brackets 12, having hooked ends 13, which are adapted to receive the flanges of the plates 11 and are readily detachable therefrom. A cam 14 is provided in the brackets 12 and mounted on a shaft 15, having a squared end 16 to receive a wrench by means

of which said shaft is rocked and said cam raised or lowered. The edge of the cam 14 is arranged to bear on the lower end of the hanger 9, and when the shaft 15 is revolved in one direction the pressure of the cam on the lower end of the hanger 9 will raise it and the head-block 6 and lift the load off the truck. The cam 14 is preferably provided with a notch 17, and a latch 18, pivoted at 19 in said brackets, is adapted to enter said notch and has a weighted end 20, which causes the automatic depression of the latch and its engagement with the recess to lock the cam in its raised position. The brackets 12 and the cam and latch mechanism carried thereby are readily removable from the supporting angle-plates 11 to allow the lifting device to be used on one truck and then easily and quickly transferred to another truck, and thereby the necessity of having one of these lifting devices for each truck is avoided.

In Fig. 1 have shown a load of lumber on the truck and ordinary wooden horses 21 and 22 arranged at each end and adapted to support the load of lumber when raised. In an ordinary two-wheeled truck of this kind I am able to utilize in connection with my device the frame of the truck as a lever to aid in raising the load. For example, when the cam is oscillated and the right-hand end of the load raised the corresponding end of the truck will be depressed, and the horse 21 having been placed under the lumber the depression of the right-hand end of the truck will cause a corresponding elevation of the opposite end and lift the lumber at that end a sufficient distance to allow the horse 22 to be placed beneath it. In this way I compound the leverage, utilizing the side rails of the truck to aid in lifting the lumber sufficiently to allow the horse to be placed beneath it. By means of this device the lumber, pieces of timber, or any other material can be easily and quickly transferred from the truck to the horses and one truck used for successive loads, thereby permitting the handling of a large amount of material with a comparatively small number of trucks. I have shown and described this raising device applied to one end only of the truck-frame; but it will be understood that it can be used on both ends, if desired, and this arrangement will be necessary where a four-wheel truck is employed.

I claim as my invention—

1. The combination with a truck-frame

having a centrally-arranged axle and carrying-wheels, said frame being adapted to support lumber or other material with the ends of the load projecting beyond the ends of said frame, of means mounted in one end of said frame for raising one end of the load off the truck to allow a support to be placed under its projecting end, the frame of said truck being utilized as a lever to lift the opposite projecting end of the load and allow a support to be placed under that end, substantially as described.

2. The combination, with a truck-frame having a centrally-arranged axle and carrying-wheels, and a vertically-movable block on one end, said truck being adapted to support a load of material having ends projecting beyond the ends of said truck, of means mounted on said truck and adapted to engage said block to elevate the same and allow a support to be placed under one of the projecting ends of the load and the frame of the truck being utilized as a lever to lift the opposite end of the load to allow a support to be placed under that end, substantially as described.

3. The combination with a two-wheeled truck, of a vertically-movable head-block, an oscillating cam arranged to lift said head-block and having a notch or recess, and a latch adapted to drop into said recess and lock said cam in its raised position.

4. The combination, with a two-wheeled truck having a vertically-movable block and adapted to support a load of material with its end projecting beyond the ends of said truck, of means detachably mounted on said truck and adapted to engage said block to elevate the same and one end of the load a sufficient distance to allow a support to be placed on the ground under that end, the frame of the truck being utilized as a lever to elevate the opposite end of the load and permit a support to be placed on the ground under that end, substantially as described.

5. The combination with a truck having side rails and a cross bar or beam connecting them, of a head-block, a hanger secured to said block and depending through a slot provided in said cross-beam, angle-plates secured to said cross-beam, and a cam having a curved surface to engage said hanger and detachably supported on said plates, substantially as described.

6. The combination with a truck having side rails and a cross-beam, of a head-block resting on said rails and having a hanger depending through a slot provided in said beam, brackets detachably supported on said beam, a cam carried by said brackets and arranged to engage said hanger, and a shaft whereon said cam is mounted, substantially as described.

7. The combination with a truck, of a vertically-movable head-block mounted thereon, brackets detachably supported on said truck, a cam carried by said brackets and arranged to lift said head-block, and means for operating said cam, substantially as described.

8. The combination with a truck-frame having a centrally-arranged axle and carrying-wheels, of a vertically-movable head-block provided at one end of said truck, and a cam device arranged to raise said head-block to lift the load, substantially as described.

9. The combination with a truck-frame having centrally-arranged axle and carrying-wheels, of a head-block and a cam device mounted on said frame and arranged to lift said head-block to lift the load on the truck, and said cam device being detachable from said truck, for the purpose specified.

In witness whereof I have hereunto set my hand this 12th day of December, 1905.

GEORGE ALBERT BROWNE.

Witnesses:

THOS. D. HITCHCOCK,
EMMETT N. PARKER.