

(No Model.)

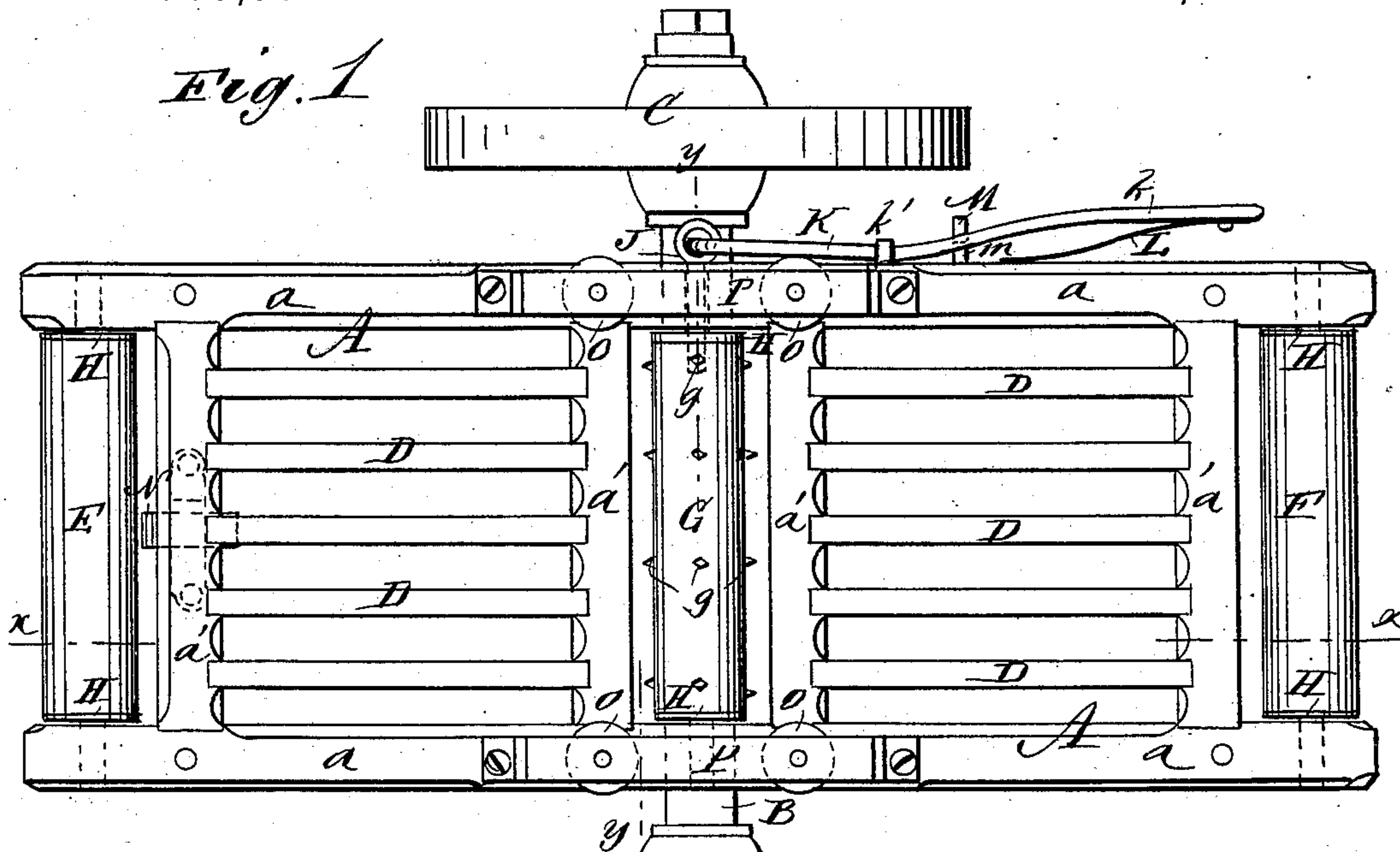
T. B. McFAUL.

LUMBER CART.

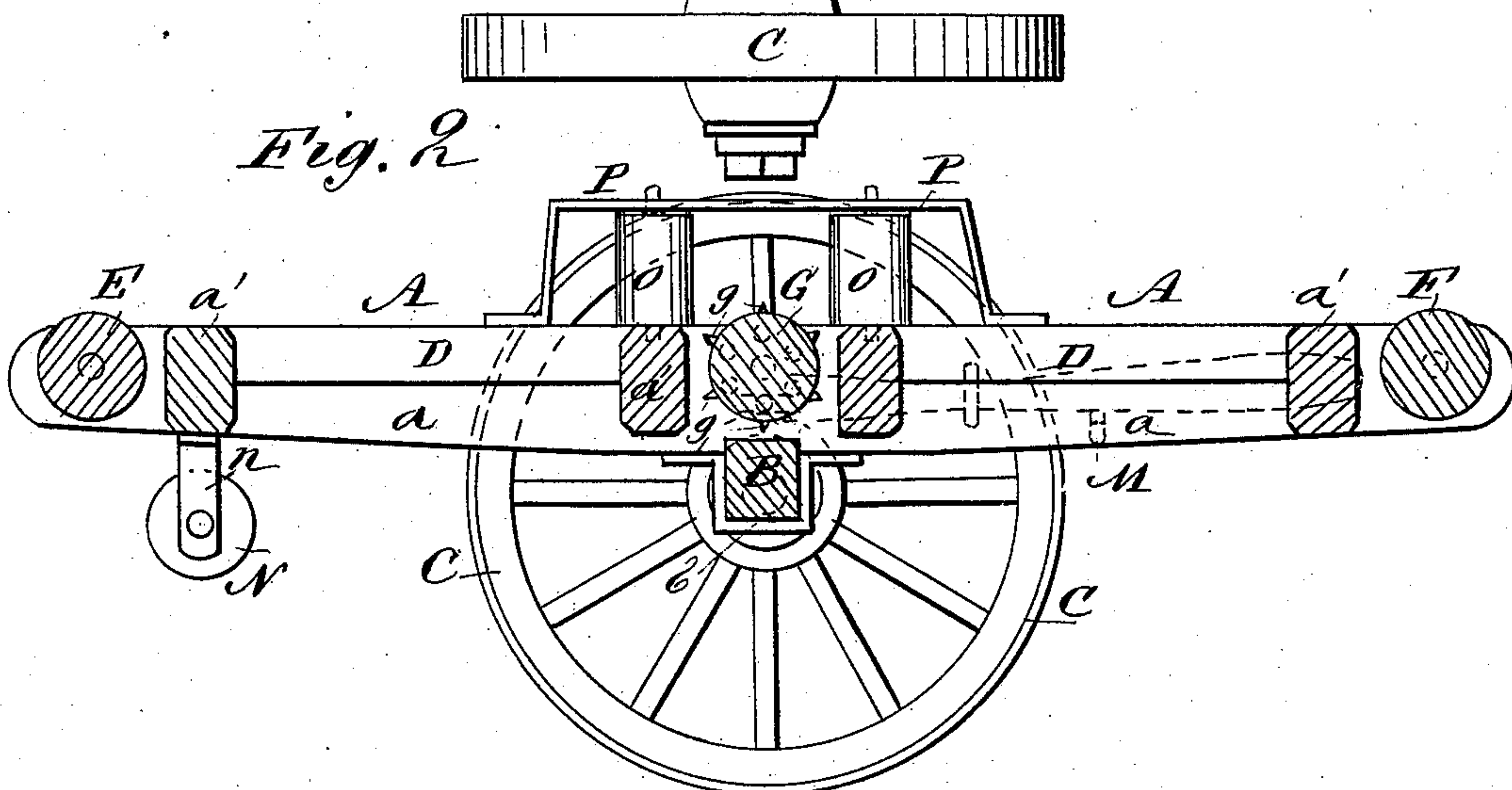
No. 365,530.

Patented June 28, 1887.

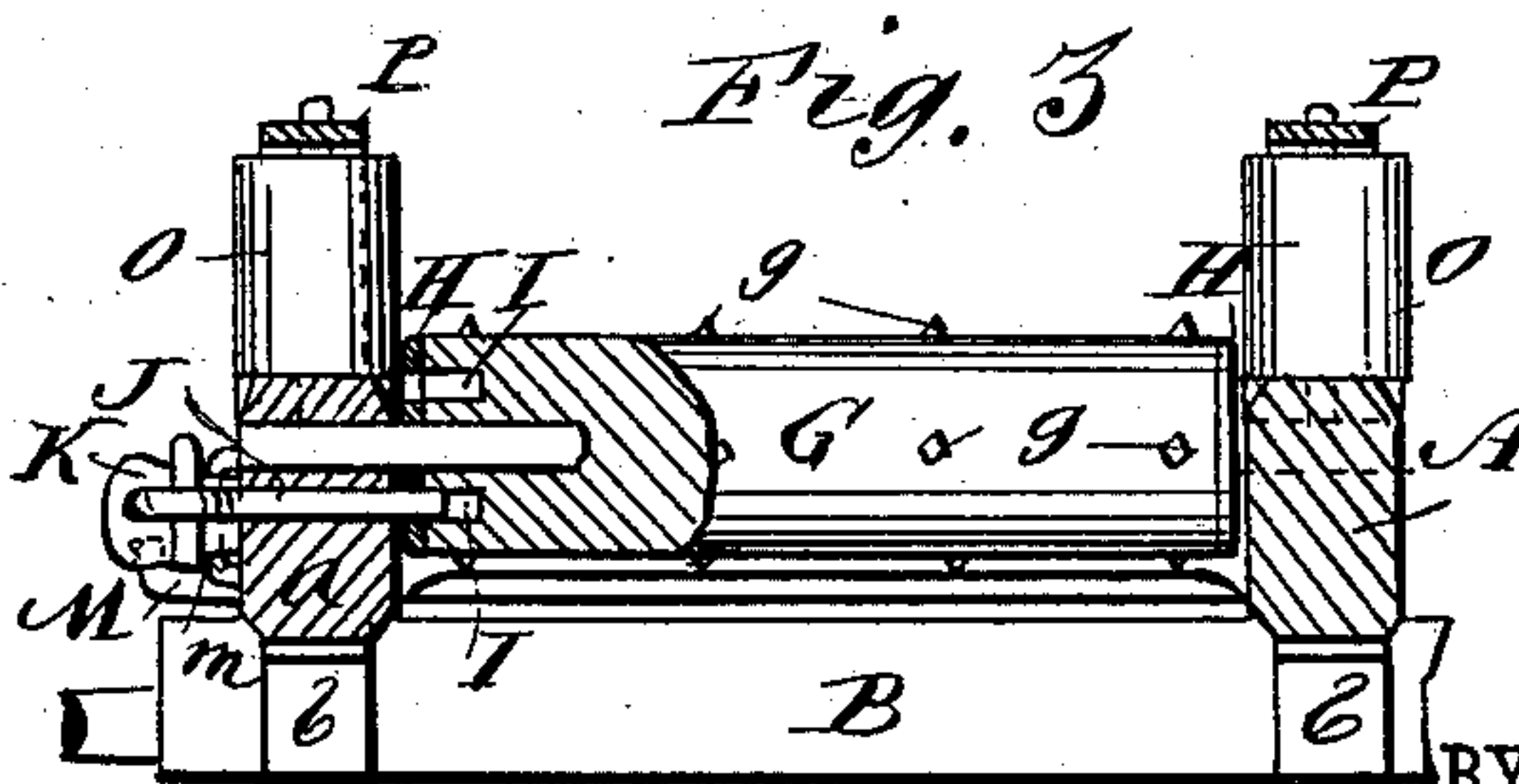
*Fig. 1*



*Fig. 2*



*Fig. 3*



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# UNITED STATES PATENT OFFICE.

THOMAS B. McFAUL, OF PHILLIPS, WISCONSIN.

## LUMBER-CART.

SPECIFICATION forming part of Letters Patent No. 365,530, dated June 28, 1887.

Application filed March 18, 1887. Serial No. 231,410. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS B. McFAUL, of Phillips, in the county of Price and State of Wisconsin, have invented a new and Improved Lumber-Cart, of which the following is a full, clear, and exact description.

My invention relates to hand carts or trucks for carrying lumber or timber in mill-yards or other places and delivering it in compact piles; and the invention has for its object to provide an efficient, durable, and inexpensive cart of this character, which may be operated easily to discharge its load without breaking the ends of the lumber, and with economy of time and labor.

The invention consists in certain novel features of construction and combinations of parts of the lumber-cart, all as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my improved lumber-cart. Fig. 2 is a longitudinal sectional elevation of the cart, taken on the line  $x x$ , Fig. 1; and Fig. 3 is a transverse section, taken on the line  $y y$ , Fig. 1, the truck-axle being partly broken away.

The lumber-cart is made with a frame or bed, A, forming a platform on or over which the lumber to be carried is laid. The frame is connected by suitable clip-irons,  $b$ , with an axle, B, on which wheels C C are journaled, thereby supporting the frame at suitable height for conveniently loading it. I make the frame A of side timbers or bars,  $a a$ , and cross timbers or bars,  $a'$ , preferably four in number, and tenoned into the side bars and pinned fast, and longitudinally-ranging bars or slats D are let into the two opposite pairs of cross-bars, as clearly shown in the drawings.

Across opposite ends of the frame A there are journaled the rollers E F, respectively, and across the frame an intermediate roller, G, is journaled, and the periphery of this roller is armed with short spikes  $g$ , adapted to enter lumber or timber laid on the cart. The peripheries of all three rollers project about the same distance above the top face of the frame A, and the ends of the rollers are preferably fitted with metal plates H, giving

more substantial connection of the roller journals or shafts to the rollers.

One end of the roller G is provided with a series of holes, I, into any one of which the inner end of a bar or pin, J, may enter, said pin being attached to one end of a lever, K, which is fulcrumed at  $k'$  to one of the frame side bars, and projects beyond its fulcrum to form a handle,  $k$ , to which is attached one end of a spring, L, the other end of which bears on the frame. The spring acts normally to carry the pin J into one of the holes I, to lock the roller G against rotation in the frame. The lever K ranges over a catch-bar, M, fixed to the frame, and having a notch or shoulder,  $m$ , onto or against which the lever may be caught to hold the pin J clear of the roller G, to allow free rotation of the roller.

Beneath one end of the frame A, and preferably to one of its cross-bars  $a'$ , are fixed suitable hangers,  $n$ , in which a trailing wheel, N, is journaled, and to the top of the frame at each side a pair of rollers, O O, are journaled on vertical pins or axes fitted in the frame side bars and in bent metal bridge-plates P, fixed at their ends to the frame. The rollers O prevent contact of the lumber or timber with the cart-wheels when loading the cart and facilitate piling the load on the cart.

After the loaded cart is wheeled by hand to where the load is to be discharged, the lever K will be operated to withdraw the locking-pin J from the roller G and hold it clear of the roller, and the cart will be tilted downward at the end carrying the wheel N, and the load will slip over the rollers and along the slats D, as it is no longer held by the spurs  $g$  of the roller G as when this roller was locked against rotation by the pin J, and when the end of the load about touches the ground the wheel N will also touch the ground and roll on it as the cart is drawn backward easily from under the load, the back ends of the lumber or timber then sliding easily down the slats D until the frame A is drawn back clear of the load, which falls easily to the ground in a compact pile. The slatted construction of the frame at D, while preventing the lumber from falling between the cross-bars of the frame, which if allowed would be liable to break the ends of the lumber, offers but little frictional resistance to the discharge of the



load; hence when the frame is tilted the load will automatically move forward over the rotating roller G and the slats to the ground, and a crank need not be applied to the roller G to turn it for starting the load from the cart.

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

1. A lumber-cart made with a frame supported on a two-wheeled truck and provided at the end with a trailing wheel, and provided also with a transverse peripherally-toothed roller, substantially as shown and described.

2. A lumber-cart made with a frame supported on a two-wheeled truck and provided at the end with a trailing wheel, and provided also with an intermediate transverse peripherally-toothed roller and at the ends with plain-faced rollers, substantially as shown and described.

3. A lumber-cart made with a frame supported on a two-wheeled truck and provided with a trailing wheel, and provided also with a transverse peripherally-toothed roller, and mechanism for locking said roller against rotation at will, substantially as shown and described.

4. A lumber-cart made with a frame supported on a two-wheeled truck and provided at the end with a trailing wheel, and provided also with an intermediate transverse peripherally-toothed roller and mechanism for locking said roller against rotation at will, said frame provided also at the ends with plain-faced rollers, substantially as shown and described.

5. A lumber-cart made with a frame supported on a two-wheeled truck and provided at one end with a trailing wheel and with a transverse peripherally-toothed roller, said frame having a slatted construction at the sides of the toothed roller, substantially as shown and described.

6. A lumber-cart made with a frame, A, supported on a two-wheeled truck and provided with a peripherally-toothed roller, G g, in combination with a locking-pin, J, fitted in the frame and adapted to engage the roller, substantially as shown and described.

7. A lumber-cart made with a frame, A, supported on a two-wheeled truck and provided with a peripherally-toothed roller, G g, in combination with a locking-pin, J, and a spring-pressed retaining-lever, K, adapted for operation to lock and unlock the roller, substantially as shown and described.

8. The combination, in a lumber-cart, of a frame, A, supported on a two-wheeled truck, B C C, and having a trailing wheel, N, an intermediate toothed roller, G g, and plain end rollers, E F, journaled to the frame, a pin, J, and lever K for locking and releasing the roller G, and the frame provided between the rollers with longitudinally-ranging slats D, substantially as shown and described.

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