B. S. GILLUM.

TRUCK.

APPLICATION FILED MAY 7, 1908.

Patented Oct. 20, 1908.

901,532.

3 SHEETS—SHEET 1.

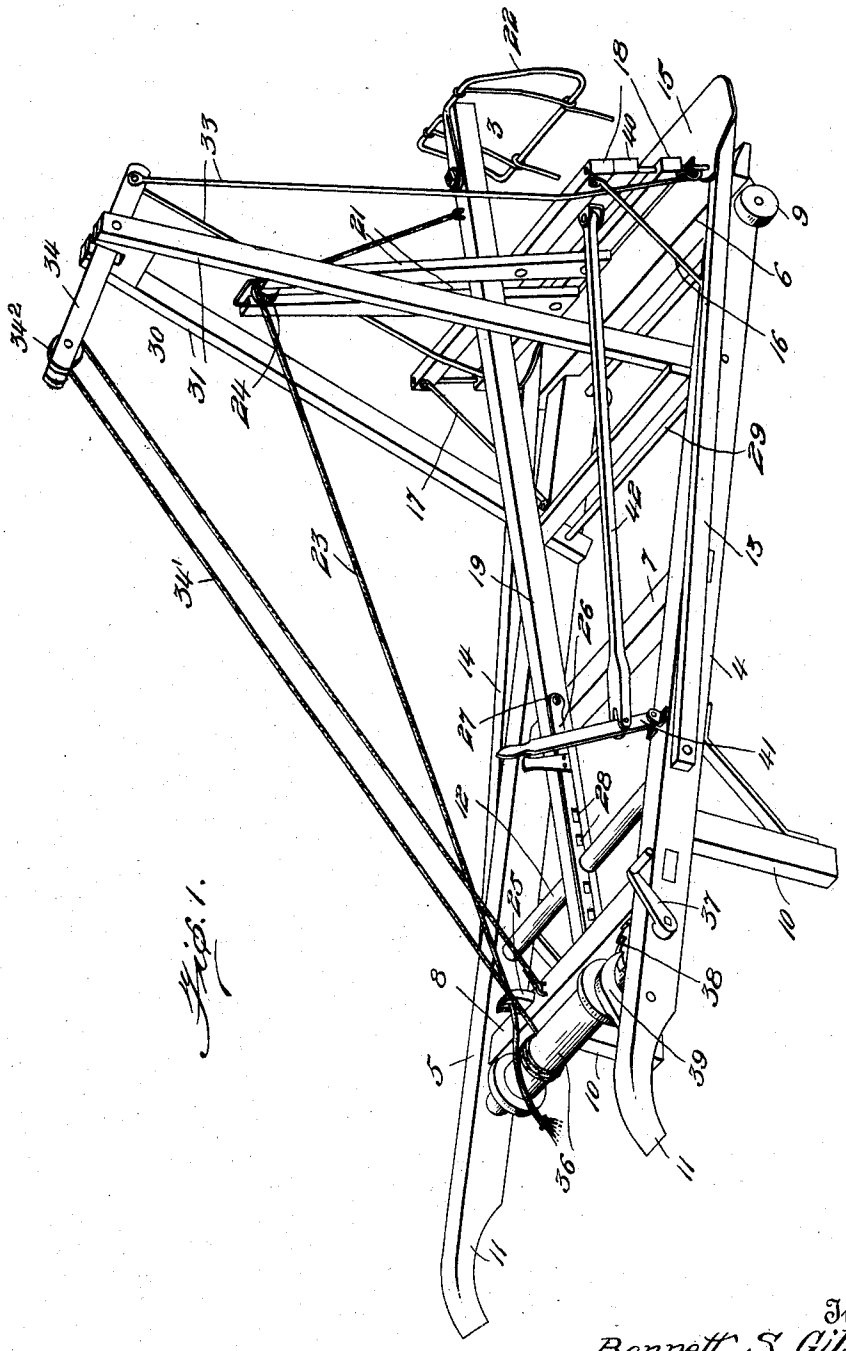


Fig. 1.

Witnesses

B. M. Offutt.

C. H. Greenbauer.

Inventor

Bennett S. Gillum

By H. B. Williamson & Co

Attorneys

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

B. S. GILLUM.

TRUCK.

APPLICATION FILED MAY 7, 1908

Patented Oct. 20, 1908.

3 SHEETS—SHEET 2.

901,532.

Fig. 2.

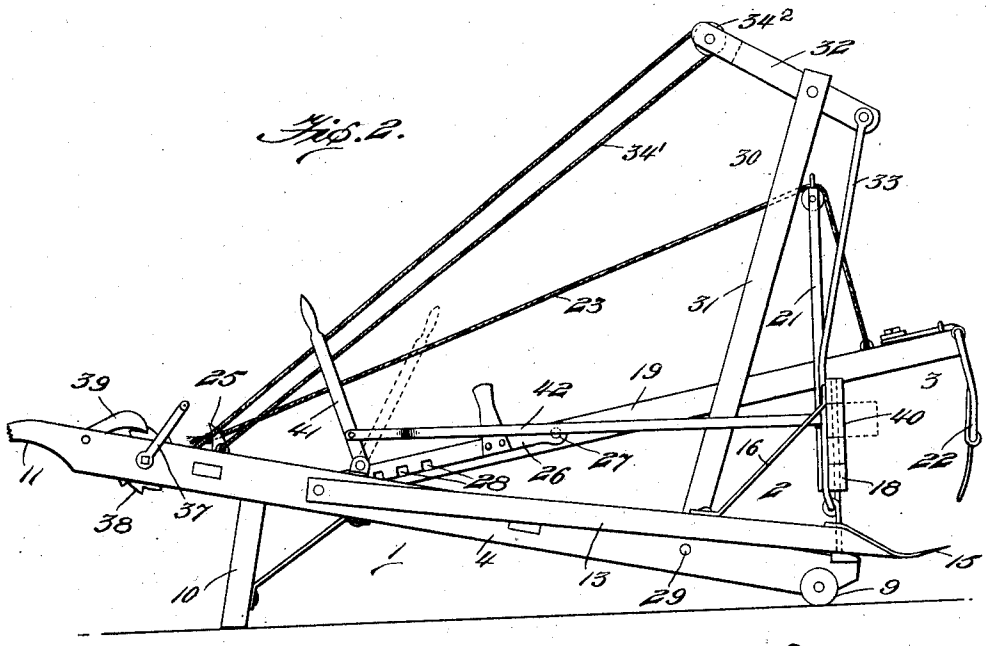
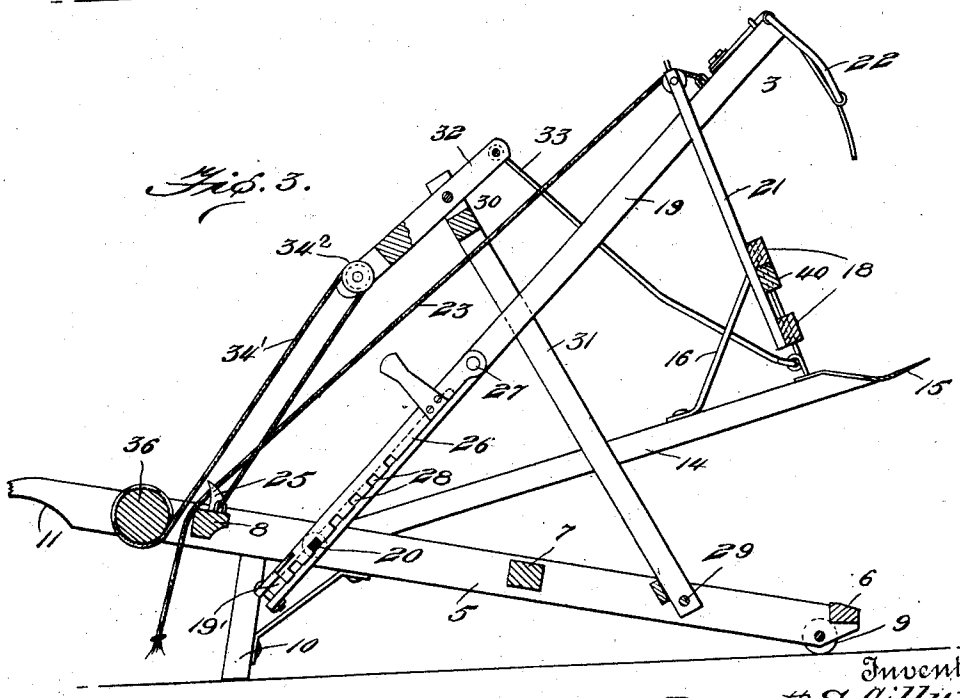


Fig. 3.



Witnesses

E. M. Offutt,

C. H. Gusbauer

Inventor

Bennett S. Gillum

By A. B. Williamson & Co

Attorneys

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

B. S. GILLUM.

TRUCK.

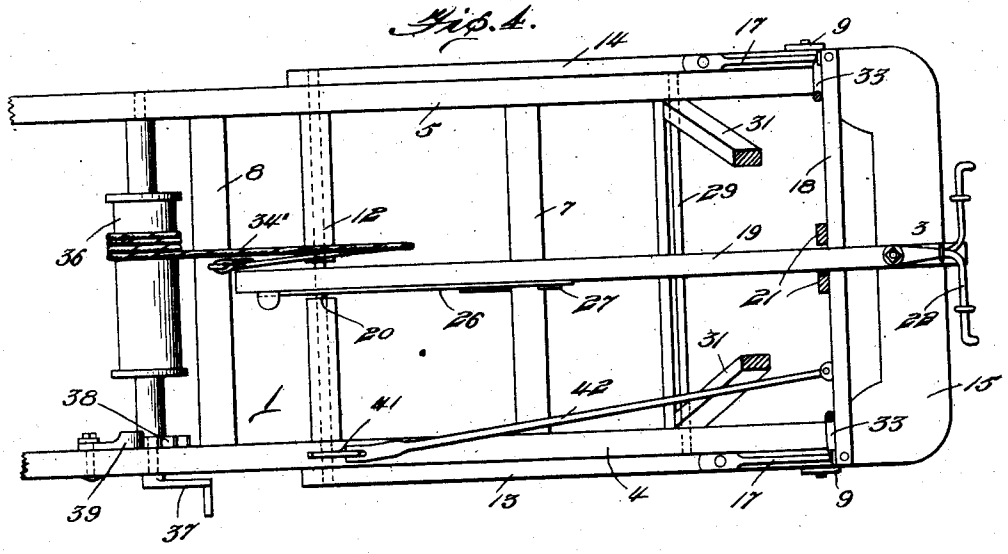
APPLICATION FILED MAY 7, 1908.

Patented Oct. 20, 1908.

3 SHEETS—SHEET 3.

901,532.

Fig. 4.



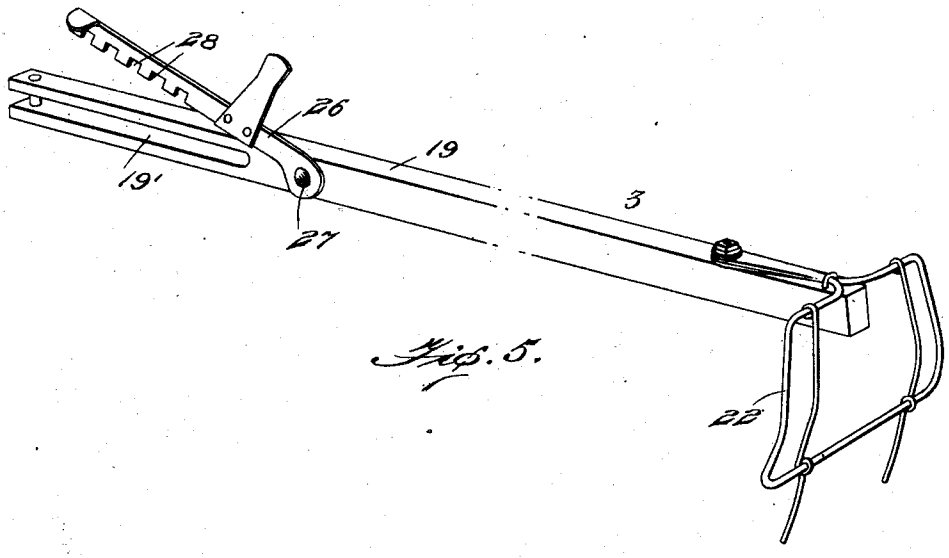


Fig. 5.

Witnesses

B. M. Offutt,

C. H. Grosbauer.

Inventor

Bennett S. Gillum,

By A. B. Williamson & Co

Attorneys

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

UNITED STATES PATENT OFFICE.

BENNETT S. GILLUM, OF STAHL, MISSOURI.

TRUCK.

No. 901,532. Specification of Letters Patent. Patented Oct. 20, 1908.

Application filed May 7, 1908. Serial No. 431,382.

To all whom it may concern:

Be it known that I, BENNETT S. GILLUM, a citizen of the United States, residing at Stahl, in the county of Adair and State of Missouri, have invented certain new and useful Improvements in Trucks; and I do 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 warehouse trucks and has for its object to provide a truck which will take hold of freight and hold and carry the same, and which will lift the freight to a point high enough to be deposited on top of other freight and will then release the freight and shift the same off of the nose of the truck.

Another object is to provide an improved and efficient truck for handling freight without the user of the truck having to touch the freight with his hands.

Another object is to provide a truck which will securely hold different sizes and shapes of freight thereon without changing the construction of any of the parts of the truck.

Still another object is to provide a device of this kind which may be easily and cheaply manufactured and which will not get out of order.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claims.

For these and other objects which will appear hereinafter, my invention consists of certain novel arrangements and combinations of parts of whch the herein described truck is one of many possible embodiments.

While herein I have described minute details of my invention, I do not limit myself to these as the details of construction and combination may be greatly varied without departing from the spirit and scope of the invention.

In the annexed drawings forming a part of this specification in which like reference characters refer to like parts throughout the several views and which are for illustrative purposes only and therefore not drawn to any particular scale, Figure 1 is a perspective view of my truck, showing the nose down and the freight retaining means in position to receive freight; Fig. 2 is a side elevation of the truck the freight retaining means down in position to hold the freight on the nose piece; Fig. 3 is a central longitudinal section, the freight raising means in elevated position, the freight retaining means elevated, and the ejector bar in ejecting position; Fig. 4 is a horizontal section of Fig. 2, taken above the freight retaining means. Fig. 5 is a detail perspective view of the retaining plate.

Referring more particularly to the drawings, my device is shown comprising a foundation part 1, a pivoted freight elevating and carrying means 2 and a freight retaining means 3. The foundation part consists of side bars 4 and 5 connected by cross pieces 6, 7 and 8 and supported by wheels 9 and legs 10. The bars 4 and 5 merge at their rear ends into handles 11.

Intermediate the bars 4 and 5 and preferably adjacent the cross piece 8, I provide a shaft 12 having pivotally mounted at its ends the side pieces 13 and 14 of the elevating and carrying means 2. The forward ends of said side pieces are connected by a suitable nose piece 15. Near the front ends of the side pieces 13 and 14, I provide upstanding braces 16 and 17 adapted to support the transverse bars 18 above the bars 13 and 14.

A particular feature of the invention resides in the provision of means for retaining the freight on the nose piece until the operator desires to eject the same therefrom. This is accomplished by means of a central longitudinally extending operating bar 19 provided in its rear end with a central longitudinally extending slot 19′ adapted to receive the central or reduced portion 20 of the shaft 12. The front end of said operating bar is adapted for oscillation between two upright laterally spaced guides 21 arising from the cross bars 18. The front end of the operating bar normally projects a suitable distance in advance of said guides and is provided at its extreme forward end with a depending inwardly curved fork 22 which is adapted to engage the box or other freight and hold the same in position upon the nose piece. An operating cord 23 is attached to the front end of the operating bar and extends upwardly over a pulley 24 mounted between the upper ends of the guides 21 and thence rearwardly through an upright guide 25 arising from the rear cross piece 8 of the foundation. By this construction the operator may readily raise the front end of the operating bar to disengage the fork from the boxes of freight or the

like upon the nose piece by simply pulling upon the rear end of the operating cord. A flat retaining plate 26 is pivoted at its forward end, as at 27, to one face of the operating bar and is provided in its under edge and at its rear end with a series of longitudinally spaced notches 28 either of which is adapted to engage with the central reduced portion 20 of the shaft 12. By this construction, the operating bar may be retained at any desired longitudinal adjustment to increase or decrease the amount of movement of the lever arm of the operating bar by pulling upon the operating cord.

A shaft 29 is arranged between the cross pieces 6 and 7 upon which is pivotally mounted the lower end of a rocking frame 30 comprising upwardly converging side pieces 31. A longitudinally extending lever 34 is pivoted intermediate of its ends between the upper converging ends of the side pieces of the rocking frame, the front or pivot end of said lever being connected with the free ends of the side pieces 13 and 14 by obliquely disposed connecting elements 33. A cord or rope 34′ is attached at one end to the rear cross piece 8 and extends forwardly over a pulley 34^2 mounted in the rear or free end of said lever and thence in an opposite direction around a drum or windlass 36 mounted between the side pieces 4 and 5 in rear of the cross piece 8, the drum being provided with a handle 37 and with a ratchet 38 which is adapted to be engaged by a pawl 39 pivoted to the side piece 4.

An ejector bar 40 is pivotally mounted at one end between the cross bars 18 and is adapted to be actuated to eject the freight from the nose piece by means of an upright operating lever 41 pivotally mounted upon the side piece 14 and connected with the ejector bar by a longitudinal connecting bar 42.

The operation of the device is as follows: The pivoted freight carrying means is allowed to assume its lowest position when the retaining means is raised by means of the operating cord 23. The truck is then used to pick up freight as with an ordinary truck. If found desirable, after the nose 15 is placed in position to pick up the freight the fork 22 may be lowered to engage the freight and thus securely hold the same in position.

If the freight is to be deposited upon the floor the truck may be used without any elevation of the freight carrying means 2. In this case the freight is deposited simply by bearing upon the operating lever 41 to actuate the ejector bar 40 which will eject the freight from the nose piece. However, if it is desired to pick up the freight at an elevation, as for instance at the top of other freight, the freight carrying means is elevated by turning the drum or windlass 36 by the handle 37, and the freight is then deposited as heretofore described. If the freight is to be received from an elevation the nose 15 is raised to the desired height and the freight retaining means engaged with the freight to draw the same upon the nose piece.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claims.

Having thus described my invention what I claim as new is:—

1. In a truck, freight carrying means, an ejector bar pivotally mounted thereon, and means operable to actuate the ejector bar.

2. In a truck, the foundation part, freight carrying means pivotally mounted thereon, freight receiving means mounted upon said carrying means and elevating means for said carrying means, said elevating means comprising a rocking frame pivoted to the foundation part, links connecting the rocking frame to said carrying means, a pulley on said rocking frame and a flexible connection passing over the pulley and attached to the foundation part.

3. In a truck of the class described, a foundation part, freight receiving means pivotally mounted thereon and means for raising said freight receiving means, said means comprising a rocking frame pivoted to the foundation part, a link pivoted to the upper end of said rocking frame, connections between the front end of said link and the free end of the freight receiving means, a pulley mounted at the free end of said link, a windlass journaled to the foundation part, a flexible element attached to the foundation part and passing forwardly over said pulley and thence in a reverse direction and winding upon the windlass, and means for rotating the windlass.

4. In a truck of the class described, a foundation part, freight carrying means pivotally mounted thereon, means for elevating the freight carrying means, a shaft fixed to the foundation part, a longitudinal operating bar having a longitudinal slot in one end to receive said shaft, a fork at the free end of said operating bar and means for raising the forked end of said bar.

5. In a truck of the class described, a foundation part, freight carrying means pivotally mounted thereon, means for elevating said freight carrying means and freight retaining means, said freight retaining means comprising a transverse rod fixed to the foundation part, a longitudinally disposed operating bar provided with a longitudinal slot to receive said rod, a longitudinal plate

pivoted to said operating bar and having a longitudinal series of notches any one of which is adapted to receive said transverse rod, a freight engaging fork at the free end of said operating bar and means for raising the forked end of said bar.

6. In a truck of the class described, a foundation part, freight carrying means pivotally mounted thereon, an ejector bar pivoted to the freight carrying means, a lever pivoted to the foundation part and a longitudinal link between said lever and the ejector bar.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

BENNETT S. GILLUM.

Witnesses:

CARL L. CROOKS,

G. W. RIGGINS.