M. ACKERMAN.

LUMBER TRUCK.

APPLICATION FILED JULY 11, 1908.

908,372. Patented Dec. 29, 1908.

2 SHEETS—SHEET 1.

Fig. 1.

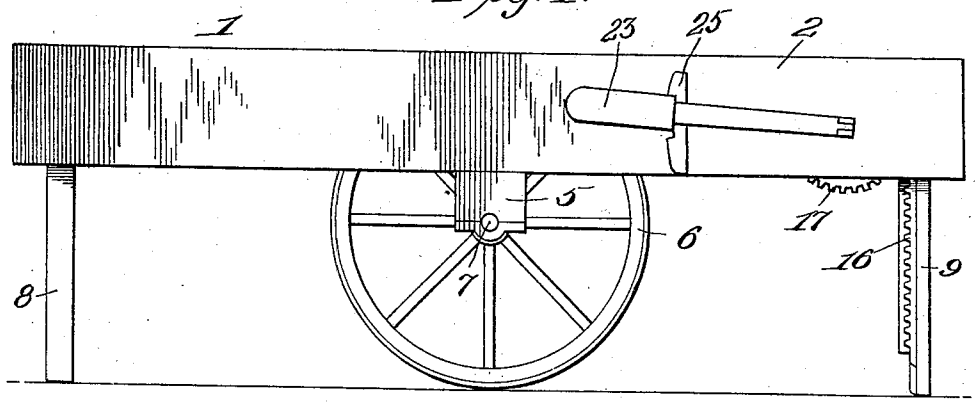
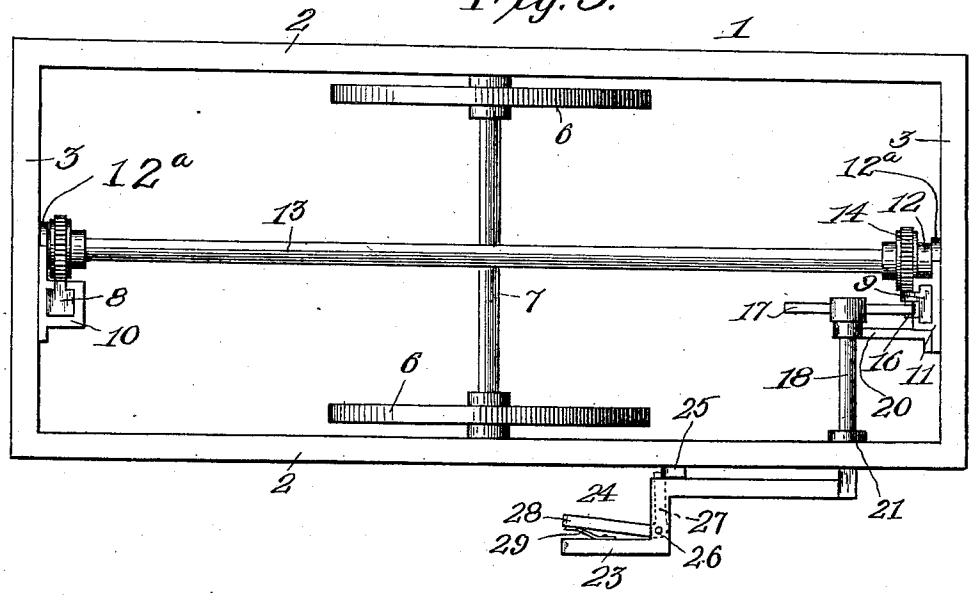


Fig. 3.



Witnesses

James F. Crowe

M. L. Skinner

Inventor

Meinert Ackerman

By Watson E. Coleman

Attorney

THE NORRIS PETERS CO., WASHINGTON, D. C.

M. ACKERMAN.

LUMBER TRUCK.

APPLICATION FILED JULY 11, 1908.

908,372.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 2.

Fig. 2.

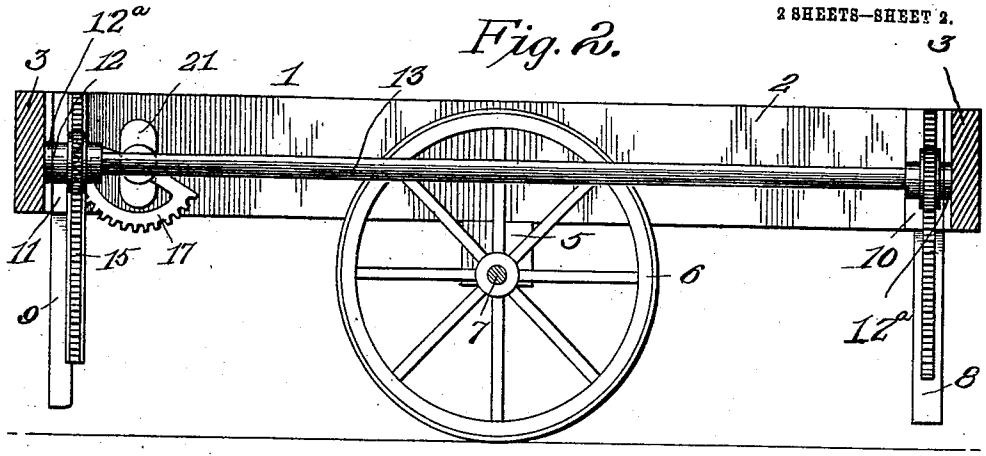


Fig. 4.

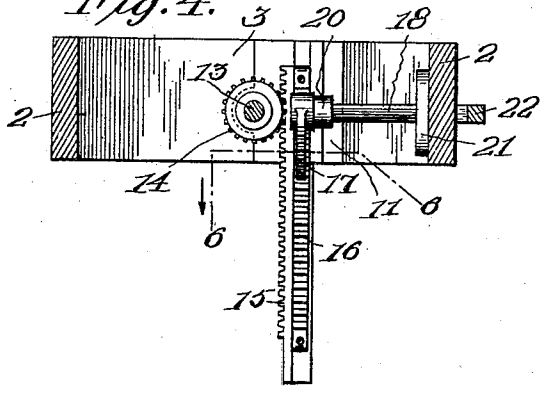


Fig. 5.

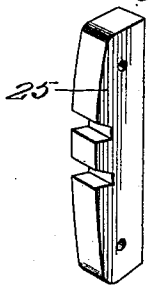
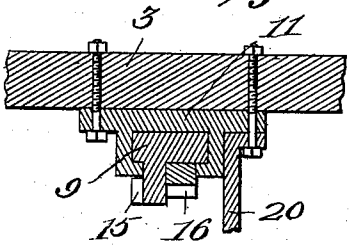


Fig. 6.



Witnesses

James F. Crowe

M. L. Skinner

Inventor

Meinert Ackerman

By Watson E. Coleman

Attorney

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

MEINERT ACKERMAN, OF ALBANY, OREGON, ASSIGNOR OF ONE-HALF TO ALBANY LUMBER COMPANY, A CORPORATION OF OREGON.

LUMBER-TRUCK.

No. 908,372. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed July 11, 1908. Serial No. 443,100.

To all whom it may concern:

Be it known that I, MEINERT ACKERMAN, a citizen of the United States, residing at Albany, in the county of Linn and State of Oregon, have invented certain new and useful Improvements in Lumber - Trucks, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to improvements in two wheel trucks used in lumber yards and similar localities for transporting lumber and the like, and it relates more particularly to adjustable legs for supporting the body or frame of the truck in a horizontal position and preventing it from tilting while being loaded and unloaded.

The object of the invention is to provide a lumber truck or cart of this character with improved supporting legs which may be readily elevated to an out-of-the-way position to permit the device to be conveniently moved about and which may be quickly and easily lowered to an operative position or into engagement with the ground or floor so as to prevent tilting of the body of the truck.

Another object of the invention is to provide a lumber truck or cart having centrally arranged bearing or supporting wheels, with supporting legs at both of its ends and means for raising and lowering such legs simultaneously.

With the above and other objects in view, the invention consists of the novel features of construction and the combination and arrangement of parts hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the improved lumber truck showing the legs in their lowered or operative position; Fig. 2 is a vertical longitudinal section showing the legs raised or retracted; Fig. 3 is a top plan view; Fig. 4 is a detail vertical transverse section; Fig. 5 is a perspective view of the locking rack; and Fig. 6 is a detail horizontal section taken on the plane indicated by the line 6—6 in Fig. 4.

In the drawings 1 denotes the body or frame of the truck which may be of any suitable form and construction, but which, as illustrated, is rectangular in shape and composed of longitudinal side bars 2 united by end cross bars 3.

5 denotes the supporting or bearing wheels 6 arranged upon a centrally disposed transverse shaft 7.

8, 9 denote legs or equivalent supporting devices which are arranged at or adjacent to the ends of the body and are mounted for vertical sliding movement. Said legs are arranged in bearings 10, 11 in the form of brackets which are secured by bolts or similar fastenings 12 to the cross bars 3. The bearing brackets 10, 11 are also formed with bearings 12^a for the ends of a longitudinal shaft 13 on which are secured pinions 14 to mesh with racks 15 carried by the legs 8, 9. The leg 9 is provided with an additional rack 16 which is engaged by a gear segment 17 and fixed to a transverse shaft 18 journaled in a bearing bracket 20 carried by the bearing bracket 11 and also in a bearing 21 secured to one of the side bars 2 of the body. The outer end of the transverse shaft 18 is provided with a crank 22 which has an angular handle 23 carrying a pivotally mounted, spring pressed hand pawl 24 to engage a locking rack 25. The latter is in the form of a short toothed segment suitably secured to the body 1 while the pawl or dog 24 is of right angular form and is pivoted at its angle and adjacent to the angular portion of the handle 23, as indicated at 26. One end 27 of said angular pawl is adapted to engage the locking rack or segment 25 and its other end 28 forms a handle and is actuated outwardly or away from the hand grip portion of the handle 23 by means of an interposed spring 29.

It will be seen that when the hand piece 28 of the pawl is pressed against the grip of the handle 23 the end 27 of said pawl will be retracted or swung out of engagement with the locking rack 25 so that the transverse crank shaft 18 may be rocked to cause the segment 17 to raise or lower the leg 9 and through the instrumentality of the rack and pinion gearing the other leg 8 also. When the pawl is engaged with the locking rack the parts will be effectively locked against movement and the legs 8, 9 will be retained in their adjusted positions.

From the foregoing it will be seen that the invention is exceedingly simple in construction and will therefore be strong and durable and may be produced at a small cost and readily applied to either old or new trucks. Furthermore, it is easy to operate and exceedingly convenient since both legs or supporting devices may be simultaneously

raised and lowered and effectively retained in adjusted positions.

While the preferred embodiment of the invention is shown and described in detail, it will be understood that the invention is not limited to the specific construction set forth and that various changes in the form, proportion and minor details may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

Having thus described the invention what is claimed is:

1. A truck comprising supporting wheels, a tilting body carried thereby, a slidably mounted supporting leg, a rack carried by said leg, a shaft, a pinion on said shaft in mesh with said rack and means for operating said shaft.

2. A truck comprising supporting wheels, a tilting body carried thereby, a slidably mounted supporting leg, a rack carried by said leg, a gear segment in mesh with said rack, and means for operating said segment.

3. A truck comprising supporting wheels, a tilting body carried thereby, a slidably mounted supporting leg, a rack carried by said leg, a gear segment in mesh with said rack, a crank shaft for actuating said segment, a locking rack, and a pawl carried by the crank of said shaft for engagement with said locking rack.

4. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the latter, movable supporting legs adjacent to the opposite ends of the body and means for simultaneously actuating said legs.

5. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the latter, slidably mounted supporting legs adjacent to the opposite ends of the body and means for simultaneously actuating said legs.

6. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the latter, slidably mounted supporting legs adjacent to the opposite ends of the body, racks carried by said legs, a shaft, pinions upon said shaft in mesh with said racks, and means engaged with one of said legs for raising and lowering the same.

7. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the latter, slidably mounted supporting legs adjacent to the opposite ends of the body, racks carried by said legs, a shaft, pinions upon said shaft in mesh with said racks, a second rack carried by one of said legs and a gear segment in mesh with said second rack.

8. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the latter, slidably mounted supporting legs adjacent to the opposite ends of the body, racks carried by said legs, a shaft, pinions upon said shaft in mesh with said racks, a second rack carried by one of said legs, a gear segment in mesh with said second rack, a crank shaft for operating said gear segment and means for locking said crank shaft in an adjusted position.

9. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the latter, bearing brackets adjacent to the ends of said body, supporting legs slidable in said brackets, a rack and pinion connection between said legs to cause them to move simultaneously and a rack and gear mechanism for actuating one of said legs.

10. A truck comprising a tilting body, supporting wheels arranged intermediate the ends of the same, a longitudinal shaft, pinions adjacent to the ends of said shaft, slidable supporting legs, racks upon said legs in mesh with said pinions, brackets arranged adjacent to the ends of the body and each having a bearing for one end of the shaft and a bearing for one of said legs, and means for raising and lowering one of said legs.

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

MEINERT ACKERMAN.

Witnesses:
E. C. BRANDEBERRY,
M. D. BRANDEBERRY.