

No. 701,207.

Patented May 27, 1902.

R. A. LUDLOW.
TRANSFERRING CAR OR TRUCK.

(Application filed Mar. 1, 1902.)

(No Model.)

Fig. 1.

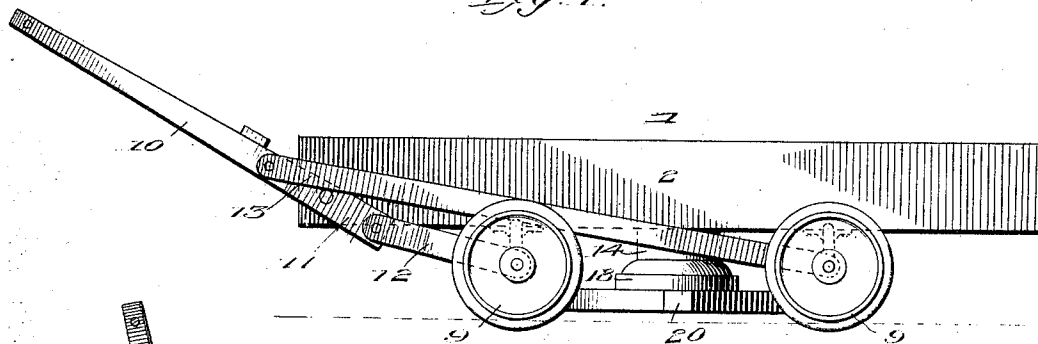


Fig. 2.

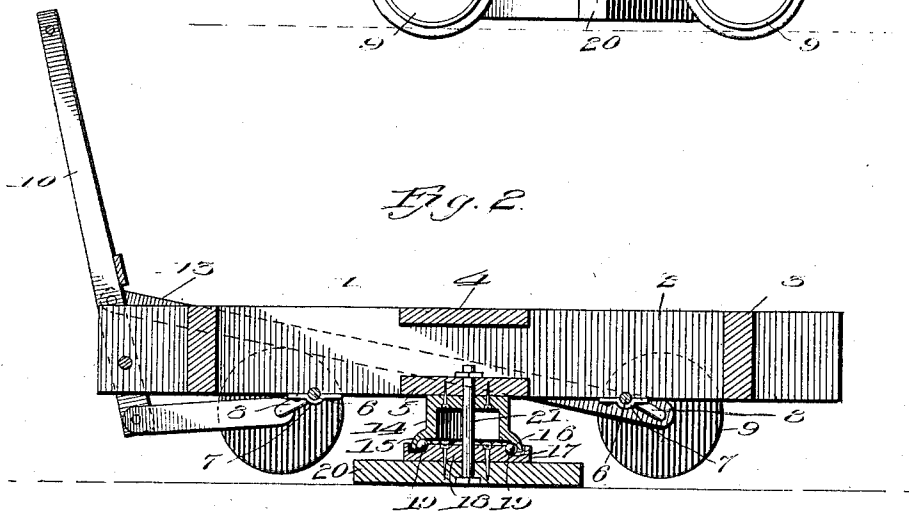
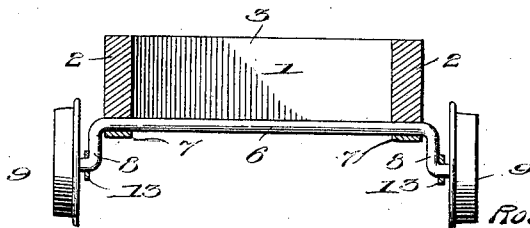


Fig. 3.



Witnesses

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TRANSFERRING CAR OR TRUCK.

SPECIFICATION forming part of Letters Patent No. 701,207, dated May 27, 1902.

Application filed March 1, 1902. Serial No. 96,298. (No model.)

To all whom it may concern:

Be it known that I, ROSS A. LUDLOW, a citizen of the United States, residing at Hanford, in the county of Kings and State of California, have invented certain new and useful Improvements in Transferring Cars or Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a fruit car or truck, and the aim and purpose of the same is to provide a simple and effective organization of elements for transporting and transferring fruit in bulk from one point to another and to have the supporting-bed so mounted that it may be rotated for convenience in receiving and depositing a load of fruit without liability of the bed moving during such operation or having the means by which the rotation is obtained interfere with the propulsion or movement of the car from one point to another.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation of a fruit-car embodying the features of the invention and shown arranged for movement from one point to another. Fig. 2 is a longitudinal vertical section of the same, showing the bed elevated and adapted to be rotated for conveniently receiving or depositing a load. Fig. 3 is a transverse vertical section taken through the car in the plane of one of the axles.

Similar numerals of reference are employed to indicate corresponding parts in the views.

The numeral 1 designates a bed or body, which in the present instance comprises opposite sides 2, connected by cross-braces 3 at suitable points on opposite sides of the center. The sides 2 also have upper and lower transversely-extending plates or bores 4 and 5, the upper plate or bore 4 serving as a medium for holding the load disposed on the bed or body and coacting, in conjunction with the braces 3, to effect a stable support of the load. The body or bed 1 has axles 6 applied

thereto and rotatably mounted in bearing-boxes 7, secured to the lower edges of the opposite sides 2. The axles 6 each have cranks 8 at their opposite extremities, which depend a suitable distance, and have wheels 9, rotatably mounted thereon. These wheels 9 may be either of the flanged type or ordinary flat tread, this arrangement depending entirely upon the application of the improved car to a track or when used as an ordinary truck. To the front extremity of the bed or body 1 a drawing device 10, which may be a draft pole or bar or a pair of shafts, is pivotally secured and has the rear opposite extremities 11 embracing the sides 2. The extremities 11 are pivoted at a point in advance of the rear ends thereof, and to said rear ends link-bars 12 are movably attached at their front terminals and likewise attached at their rear terminals to the cranks of the front axle 6. In advance of the pivot or fulcrum devices or device of the rear extremities 11 the front ends of elongated link-bars 13 are pivotally secured and have their rear ends movably attached to the cranks of the rear axle 6. Through this organization of parts the draft device is operated to raise and lower the wheels 9, and thus throw the latter into and out of contact with the bearing-surface, such as rails or the ordinary ground-surface, over which the car or truck is propelled. When the draft device 10 is thrown upward over the front extremity or end of the bed or body 1, the front axle is rotated in a rearward direction and the cranks drawn forwardly, and the rear axle is rotated in a forward direction and the cranks thrown rearwardly, as shown by Fig. 2. This will elevate the wheels from the ground-surface, and when the draft device 10 is depressed, as shown by Fig. 1, a reverse movement of the axles is effected and the wheels will be brought into contact with the bearing-surface over which they are to move.

Depending from the plate 5 is a short tubular pillow 14, having a lower outwardly-flared flange 15, formed with an inner groove 16. This flange 15 fits into an annular groove 17 in the upper side of a center plate 18, the said groove 17 being large enough to receive the flange 15 and also a plurality of antifrictional balls 19. The center plate is firmly se-

cured to a base-plate 20 of considerably larger dimensions, and extending through the center of the plate 5, the pillow 14, the center plate 18, and the base-plate 20 is a king bolt 5 or rod 21, thus providing a turn-table for the car or truck at a point centrally between the axles 6, the under surface of the base-plate 20 being normally held above the plane of the ground or track engaged by the wheels 10 9, as clearly shown by Fig. 1, when the said wheels are depressed in normal position. As soon as the wheels are thrown up out of engagement from the ground or rails with which they engage, as clearly shown by Fig. 2, the 15 base-plate is brought into contact with the ground or a portion of the track-bed between the rails, and when the parts are so disposed the bed or body 1 may be freely turned or rotated to bring the load or the top surface 20 of said bed or body in any position desired relatively to a point or platform where it is desired to deposit the load or from which the latter is to be taken.

The improved device is particularly well 25 adapted for use in conveying fruit from one point to another, either in ordinary transfer operations or special preparation processes or methods. It will be understood that the bed or body 1 may be varied in shape and 30 general construction without in the least departing from the scope of the invention, the essential features of which are the combination, in a car or truck of the character set

forth, of means for throwing the wheels thereof out of contact with the ground or other 35 bearing surface and at the same time dispose the turn-table in such position that it will be effective as a means for permitting the bed or body to be rotated to arrange the said bed or body in any position desired for 40 convenience in unloading or loading the same.

Having thus fully described the invention, what is claimed as new is—

1. In a device of the class set forth, the combination of a bed or body having crank-axles 45 movably attached thereto and provided with wheels, a turn-table attached to the bed or body at a point between the axles, and means for coöperating with the said axles to throw 50 the wheels out of engagement with the ground or other surface and at the same time bring the turn-table into operative position.

2. In a device of the class set forth, the combination of a bed, a draft device pivotally 55 connected to the front extremity of said bed, crank-axles movably attached to the under side of the bed and having wheels thereon, and link-bars movably attached to the crank-axles and to the said draft device. 60

In testimony whereof I affix my signature in presence of two witnesses.

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Witnesses:

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