

W. W. LUCAS.
WAGON LOADING DEVICE.
APPLICATION FILED MAR. 18, 1910.

976,666.

Patented Nov. 22, 1910.

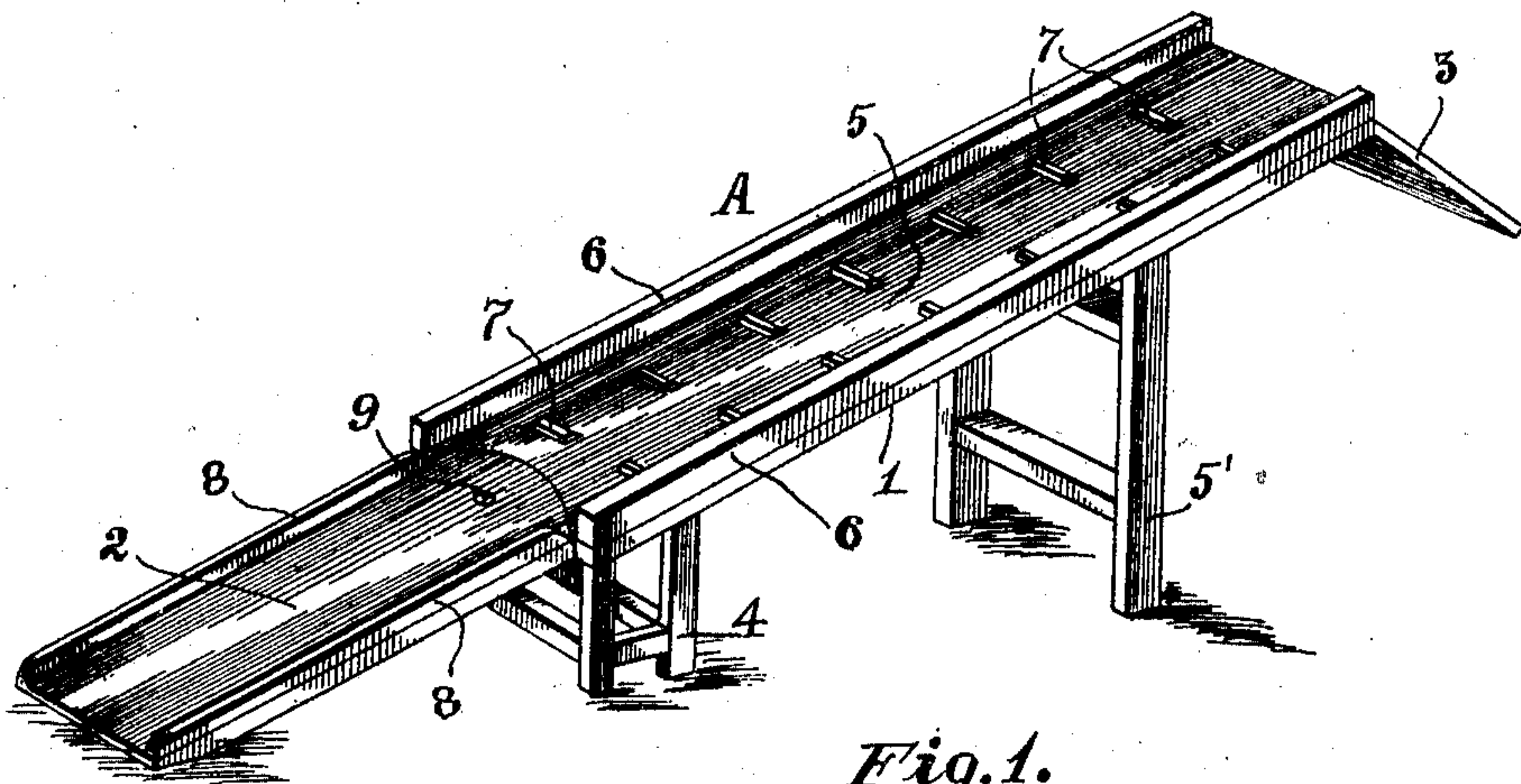


Fig. 1.

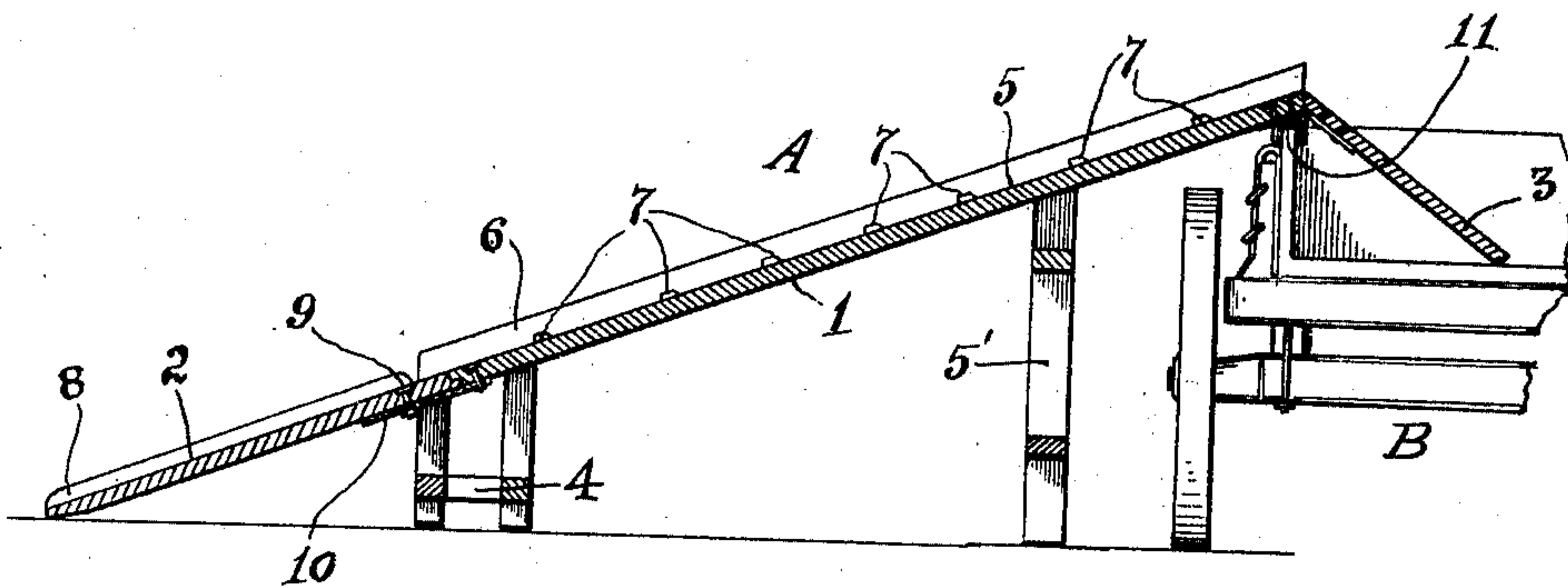


Fig. 2.

Witnesses
Thos. F. Knox.
C. Bradway.

Inventor
Wm. W. Lucas.

By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM W. LUCAS, OF ACADEMY, SOUTH DAKOTA.

WAGON-LOADING DEVICE.

976,666.

Specification of Letters Patent. Patented Nov. 22, 1910.

Application filed March 18, 1910. Serial No. 550,275.

To all whom it may concern:

Be it known that I, WILLIAM W. LUCAS, a citizen of the United States, residing at Academy, in the county of Charles Mix and State of South Dakota, have invented new and useful Improvements in Wagon-Loading Devices, of which the following is a specification.

This invention relates to a wagon loading device especially adapted for the loading of a wagon by the use of wheel-barrows.

The principal object of the invention is the provision of an inclined way of novel construction for the wheel-barrows to be wheeled upward to and upon the vehicle body while discharging their loads into the same.

A further object of the invention is to improve and simplify the construction and operation of devices of this character so as to be comparatively simple, inexpensive to manufacture, reliable and effective in use, and so designed as to render the loading of the wagon comparatively easy.

With these objects in view and others, as will appear as the description proceeds, the invention comprises the various novel features of construction and arrangement of parts which will be more fully described hereinafter and set forth with particularity in the claims appended hereto.

In the accompanying drawings which illustrate one embodiment of the invention, Figure 1 is a perspective view of the loading device. Fig. 2 is a longitudinal section thereof shown in coöperative relation with the wagon.

Similar reference characters are employed to designate corresponding parts throughout the several views.

Referring to the drawing A designates an inclined way which is composed of a main section 1, a lower section 2 and a top section 3, the main section being supported above the ground in any suitable manner as for instance by a stand or frame 4 while the upper end is supported on a level with the top of the side of the vehicle body B by means of legs or equivalent means 5'. The bottom of the main section may be constructed of planks or boards suitably secured together and along the side edges are upstanding longitudinal flanges 6 forming guards for preventing the wheel-barrows from accidentally running off the sides and to increase the foot hold the bottom 5 has

transverse cleats, blocks or the like 7 so arranged that a central longitudinal passage will be provided for the wheels of the wheel-barrows.

The bottom section extends from the lower end of the main section 1 to the ground and forms a continuation of the main section. Along the edges of the section 2 may be arranged guards 8 for preventing the wheel from running off the side. If desired the section 2 can be pivotally connected to the section 1 so as to be adjusted straight in line with the main section 1 or at an angle thereto according to whichever angle of approach may be desired. For this purpose the upper end of the section 2 is pivoted at 9 on a supporting plate or bracket 10 secured to and projecting from the bottom end of the main section 1.

The upper end of the main section extends over the side of the vehicle body and may be provided with a hook or equivalent device 11 to positively engage the side of the vehicle body and attached to the upper end of the end section is the relatively short section 3 which bears on the floor of the vehicle body so that the wheel-barrows can be lowered into the body and wheeled to any point for discharging the load.

From the foregoing taken in connection with the accompanying drawings the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains and while I have described the principle of operation of the invention together with the device which I now consider to be the best embodiment thereof I desire to have it understood that the device shown is merely illustrative and that such changes may be made as desired as are within the scope of the claims.

I claim:—

1. A loading device of the character described comprising an inclined main section having side guards and provided with foot holds spaced apart to leave a central longitudinal passage for the wheels of the load carrying devices, a lower section, a pivot disposed in the longitudinal center line of the main section and arranged to connect the lower end of the same with the lower section to permit the latter to be adjusted to and from a position alining with the main section, and a top section extending into the vehicle to be loaded.

2. In a device of the class described, the combination of an inclined main section, a plate secured to the bottom side of the main section at the lower end thereof, an
5 entrance section having one end resting on the plate, and a pivot extending through the plate and the lower section to permit the latter to swing in its own plane to and

from a position in alinement with the main section.

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

WILLIAM W. LUCAS.

Witnesses:

O. M. FREDELL,
BID C. TRAVIS.