No. 883,904. PATENTED APR. 7, 1908.

H. PAULSON.

YARD TRUCK.

APPLICATION FILED DEC. 13, 1906.

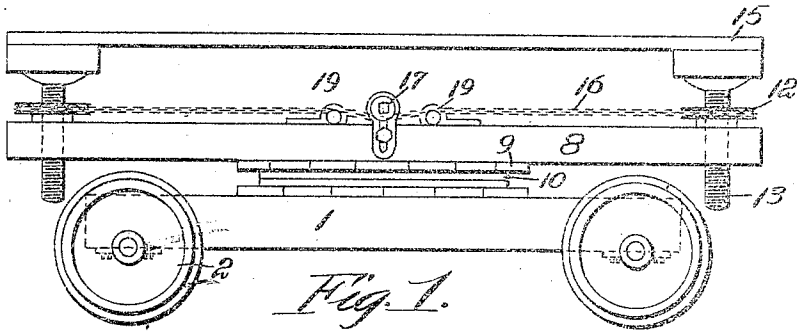


Fig. 1.

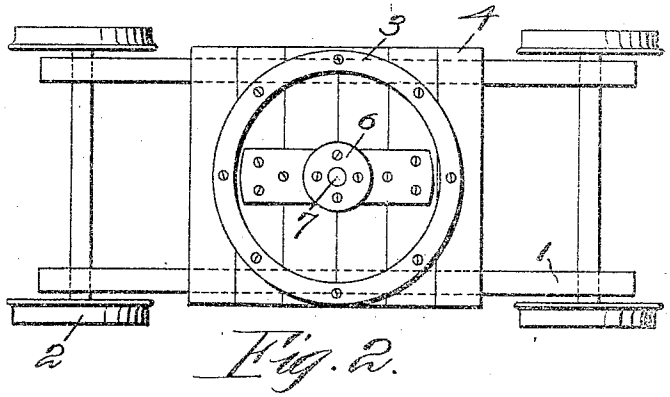


Fig. 2.

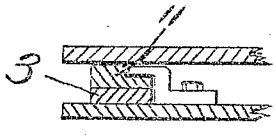


Fig. 3.

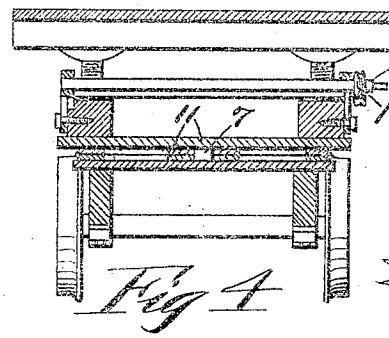


Fig. 4.

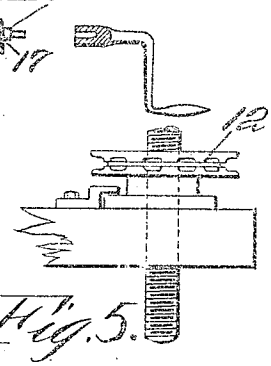


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

HANS PAULSON, OF ORTING, WASHINGTON.

YARD-TRUCK.

No. 883,904. Specification of Letters Patent. Patented April 7, 1908.

Application filed December 18, 1906. Serial No. 347,725.

To all whom it may concern:

Be it known that I, HANS PAULSON, a citizen of the United States, residing at Orting, (whose post-office address is box 27,) in the county of Pierce, in the State of Washington, have invented a new and useful Yard-Truck, of which the following is a clear and concise specification.

My invention relates primarily to yard trucks in which a car provided with flanged wheels adapted to run on the track is adapted to swing the lumber piled thereon transversely of the said track, it is also provided with a means for lowering the lumber so that said lumber will rest on horses thus allowing the car to be removed from its load.

My device is particularly useful in handling lumber and is adapted to operate in lumber yards where tracks are layed out in spurs or switches which may be used for temporarily storing the lumber.

The object of my invention is to provide a yard truck which will expeditiously load and unload lumber by swinging the lumber piled thereon transversely of the track on which the said truck is adapted to run.

Another object is to provide a means for raising and lowering the platform of the said yard truck which will deposit the lumber piled thereon upon horses or the like and by further lowering the said platform I afford a novel means of removing my device from its load.

I accomplish these objects by the construction illustrated in the accompanying drawings in which

Figure 1 is a side elevation of my device. Fig. 2 is a plan view of my device showing the platform and raising means removed. Fig. 3 is a fragmentary section of a modification showing the means for preventing the bearing ring from permitting the platform to tip because of an unbalanced load. Fig. 4 is a transverse section of my device showing the lowering crank removed. Fig. 5 is a fragmentary view of a modification of the sprocket-nut showing a means for preventing the said sprocket-nut from being raised from its bearing.

Similar reference numerals refer to similar parts throughout the several views of the accompanying drawings.

I have provided a frame 1 provided with flanged wheels 2 adapted to run on rails of the yard tracks, the said frame 1 is also provided with a bearing ring 3 disposed relatively in the center of the said frame and is supported by a decking 4 which also supports the bearing 6 which supports the king pin 7. The elevating frame work 8 is also provided with an underdecking 9 and the bearing ring 10 as well as the bearing 11 adapted to fit the said king pin 7. The elevating frame 8 is also adapted to support the sprocket nuts 12 which raise and lower the screws 13 which support the platform 15. I have shown a chain 16 adapted to fit the said sprocket nuts 12 and a driving sprocket 17 adapted to operate the several sprocket nuts 12 simultaneously. I have also shown the bearings which support the shaft 18 which is rigidly secured to the said sprocket 17 as being adapted to adjust the tension of the chain 16. I do not wish, however, to be limited to the specific construction shown but wish to depart from details within the scope of my patent as it may be desirable to adjust the idlers 19 which are stationary by the construction illustrated in the accompanying drawings.

I am aware that there are trucks provided with a means for elevating their decking or platform, but wish to claim as my invention the means for swinging the platform transversely of the frame 1 in combination with a car or truck with the construction illustrated in the accompanying drawings and heretofore set forth.

The operation of my device is substantially as follows: The lumber is piled upon the platform 15 and the car is moved to that portion of the yard where it is desired to transfer the load thereon to horses which are placed on either side of the track. The platform 15 is then swung transversely of the track and the said platform 15 is lowered permitting each end of the said pile of lumber to rest upon the horses and on further lowering to allow my device to be removed therefrom. The platform is then raised and the next load is piled thereon and so on until the spur is entirely filled throughout its length with piles of lumber on said horses. I do not wish to be limited to this particular use as it may be desirable to run the track to a point to where a car or vessel is loading from the horses so that another load may be supplied from another part of the yard; thus the next load is in readiness to be deposited on the horses after the lumber has

been transferred therefrom to the said car or vessel.

Having thus described my invention what I claim as new and desire to secure by Letters Patent in the United States is:

1. In a yard truck of the nature indicated, a truck or car having a frame work 1 provided with flanged wheels 2 the said frame work 1 adapted to support a bearing ring 3 and the king-pin 7 by means of decking 4, an elevating frame 8 provided with an underdecking 9 having a bearing-ring 10 and a bearing 11 adapted to fit the said king-pin 7, the said elevating frame 8 being provided with raising and lowering screws 13 adapted to support a platform 15 all substantially as shown and for the purpose set forth.

2. In a yard truck of the nature indicated, a truck or car having a frame work 1 provided with flanged wheels 2, the said frame work 1 adapted to support a bearing ring 3 and the king-pin 7 by means of decking 4, an elevating frame 8 provided with an underdecking 9 having a bearing-ring 10 and a bearing 11 adapted to fit the said king-pin 7, the said elevating frame 8 being provided with raising and lowering screws 13 adapted to support a platform 15 all substantially as shown and for the purpose set forth, means for operating the raising and lowering screws 13 simultaneously by sprocket nuts 12, means for tightening the chain traveling thereon and means for driving the said chain which is rigidly secured to the shaft 18.

3. In a lumber handling device, a truck or car having a frame work 1 provided with flanged wheels 2, the said frame work 1 adapted to support a bearing ring 3 and the king-pin 7 by means of decking 4, an elevating frame 8 provided with an underdecking 9 having a bearing-ring 10 and a bearing 11 adapted to fit the said king-pin 7, the said elevating frame 8 being provided with raising and lowering screws 13 adapted to support a platform 15, means for operating the raising and lowering screws 13 simultaneously by sprocket nuts 12, means for tightening the chain traveling thereon and means for driving the said chain which is rigidly secured to the shaft 18.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HANS PAULSON.

Witnesses:
M. E. CALLENDAR
W. J. THOMPSON.