

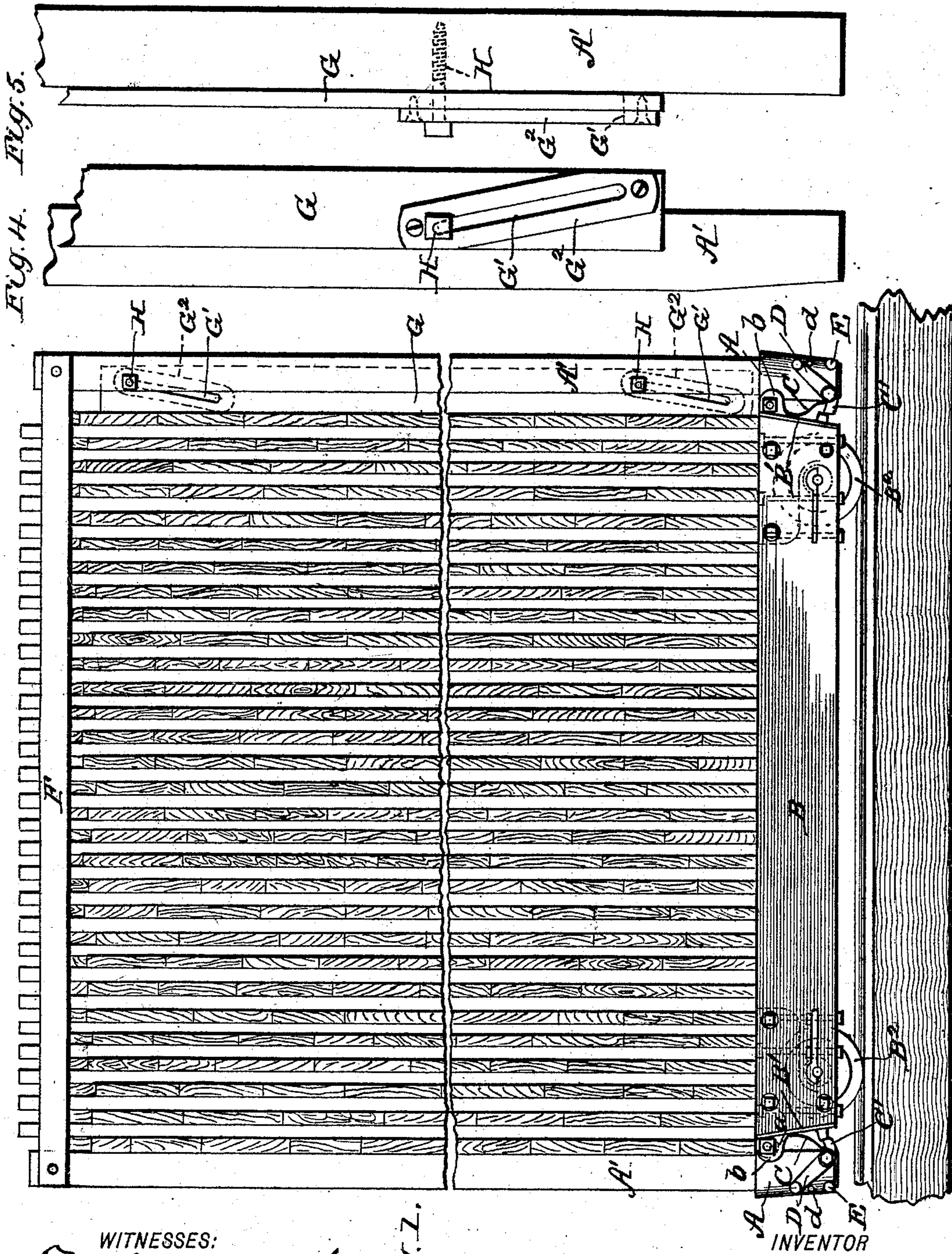
(No Model.)

2 Sheets—Sheet 1.

H. DANIELS.
LUMBER TRUCK.

No. 500,860.

Patented July 4, 1893.



WITNESSES:

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Fred G. Dieterich
 Jos. A. Ryan

Fig. 7.

Howard Daniels

BY

Munn & Co.
ATTORNEYS.

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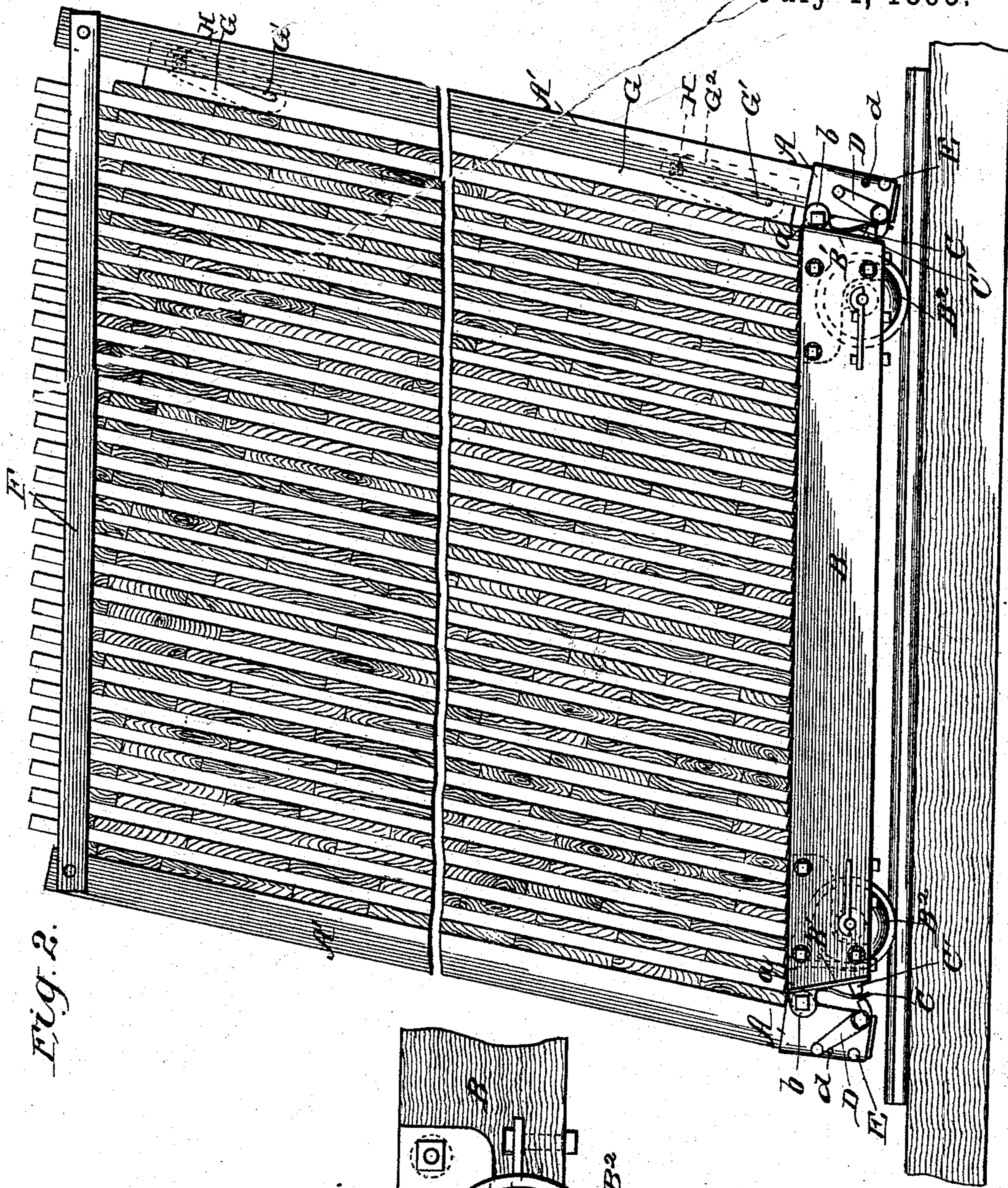


Fig. 2.

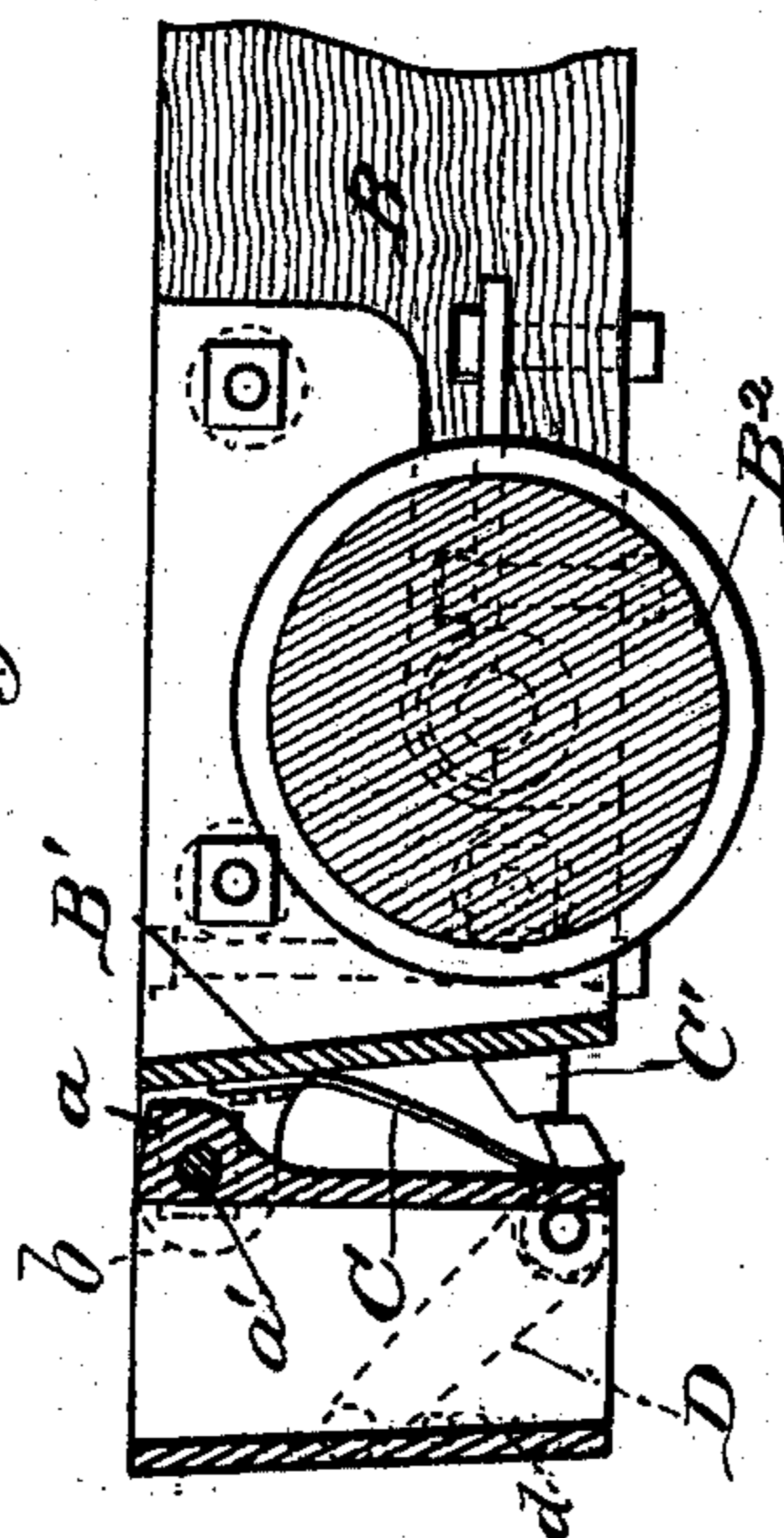


Fig. 3.

WITNESSES:

Fred G. Dietrich
Joe. A. Ryan

INVENTOR

Howard Daniels

BY

Munn & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HOWARD DANIELS, OF ATLANTA, GEORGIA, ASSIGNOR OF ONE-HALF TO
JAMES H. SIMONSON, OF FORT WAYNE, INDIANA.

LUMBER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 500,860, dated July 4, 1893.

Application filed December 21, 1892. Serial No. 455,937. (No model.)

To all whom it may concern:

Be it known that I, HOWARD DANIELS, residing at Atlanta, in the county of Fulton and State of Georgia, have invented a new and
5 useful Improvement in Lumber-Trucks, of which the following is a specification.

My invention relates generally to lumber trucks, and particularly to an improved truck adapted for use in connection with my im-
10 proved lumber piling machine the application for which is filed of even date herewith.

The object of my invention is to provide a truck upon which the lumber can be piled on edge, or vertically, instead of flat, or horizon-
15 tally, as is commonly done when lumber is piled preparatory to drying. The object of piling the lumber vertically is to enable one to pile larger loads upon the truck, and at the same time insure a number of necessary
20 vertical draft passages through the pile.

A further object of my invention is to provide a truck which can be quickly and easily unloaded without going on top of the pile; and a still further object of my invention is
25 to provide means for holding the lumber securely upon the truck when it does not completely fill the space between the stakes at each end of the truck.

With these various objects in view my invention consists in a truck having tilting stake sockets at each end adapted to receive the end stakes, means for tilting said sockets in order to incline the entire load, and the self adjusting compensating boards attached
30 to the stakes to take up any space that might be left between the last tier of boards and the end stakes.

My invention consists also in certain details of construction, and novel combination, all of
40 which will be fully described hereinafter and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a side view of a truck loaded and ready for transportation to the drying
45 kiln. Fig. 2 is a similar view showing the sockets tilted and the load inclined ready to have the top piece removed and the load taken off. Fig. 3 is a detail sectional view taken through one of the stake sockets and the adjacent end of the truck. Fig. 4 is a detail
50 side view of one of the stakes provided with

the compensating board, and Fig. 5 is a detail end view of the same.

In carrying out my invention I employ a flat truck, composed of the wooden side pieces 55 B, and the cast metal end pieces B' said truck being mounted upon the wheels B² adapted to run upon a track, though other constructions of wheels may be employed. Near each end of each metal end-piece B' are formed 60 two parallel vertical ears *b* and between each pair of ears is pivoted a stake socket A, said socket being provided at its upper inner end with an ear *a* which rests between the ears *b* and through which the pintle *a'* passes, thus 65 pivotally connecting the socket A to the end piece B' of the truck. The ear *a* is so shaped that when the lower end of the socket is thrown away from the truck, the flat face of said ear will bear against the end piece B' and 70 limit the outward movement of the socket.

Inward movement of the socket is prevented by means of a stiff leaf spring C, secured to the end piece B' near its upper end, and adapted to bear against the lower inner end 75 of the socket A. This spring serves to hold the socket normally in a vertical position, so that the stake A' carried in said socket will bear against the load upon the truck. This spring though it serves to hold the socket and 80 stake approximately vertical, will not prevent them being tilted, and in order to provide against the socket swinging too far inward I provide the stop lugs C' upon the end pieces B' and pivoted to the sockets A are the dogs 85 D, the lower ends of said dogs being adapted to engage the stop lugs C' and prevent the socket dropping against the end piece B'. *d* indicates a stop pin on the socket against which the upper end of the dog rests, and E E 90 are studs formed on the sides of the sockets, to which a tension rope may be attached when the truck is used in connection with the piling machine. The spring C is exceedingly useful in connection with the stop lug C' and 95 dog D, in case any of the parts become loose, as in such instances, the spring will take up such wear or looseness and hold the socket firm. As thus described the sockets and stakes are held vertical as shown in Fig. 1, and when 100 it is desired to unload the truck, the entire load is tilted as shown in Fig. 2, and to do

this it is only necessary to disengage the dog D from the stop lug C' at the desired end, and the socket at that end will drop until it contacts with the stop C'. At the same time
 5 the face of the ear *a* contacts with the end piece B' at the opposite end and limits the outward movement of the socket at that end.

The sockets have a certain fixed inclination, determined by the size of the lug C' and
 10 ear *a* so that the load will be given such an incline that only one tier of boards will come down at a time, after the end stake has been removed. When lumber is piled flat it necessitates one person going on top of the
 15 pile and handing the boards down to a second person. By means of my construction, however, no one is needed on top of the pile, but by tilting the load one tier comes down at a time, and one or two men can remove the boards
 20 as fast as they fall.

F indicates a top piece which connects the upper ends of the stakes A'. This piece F is of course removed before the truck is unloaded but after the load has been tilted.

25 It often happens that in piling lumber in this manner there is a space left between the last tier and the end of the truck insufficient to pile another tier but enough to render the pile unsteady between the end stakes. I provide for this contingency by means of the self
 30 adjusting compensating boards G, attached to the sides of each stake A', as clearly shown in Figs. 4 and 5. These boards G are each provided with an inclined slot G' through
 35 which works a bolt H by means of which the boards are connected to the stakes. The boards G are also faced by slotted metallic plates G² to prevent wear. The shape and size of the slot G' are such that when the boards
 40 are elevated, the inner faces of said boards are flush with the inner faces of the stakes, but when they are lowered they are moved forward, and are adapted to contact with the last tier of boards. Thus we will suppose
 45 that there is some space left at the end. In this case when the stakes A' are inserted at the end of the pile, the boards G will drop, and on account of the inclined slot G', and bolt

H, they will move inward until they contact with the tier of boards, thereby holding the
 50 entire pile steady between the end stakes.

In operation the lumber is piled upon the truck as shown in Fig. 1 and run to the kiln. When it is desired to unload the dogs at one
 55 end are disengaged and the entire pile tilted. The top piece and stakes at one end are then removed and the lumber taken down only one tier at a time.

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

1. An improved lumber truck having tilting stake sockets substantially as and for the purpose described.

2. In a lumber truck the combination with
 65 the truck and end stakes of the self adjusting compensating boards attached to the sides of the end stakes substantially as shown and described.

3. In a lumber truck, the combination with
 70 a truck of the tilting stake sockets, and the dogs for holding and tilting said sockets substantially as shown and described.

4. In a lumber truck, the combination with
 75 the truck of the tilting stake sockets, and the stops for limiting the movement of said sockets substantially as shown and described.

5. The combination with the end pieces of
 80 the truck of the sockets pivoted thereto and the spring interposed between the end piece and socket substantially as and for the purpose described.

6. The combination with a truck and the
 85 end stakes of the boards having inclined slots and the bolts passing therethrough.

7. The combination with the end pieces of
 90 the truck of the stake sockets, hinged thereto, and provided with stops, the stop lug on the end piece and the dog pivoted to the sockets all arranged substantially as shown and described.

HOWARD DANIELS.

Witnesses:

J. H. GROVES,
 S. L. JEFFERSON.