

No. 723,229.

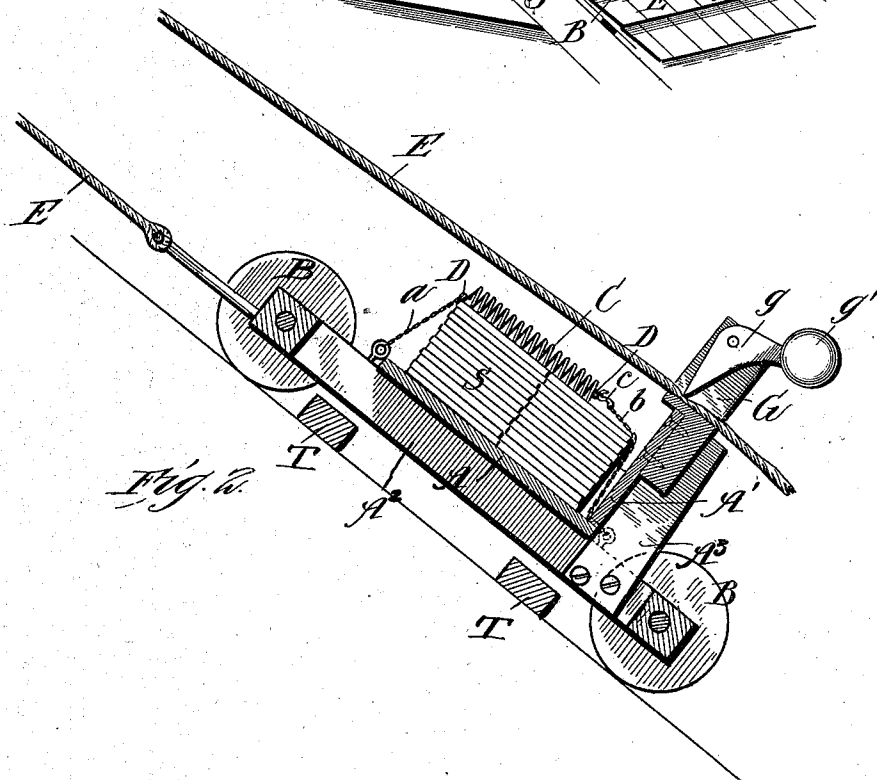
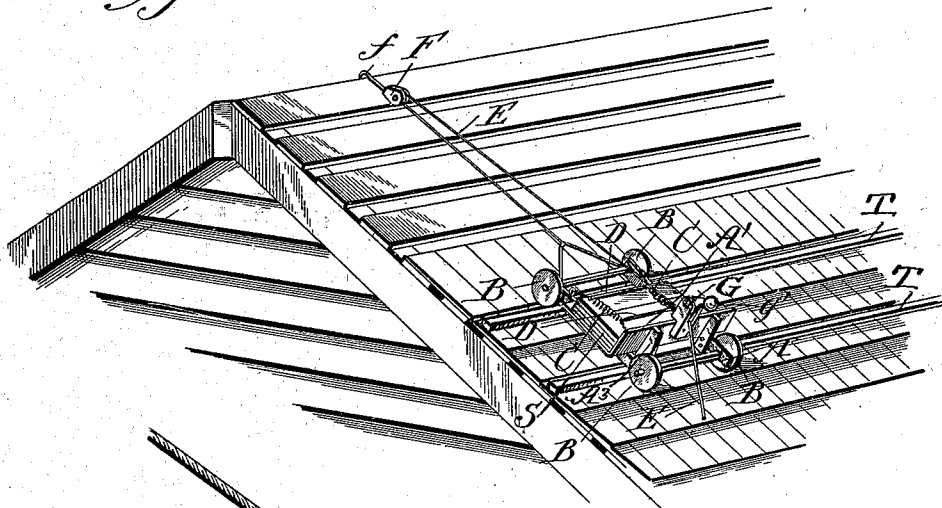
PATENTED MAR. 24, 1903.

A. O. BARTLETT.  
SHINGLE CARRIER.

APPLICATION FILED NOV. 29, 1902.

NO MODEL.

*Fig. 1*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## SHINGLE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 723,229, dated March 24, 1903.

Application filed November 29, 1902. Serial No. 133,172. (No model.)

*To all whom it may concern:*

Be it known that I, ALBERT ORSEN BARTLETT, a citizen of the United States, and a resident of Paullina, in the county of O'Brien and State of Iowa, have made certain new and useful Improvements in Shingle-Carriers, of which the following is a specification.

The object of my invention is to provide a device for holding and carrying shingles for the use of carpenters when shingling a roof, so as to hold a bundle of shingles in convenient position to be taken one by one by the workman when nailing them on and to hold them in such a way that they cannot be blown off by the wind.

The invention consists in the novel construction and arrangement of the carrier with its means for holding the shingles and means for raising and lowering the carrier along the roof as the work of shingling progresses, as will be hereinafter more fully described with reference to the drawings, in which—

Figure 1 is a perspective view of the shingle-carrier shown applied to a roof; and Fig. 2 is a vertical longitudinal section, on a larger scale, of the shingle-carrier above the scaffold-timber.

In the drawings, A A' represent the bottom and side walls of the carrier, which are mounted upon the side bars A<sup>2</sup>, which in turn are supported upon four wheels B, of about eight inches diameter, forming a sort of truck. The upright side A' is sustained by standards A<sup>3</sup>, rising from the side bars A<sup>2</sup>. The bottom part A of the carrier lies parallel with the roof-line, and the side A' stands at right angles thereto and along the lower edge, and in the trough-shaped space between these parts is placed a loose bundle of shingles S, and these shingles are retained thereon against blowing off by two clamp-springs C C, which are preferably made in the form of long spirals connected at one end to the upper edge of the carrier by chains a a and connected by chains b b to the lower portion of the carrier. Hooks c c are interposed in the lengths of one of these sets of chains, so that the springs may be thrown back to receive a fresh bundle of shingles. The two springs are preferably coupled together across the carrier by cross-bars D D. When the shingles are placed beneath the springs and the latter

are hooked down thereupon, the shingles are retained with an easy spring tension, which, while it keeps the shingles from blowing off, permits them to be easily pulled out from beneath the springs, one at a time, as they are required by the carpenter in laying them on the roof.

To raise or lower the carrier to suit the line of work and also to lift the bundle of shingles from below, a rope E is secured at one end to the carrier and passes around a pulley-block F, which is provided with a hook f, adapted to be hooked over the ridge of the building or into the sheathing, and this rope is extended back from the pulley-block to a rope-clamp G, where it is adjustably held. This clamp consists of a slotted or forked upright, having pivoted between the forks a clutch-tooth g, which has a weighted upper extension g', that projects at right angles to the tooth and tends to force the tooth against the rope and pinch it in the bottom of the fork, so as to firmly hold the same. By throwing up the weighted end of the tooth the rope is released, and by pulling on the rope or paying it out the carrier may be raised or lowered to any desired position on the roof or be even lowered to the ground to receive a fresh bundle of shingles. By having the weighted extension g' at right angles to the tooth and the pivot at the angle it will be seen that the automatic engagement of the tooth against the rope is insured no matter whether the carrier is on the incline of the roof or is traveling vertically against the side wall of the building, as in raising a bundle of shingles from the ground. The rope-clamp, it will be seen, is mounted on the top of the upright back wall A' of the carrier at a point above the position of the bundle of shingles, so that the upper stretch of rope runs free of or does not come in contact with the shingles and is out of the way in removing the shingles when on the roof and is also conveniently accessible for raising and lowering the carrier, the free end of the rope below the clamp being intended to descend to the ground, so as to be operated from that point when necessary. The stretch of the rope which attaches to the front end of the carrier is connected thereto below the axes of the wheels, so that in raising the carrier from the ground to the roof the wheels will more

readily ride over the projecting eaves of the roof.

This device forms a simple and convenient means for holding a supply of shingles within easy access of the carpenter and one which retains the shingles against being blown off by the wind.

In Fig. 2 are shown the scaffold-timbers T, which are used with my carrier. These timbers are pieces of two by four inch scantlings nailed to the roof and running horizontally the full length of the roof and upon which the carpenter gets his footing to prevent slipping off the roof. The shingle-carrier readily rides over these pieces of scantling, and the wheels B of the truck should be made only high enough to hold the side bars A<sup>2</sup> above these pieces of scaffolding without touching them after the wheels have passed over:

In my invention it will be seen that the truck-wheels B are arranged in vertical planes parallel with the longitudinal axis of the truck, so as to run up and down the roof and to ride against the side wall of the building and over the eaves when hoisting the carrier and its load from the ground up to the roof, and the two spring-clamps are a necessary feature of the combination, not only for holding the shingles against blowing off, but for holding them on the rear wall A' when the carrier is moving in a vertical path from the ground up to the roof.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A shingle-carrier comprising a rectangular frame with truck-wheels arranged in vertical planes parallel to the longitudinal axis of the said frame to move up and down along the roof and the side wall of the building, a body portion consisting of a flat bottom parallel with the truck-frame and a rear side wall rising from the lower edge of the flat bottom, a pair of clamping-springs connected to the front and rear edges of the carrier-body to hold the shingles thereon with an elastic pressure and to hold the load on

the carrier when rising vertically from the ground, and a pulley and rope for raising and lowering the carrier, the rope being attached below the plane of the axes of the wheels substantially as described.

2. A shingle-carrier comprising a rectangular frame with truck-wheels arranged in vertical planes parallel to the longitudinal axis of the said frame to move up and down along the roof and the side wall of the building, a body portion consisting of a flat bottom parallel with the truck-frame and a rear side wall rising from the lower edge of the flat bottom and an automatic rope-clamp above the rear wall, two helical springs connected to the front and rear edges of the carrier-body to hold the shingles thereon, cross-bars arranged at right angles to the springs and coupling them together, and a rope and pulley for raising and lowering the carrier one end of the rope attached to the carrier and one stretch of the rope running to the pulley and the other stretch passing through the clamp and above and free of the body of the carrier, substantially as described.

3. A shingle-carrier comprising a rectangular frame with truck-wheels arranged in vertical planes parallel to the longitudinal axis of the said frame to move up and down along the roof and the side wall of the building, a body portion consisting of a flat bottom parallel with the truck-frame and a rear side wall rising from the lower edge of the flat bottom and bearing at its upper end a rope-clamp consisting of a tooth *g* and a weighted right-angular extension *g'*, two helical springs connected to the front and rear edges of the carrier-body to hold the shingles thereon, and a rope and pulley, said pulley being provided with means for connecting it to the ridge of the roof, and the rope being connected at one end to the carrier and its other end being adapted to be caught and retained by the rope-clamp substantially as and for the purpose described.

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Witnesses:

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