C. F. LADWIG.

ELEVATOR TRUCK.

APPLICATION FILED JULY 15, 1911.

1,029,758. Patented June 18, 1912.

FIG. 1.

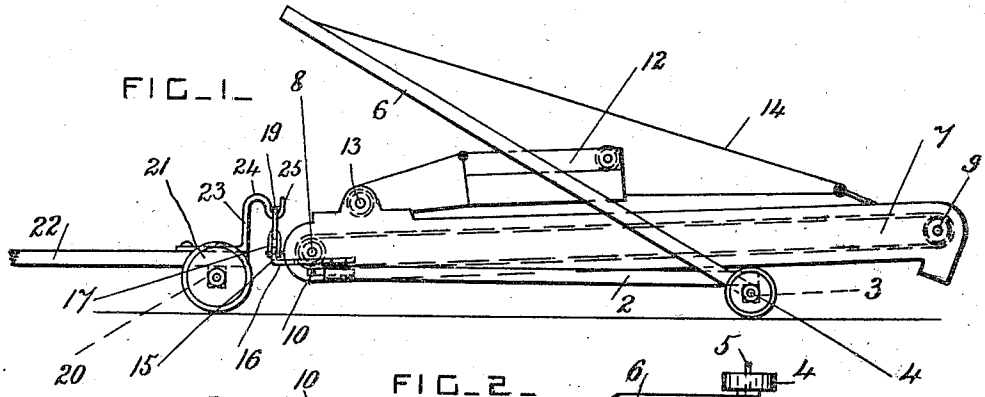


FIG. 2.

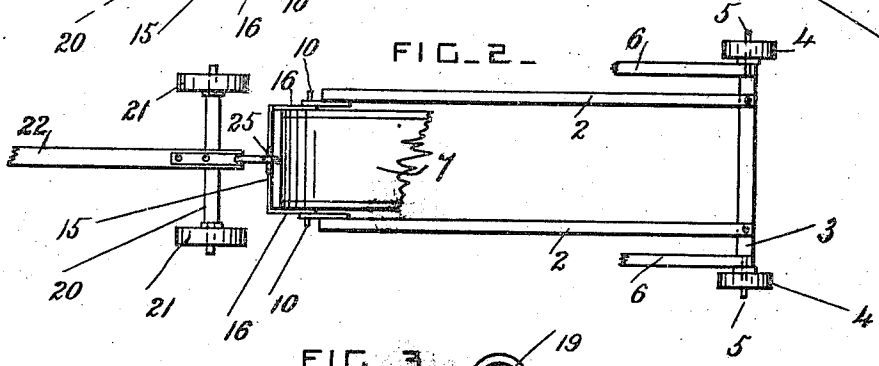


FIG. 3.

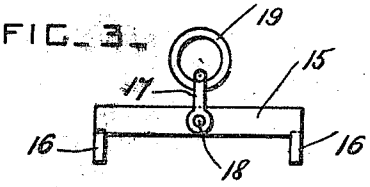
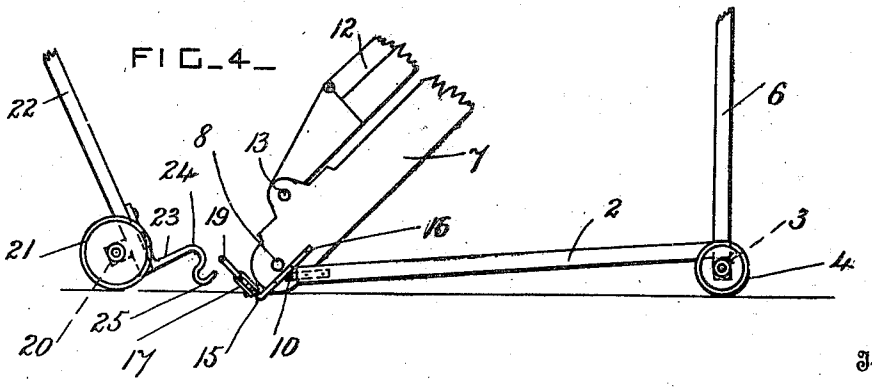


FIG. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

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ELEVATOR-TRUCK.

1,029,758. Specification of Letters Patent. Patented June 18, 1912.

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To all whom it may concern:

Be it known that I, CHARLES F. LADWIG, a citizen of the United States, residing at Macon, in the county of Macon and State of Missouri, have invented certain new and useful Improvements in Elevator-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 wheeled trucks for supporting foldable elevators; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of an elevator provided with a truck according to this invention and showing the elevator folded. Fig. 2 is a plan view of the truck and a portion of the elevator. Fig. 3 is a detail view of the crossbar and ring coupling at the pivoted lower end of the elevator. Fig. 4 is a side view of the truck showing portions of the elevator when raised, and with the front axle removed clear of the truck.

The elevator truck is provided with two longitudinal sills 2 which are rigidly secured at one end to the rear axle 3. Rear road wheels 4 are mounted on the spindles 5 of the rear axle, and the uprights 6 of the derrick are pivoted to the rear axle. The elevator frame or trough 7 has a driving shaft 8 journaled at its lower end, and a shaft 9 is journaled at its upper or free end portion. The elevator has an endless carrier of any approved construction which passes over wheels or barrels on the shafts 8 and 9 and which works in the elevator trough. The other end portions of the sills 2 are pivotally connected with the lower end portion of the elevator casing by pins 10 which are arranged near the shaft 8.

As shown in Fig. 4, when the elevator is raised, and in use, its lower end portion is supported by the ground.

The elevator is provided with a hopper 12 which is pivoted by a shaft 13 to the upper side of the lower end portion of the casing. This hopper contains a suitable conveyer, and it is also arranged to rest on the ground when the elevator is in use. When the elevator is folded up, the hopper is folded over its lower end portion, as shown in Fig. 1. When the derrick and the elevator are raised they are supported in their raised positions by any suitable tackle or ropes 14.

The working parts of the elevator and its hopper are not herein more fully described, as their construction is of any approved kind.

A crossbar 15 is provided with arms 16 at its ends and is arranged beyond the lower end of the elevator, the arms being secured to the sides of the elevator casing. A clevis or shackle 17 is pivoted to the middle part of the crossbar by a pin 18 and is provided with a coupling ring 19.

The front axle 20 of the elevator truck is provided with road wheels 21 which are mounted on its spindles, and 22 is a draft-pole secured to the middle part of the front axle. An arm or bracket 23 is secured to the rear end portion of the draft-pole and projects upwardly therefrom. This arm has a forwardly curved portion 24 at its top which terminates in a coupling hook 25. When the elevator is to be transported from one place to another, the draft-pole is raised as shown in Fig. 4, and the front axle is then pushed back until the hook engages with the ring 19. The draft-pole and its arm 23 are then used as a lever to raise the front end portions of the truck sills. When the elevator is folded as shown in Fig. 1, it is supported by its truck clear of the ground, and the truck is drawn along by the draft-pole. The hook, ring and clevis form a pivotal coupling or connection between the crossbar of the elevator frame and the front axle, which coupling permits the truck to be turned around with the same freedom as if the front axle were connected to the sills by a bolster and king-post of approved construction.

What I claim is:

1. In an elevator truck, the combination, with longitudinal truck sills, and a rear axle and wheels at one end portion of the sills; of a crossbar arranged at the other end portion of the sills, a jointed coupling device arranged in a vertical plane and pivotally connected with the middle part of the crossbar, a front axle provided with wheels, a draft-pole secured to the front axle, and an arm which projects upwardly from the rear part of the draft-pole and which has a coupling device at its free end for engaging pivotally with the coupling device on the crossbar.

2. In an elevator truck, the combination, with longitudinal truck sills, and a rear axle and wheels at one end portion of the sills; of a crossbar arranged at the other end portion of the sills, a clevis pivoted to the middle part of the crossbar, a coupling-ring engaging with the clevis, said clevis and coupling-ring being arranged in a vertical plane, a front axle provided with wheels, a draft-pole secured to the front axle, and an arm which projects upwardly from the rear part of the draft-pole and which has a rearwardly projecting end portion terminating in a coupling-hook for engaging with the said ring.

In testimony whereof I have affixed my signature in the presence of two witnesses.

CHAS. F. LADWIG.

Witnesses:
JOHN MAHONEY,
ANDY CLARK.