

Feb. 14, 1928.

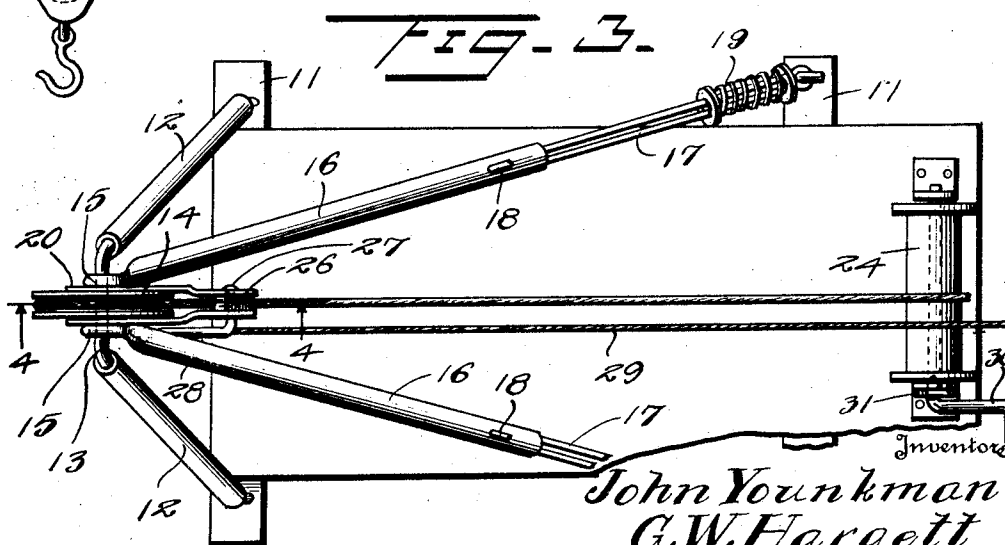
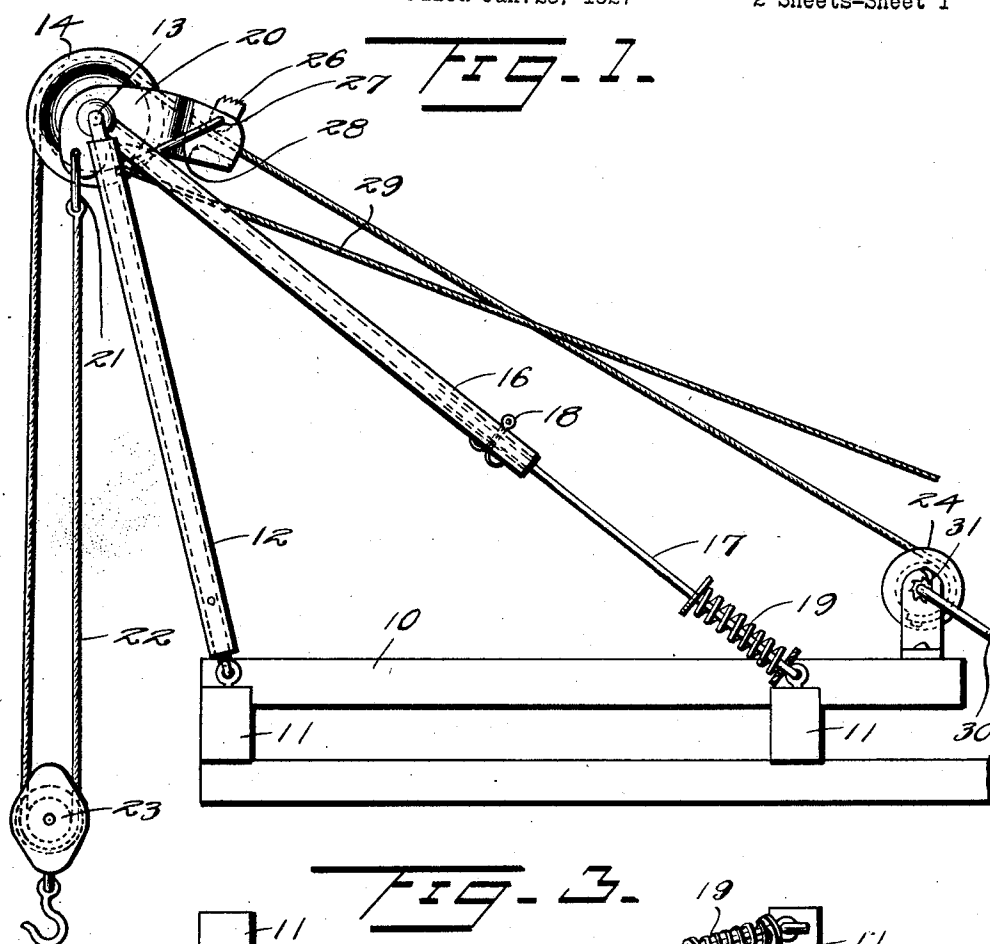
1,658,873

J. YOUNKMAN ET AL

LOADING DEVICE

Filed Jan. 29, 1927

2 Sheets-Sheet 1



Inventor
John Younkman
G.W. Hargett
By *Wm. C. Hargett* Attorney

Feb. 14, 1928.

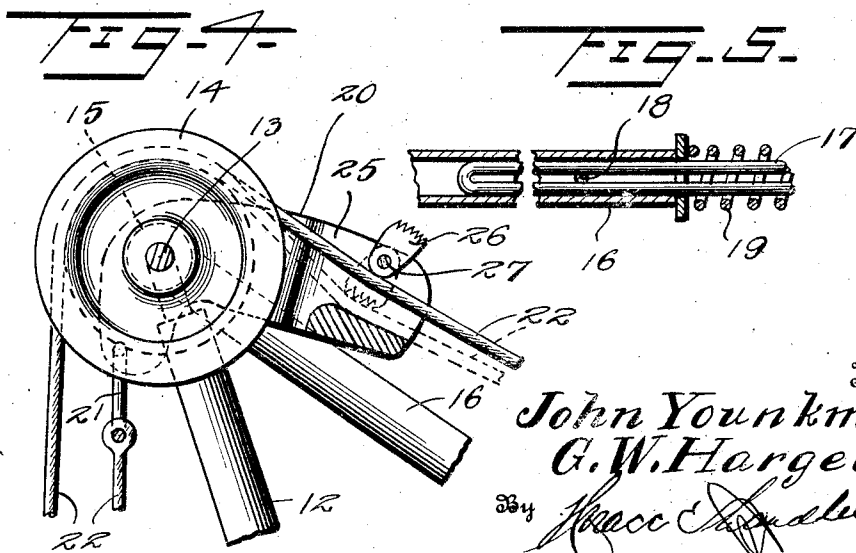
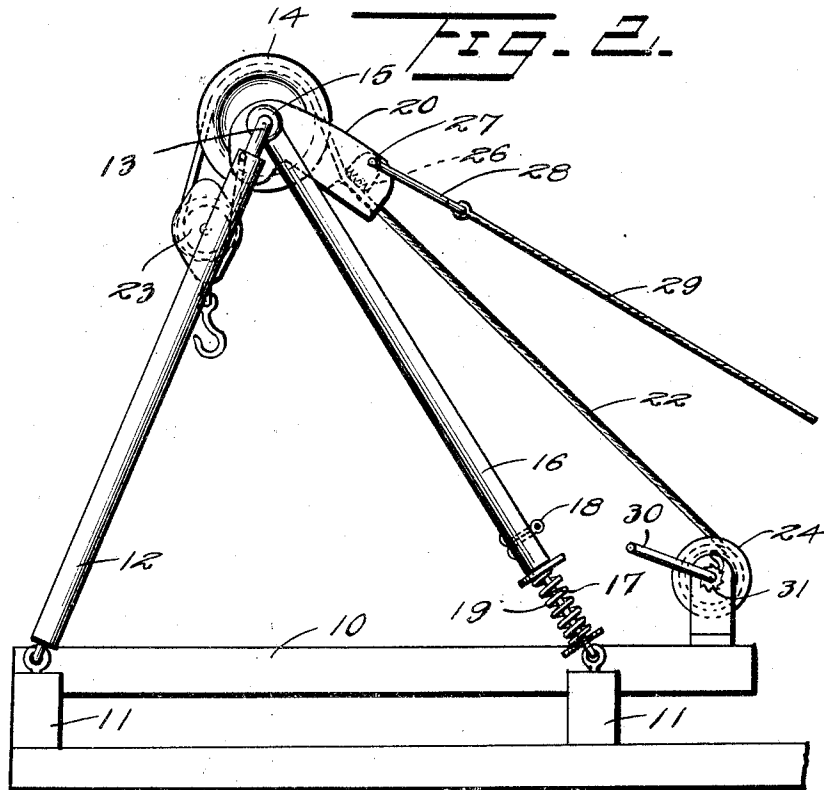
J. YOUNKMAN ET AL

1,658,873

LOADING DEVICE

Filed Jan. 29, 1927

2 Sheets-Sheet 2



Inventors
John Younkman
G. W. Hargett
By *W. C. Hargett*
Attorney

Patented Feb. 14, 1928.

1,658,873

UNITED STATES PATENT OFFICE.

JOHN YOUNKMAN AND GEORGE W. HARGETT, OF FLORENCE, KANSAS.

LOADING DEVICE.

Application filed January 29, 1927. Serial No. 164,599.

This invention relates to new and useful improvements in loading devices, and particularly to devices for loading trucks.

One object is to provide a device of this character which is mounted on a truck, and which is operated to lift an object from the ground and deposit such object on the truck, by a single operating mechanism.

Another object is to provide a device of this character which is simple in construction, durable and efficient in operation, and which is automatic in its movement to place a lifted object above a truck.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawings.

In the drawings:

Figure 1 is a side elevation of the loading device, mounted on a truck, and in position to lift an object from the ground.

Figure 2 is a side elevation of the device, showing the parts in the position assumed when the object lifted is suspended over the truck.

Figure 3 is a top plan view of the device, in the position of Figure 1.

Figure 4 is an enlarged vertical sectional detail view on the line 4—4 of Figure 3, showing the pull rope brake.

Figure 5 is a longitudinal sectional view through one of the slidable braces.

Referring particularly to the accompanying drawings, 10 represents the platform of an automobile, or other truck, and 11 the cross sills thereof, these sills projecting beyond the sides of the platform, as clearly shown in the drawings.

Pivotally connected at their lower ends to the projecting ends of the rear sill 11, are the upwardly and inwardly converging supporting posts or uprights 12. Disposed transversely of the upper ends of the posts 12, and having its ends extended downwardly, into the said upper ends of the posts, is a shaft 13, on which is supported a large grooved pulley 14. The horizontal portion of the shaft 13, at opposite sides of the pulley 14, is disposed through the eyes 15, on the upper ends of the tubular braces 16. Movably connected to each of the projecting ends of the front sill 11 is the lower end of a U-shaped member 17, the closed end of which is slidably disposed in the lower end of one of the tubular braces 16, a bolt 18 being disposed through the brace, and be-

tween the legs of the bolt, so that the bight of said bolt will engage therewith, to limit the outward sliding movement of the brace and bolt, with respect to each other. Encircling each bolt, and resting on the projecting end of the said sill, is a strong coil buffer spring 19, against which the lower end of the tubular brace engages, when the upper structure swings inwardly over the truck platform, as will be more clearly described hereinafter.

Mounted on the shaft 13 is a frame 20, and suspended on the rear end thereof is a yoke 21, to which is connected one end of a rope 22. This rope passes around or through a pulley block 23, said block being adapted to be engaged with an object to be loaded onto the truck. The rope then passes upwardly and over the large pulley 14 and thence forwardly and downwardly, where it is secured to, and adapted to be wound on the drum 24. After passing over the large pulley 14, the rope passes through the channel 25, of the frame 20, and beneath a cam member 26, said cam member being mounted on a shaft 27 whose end projects beyond the side of the frame and has a radial arm 28, to which is connected a pull rope or cord 29, said cord extending to a point convenient for the driver of the truck to reach. The drum 24 is provided with a crank handle 30 and the ordinary pawl and ratchet checking means 31.

In the operation of the device, the truck is backed up to the place from which the articles to be loaded are to be obtained. The uprights or posts 12 are swung so that they extend beyond the rear end of the truck. The block 23 is lowered into position to permit the engagement thereof with the article to be lifted. The operator then rotates the crank of the winding drum, which elevates the article and the block 23. When the article is above the level of the platform of the truck, the operator pulls the cord 29, whereby to force the cam into engagement with the rope 22, and thus prevent any further movement of the rope around the pulleys. Further rotation of the drum causes the rope to exert rearward pull on the upper ends of the posts 12, with the result that such posts will swing inwardly over the truck, while at the same time the braces will properly telescope, until the tubular members engage with the springs 19, causing the compression thereof, and the stopping of the

rearward movement of the device, without jar or jerk. This places the article directly above the platform of the truck, so that the operator simply releases his hold on the cord
5 so that the cam is rocked out of engagement with the rope. The article can then be easily lowered to the platform of the truck.

What is claimed is:

10 A truck loading device comprising a support mounted on the truck for swinging movement into and out of position over the truck, telescoping braces between the sup-

port and truck, springs between the braces and truck, and a lifting means on the support including a pull rope and means for
15 stopping the pulling action of the rope upon the load at a predetermined point whereby the initial movement of said rope elevates the load and the final movement of said rope swings the support inwardly over the truck. 20

In testimony whereof, we affix our signatures.

JOHN YOUNKMAN.
GEORGE W. HARGETT.