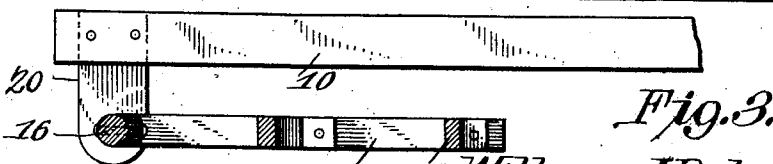
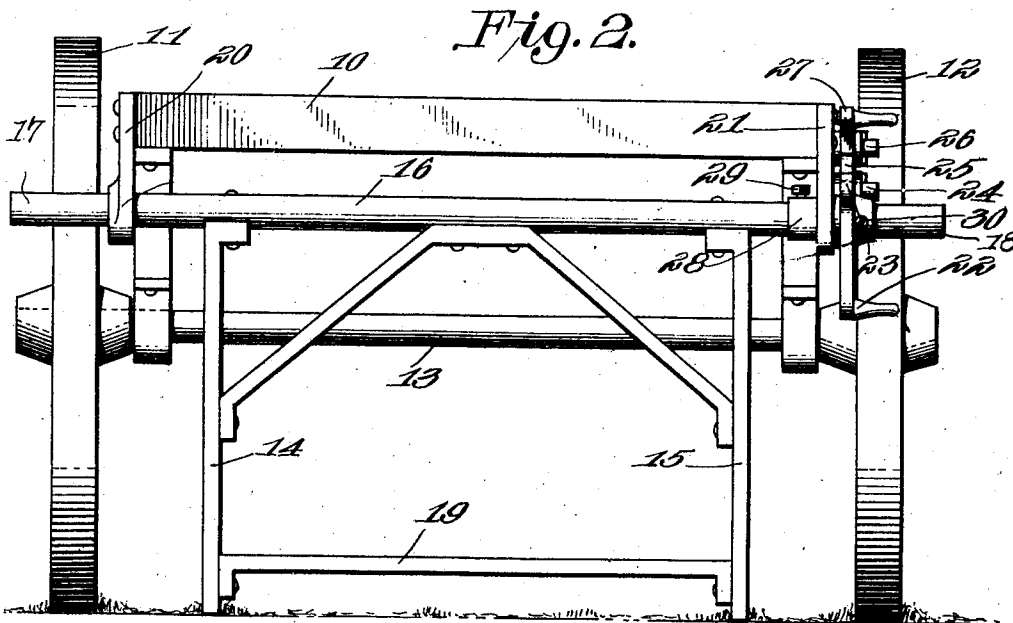
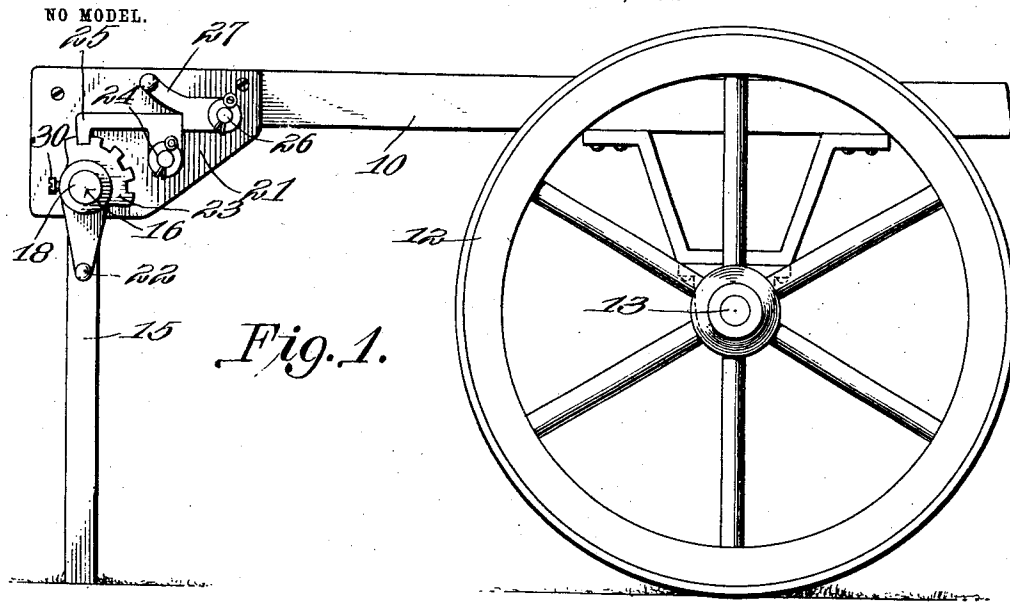


No. 767,635.

PATENTED AUG. 16, 1904.

W. J. DALEY.
LUMBER TRUCK.

APPLICATION FILED FEB. 15, 1904.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM J. DALEY, OF OSWEGO, NEW YORK.

LUMBER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 767,635, dated August 16, 1904.

Application filed February 15, 1904. Serial No. 193,726. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. DALEY, a citizen of the United States, residing at Oswego, in the county of Oswego and State of New York, have invented a new and useful Lumber-Truck, of which the following is a specification.

This invention relates to that class of trucks having centrally-disposed supporting or bearing wheels, more particularly to devices of this character employed in lumber-yards and similar localities for transferring lumber and the like from place to place therein, and has for its object to provide a simply-constructed adjustable and foldable supporting attachment to the truck-frame to prevent the tilting of the same while loading and unloading.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of the embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages, and the right is therefore reserved of making all the changes and modifications which fairly fall within the scope of the invention and the claims made therefor.

In the drawings thus employed, Figure 1 is a side elevation, and Fig. 2 is an end elevation, of an ordinary lumber-truck with the improvement applied. Fig. 3 is a sectional detail illustrating the construction and operation of the folding supporting-frame.

The device may be applied with slight and immaterial modifications to any of the various forms of trucks in common use and for the purpose of illustration is shown applied to an approved structure of this character, having

the usual rectangular frame 10, with intermediately-disposed bearing-wheels 11 12, upon a transverse axle 13.

The improved attachment consists of a supporting-frame comprising leg members 14 15, transverse member 16, having journal-bearings 17 18 at the ends, and the leg members connected by a brace member 19 near their lower ends.

Brackets 20 21 are provided for connection, as by bolts, to the truck-frame, the brackets having bearings for the journals 17 18, and by which means the supporting-frame is mounted to swing from the truck-frame.

Attached to the journal-bearing 18 exteriorly of the bracket 21 is an operating-handle 22, having a notched segment 23 extending therefrom, and pivotally connected at 24 to the bracket is a pawl 25, engaging the notches in the segment. By this simple arrangement it is obvious the supporting-frame may be set with the free ends of its leg members 14 15 upon the ground, and thus support the truck-frame and prevent it from tilting downward at the end where the supporting-frame is attached, or folded beneath the frame when not in use, as indicated in Fig. 3, or supported at any intermediate point within the range of the notches in the segment.

Pivotally connected at 26 to the bracket 21 is a stop-lever 27 for engagement with the pawl 25 to lock the latter immovably in engagement with the segment 23 and prevent accidental displacement of the same when the "load" is placed on the truck.

The journal-bearings 17 18 are preferably longer than required for the narrowest truck-frames to provide for connecting the device without structural change to all widths of truck-frames by merely adjusting the journal-bearings longitudinally in the brackets.

A stop-collar 28 is disposed upon the bearing 18 and operative inside the bracket 21 and provided with a set-screw 29 to limit the longitudinal movement of the supporting-frame in one direction, while the handle 22 and segment 23 limit the movement in the opposite direction. The hub of the handle member

will be likewise provided with a set-screw 30, by which to connect it adjustably and detachably to the member 16. By this arrangement it is obvious that the device may be readily
 5 connected to any width or size of truck-frame by merely bolting the brackets 20 21, with the member 16 journaled therein, to the truck-frame and then adjusting the collar 28 and the hub of the handle member 22 to their proper
 10 positions and securing them by their respective set-screws 29 and 30.

The device is simple in construction, strong and durable, and readily applied and operated and will be found very convenient for the purposes described.

15 Having thus fully described my invention, what I claim is—

1. A supporting-frame having means for swinging connection with a truck-frame, a
 20 notched segment carried externally by one side of said frame and concentric with respect to the swinging connection thereof, a pawl to engage the segment and lock the frame at its opposite limits, and a handle carried externally by that side of the frame which carries
 25 the toothed segment, the handle and pawl being located for simultaneous access.

2. A supporting-frame having opposite externally-projected journals for rotative connection with a truck-frame, a notched segment
 30 carried by one of the journals, a crank-handle carried by the same journal, and a pawl for engagement with the segment to lock the frame at its opposite limits.

35 3. A supporting-frame having lateral journal-bearings, brackets having means for attachment to a truck-frame and rotatively supporting said journal-bearings, an operating crank-handle and a notched segment carried
 40 terminally by one of said journal-bearings at the outer side of the adjacent bracket, and a pawl carried by said adjacent bracket for en-

gaging said segment to lock the frame at its opposite limits.

4. A supporting-frame having means for
 45 swinging connection to a truck-frame and provided with an operating-handle and concentric notched segment, a pawl for engaging said segment and a stop-lever for locking said pawl into engagement with said segment. 50

5. A supporting-frame having lateral journal-bearings, brackets having means for attachment to a truck-frame and rotatively supporting said journal-bearings, an operating-handle and a notched segment carried by one
 55 of said journal-bearings, a pawl for engaging said segment and a stop-lever for engaging said pawl carried by one of said brackets.

6. A supporting-frame having lateral journal-bearings, brackets having means for attachment to a truck-frame and rotatively supporting said journal-bearings, an operating-handle and a notched segment carried by one
 60 of said journal-bearings, externally of one of said brackets and a stop-collar carried adjustably by the same bearing internally of said bracket, and a pawl engaging said segment. 65

7. The combination with a tiltable wheeled truck-frame, of a prop journaled to the frame at one side of the wheels, one of the journals
 70 being projected externally of the frame, a toothed segment carried by said projected journal, a crank-handle carried by said journal, and a pawl carried by the frame and cooperating with the toothed segment to lock the
 75 frame at its opposite limits.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM J. DALEY.

Witnesses:

PETER SCHNEIDER,
 JEREMIAH J. SULLIVAN.