(No Model.) 2 Sheets—Sheet 1.

J. LONGLEY.

LADDER TRUCK.

No. 544,986. Patented Aug. 20, 1895.

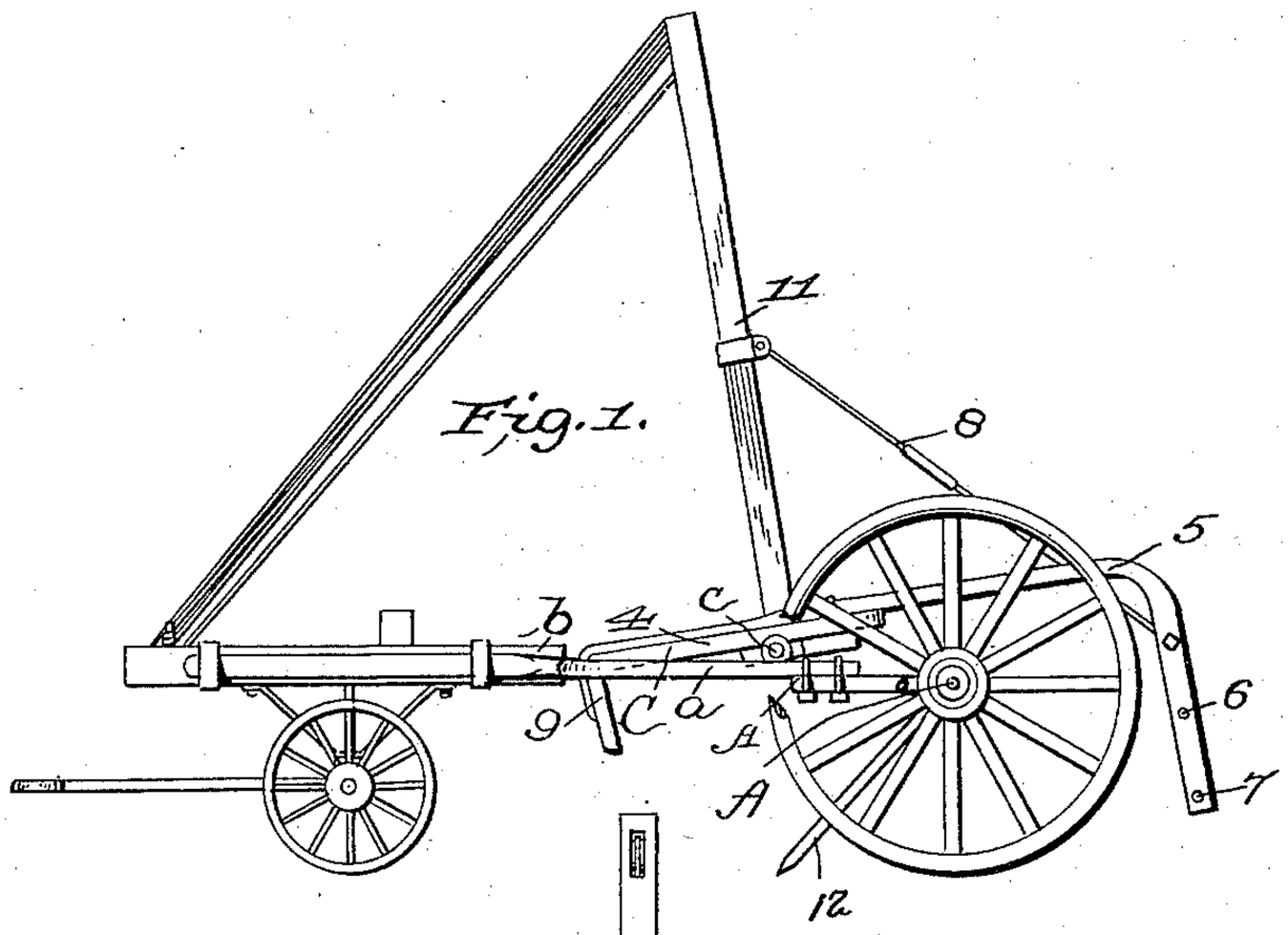

Fig. 1.

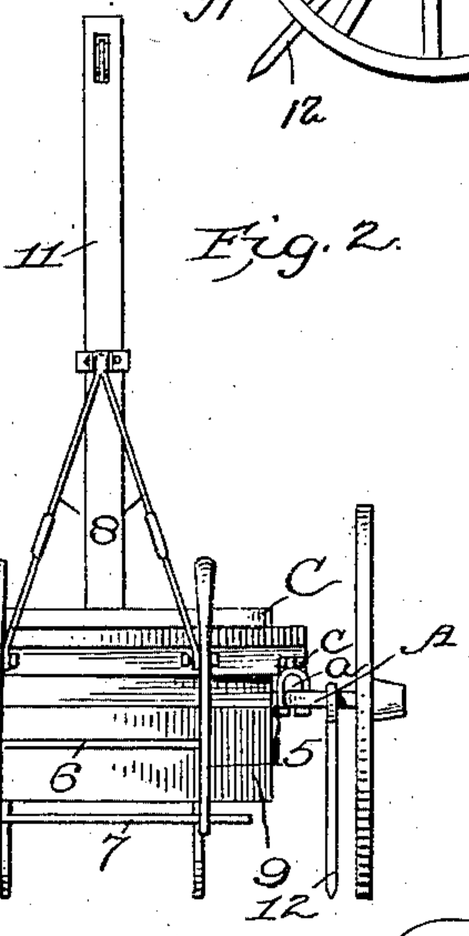

Fig. 2.

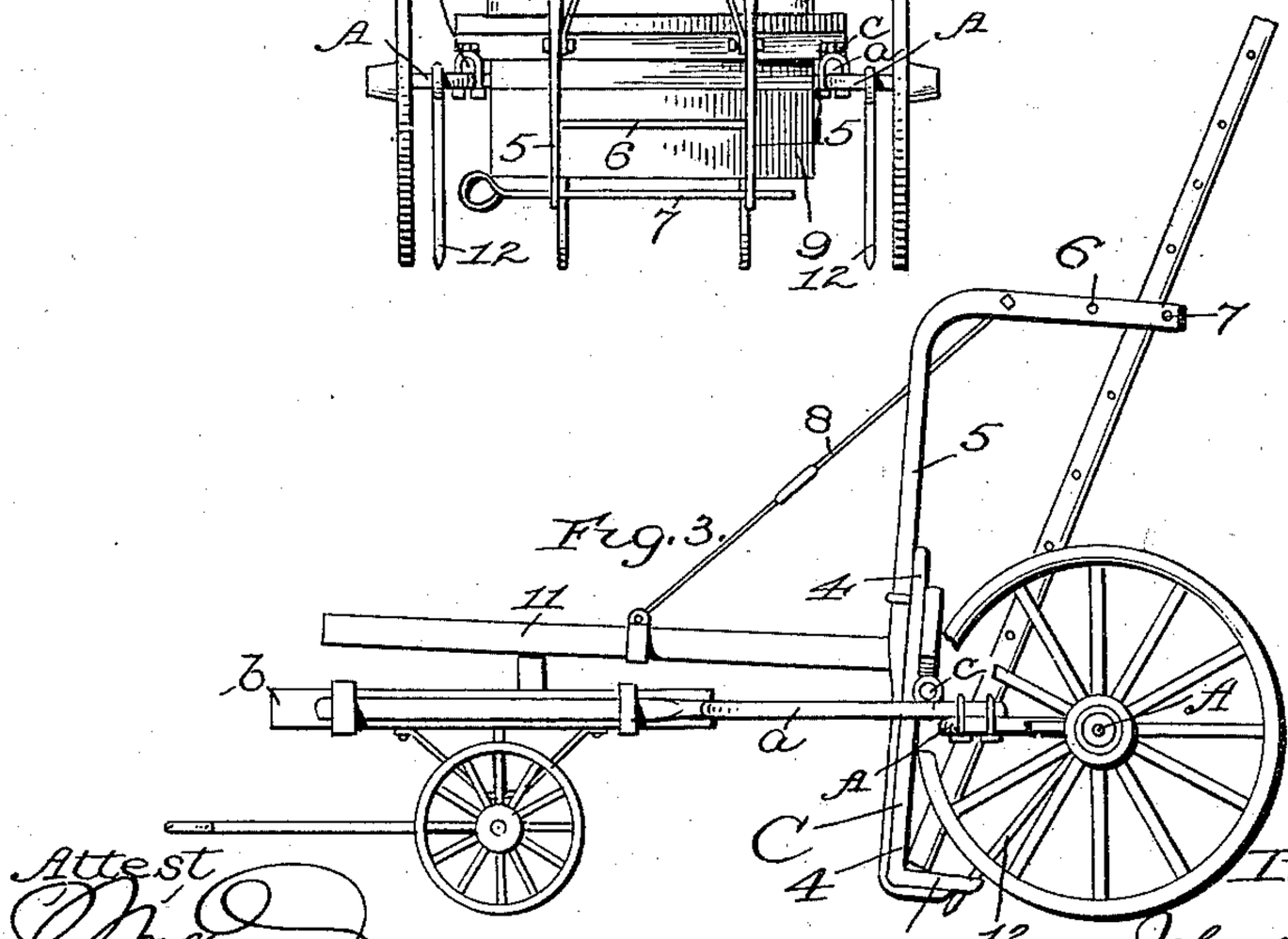

Fig. 3.

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(No Model.) 2 Sheets—Sheet 2.

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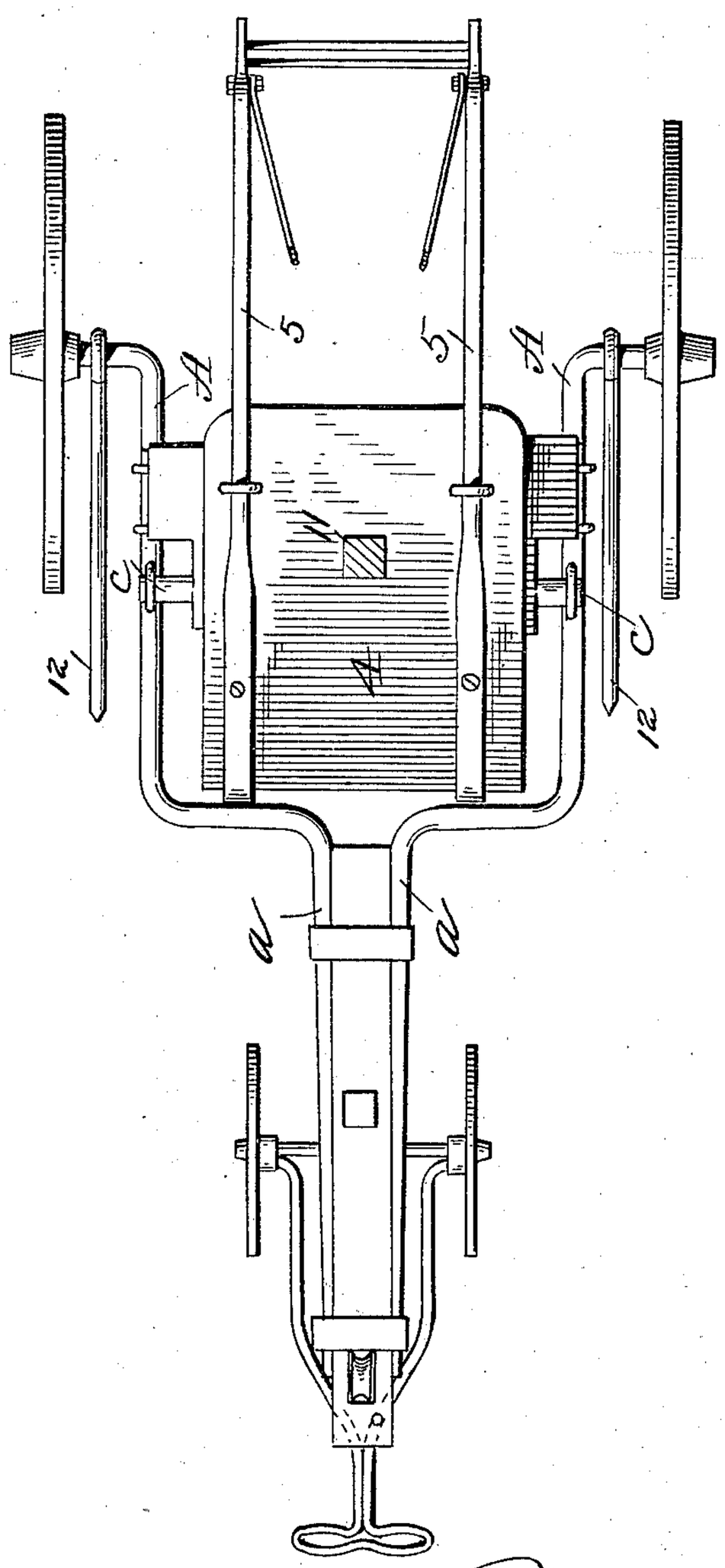
Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN LONGLEY, OF ROCKLAND, MAINE.

LADDER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 544,986, dated August 20, 1895.

Application filed May 31, 1895. Serial No. 551,063. (No model.)

To all whom it may concern:

Be it known that I, JOHN LONGLEY, a citizen of the United States, residing at Rockland, in the county of Knox and State of Maine, have invented certain new and useful Improvements in Ladder-Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to trucks for raising ladders, and is designed to provide very simple but effective means for handling ladders, whether of ordinary construction or extensible, and adapted to permit of the elevation of the ladder without interference from telegraphic lines and wires.

The invention includes a simple form of truck with a pivoted carrier thereon adapted to receive the end of the ladder in a horizontal position and elevate it from this position by the swinging of the carrier, all as will hereinafter be fully described and particularly claimed.

In the drawings, Figure 1 is a side elevation of my invention in its normal position. Fig. 2 is an end view of the same in like position. Fig. 3 is a side elevation with the carrier tilted and the ladder shown as raised. Fig. 4 is a plan view.

In the figures the frame is preferably made of metal, and consists of an axle A, bent horizontally, and to this is secured an extension *a*, the front ends of which are contracted to embrace a beam *b*, and to this are secured the front wheels. Any other kind of frame may be used and still be within the scope of my invention. The front wheels may have a handle or may be fitted for the use of horses. A carrier C is pivoted to the frame by trunnions *c*, and this carrier consists of a plate of metal or wood 4, having a right-angle extention 9 at the end thereof, adapted to receive the end of the ladder and to support the same. Secured to the plate 4 are two metal bars 5, which extend rearwardly, curving downwardly, being connected together by a brace 6. The extreme lower ends are perforated to receive a cross-bar 7, which is adapted to support the ladder, the ladder being inserted between this cross-bar and the connecting bar or brace 6. The cross-bar 7 is removable to allow the ready removal of the ladder and drop it to the ground. The metal bars 5 are suitably braced, as shown at 8, to a standard 11, extending from the plate 4, and this standard is connected by suitable cords or chains extending between its upper end and the front end of the beam of the truck.

When it is desired to elevate a ladder, it is inserted between the brace 6 and the cross-bar 7 with its end bearing against the extension 9, and then by drawing upon the upper end of the standard 11 the carrier is tilted to a vertical position, which lifts the ladder to a corresponding position slightly inclined. The carrier may be locked in position when thus elevated by a chain passing across the standard or in rear of the plate 4, and the truck may be prevented from moving by rods 12, pivoted to the axles and adapted to dig into the ground. As soon as the ladder has been elevated its end may be moved from the extension 9 to the ground, and if it then rests against the building or other structure the cross-bar 7 may be removed and the truck taken away.

I do not limit myself to the various details of construction, as these may be changed in many ways without departing from the spirit of my invention.

What I claim is—

1. In combination with a truck or carriage, a carrier pivoted thereto, and adapted to be tilted, a rigid extension from said carrier for supporting the end of said ladder and a removable support for the intermediate portion of said ladder.

2. In combination with a truck or carriage, a carrier pivoted thereto, a depending frame and a vertical standard, said carrier adapted to be tilted to elevate the ladder, substantially as described.

3. In combination with a truck or carriage, a carrier pivoted thereto, an extension thereon adapted to receive the end of the ladder, a depending frame serving to receive and support the ladder a distance from its end, a vertical standard projecting from said carrier and means for tilting the carrier, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN LONGLEY.

Witnesses:
EDWARD K. GOULD,
O. H. TRIPP.