(No Model.)

F. A. STECHER.

TRUCK.

No. 421,204. Patented Feb. 11, 1890

Fig. 1.

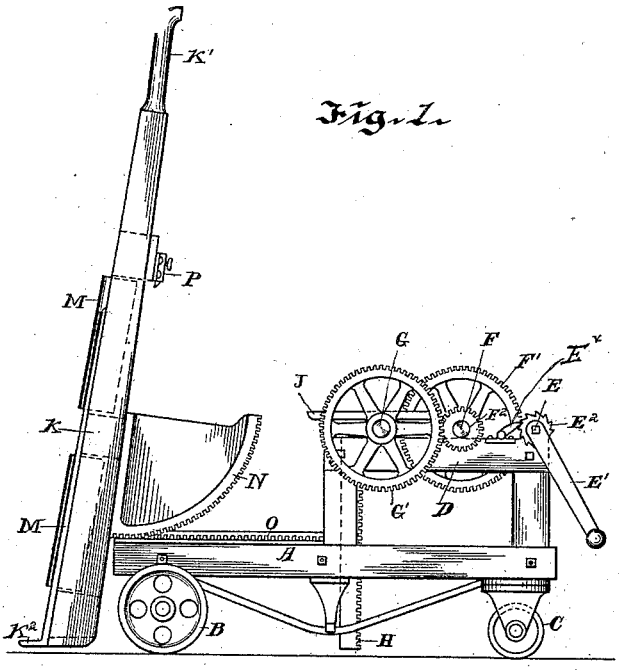


Fig. 2.

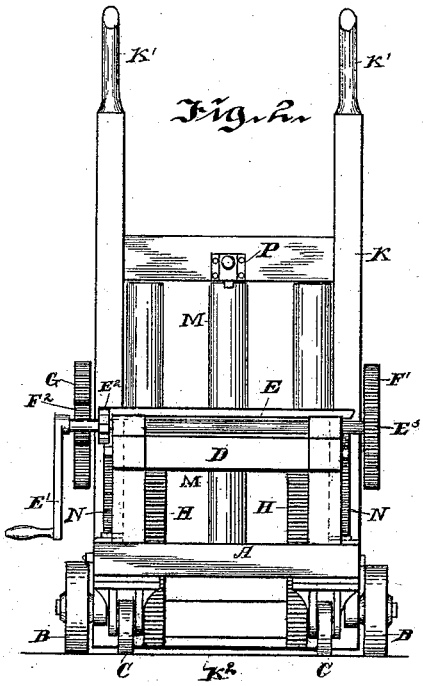


Fig. 3.

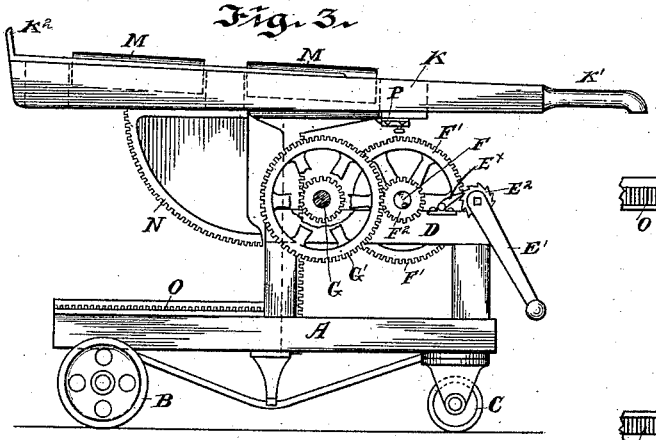
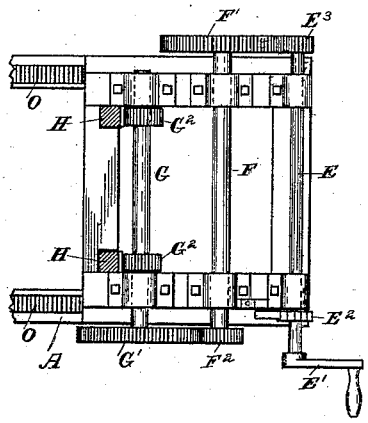


Fig. 4.



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TRUCK.

SPECIFICATION forming part of Letters Patent No. 421,204, dated February 11, 1890.

Application filed December 16, 1889. Serial No. 333,949. (No model.)

To all whom it may concern:

Be it known that I, FRANK. A. STECHER, of the city of Rochester, county of Monroe, and State of New York, have invented certain new and useful Improvements in Trucks; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and to the letters of reference marked thereon.

My present invention has for its object to provide an improved truck for handling heavy and bulky bodies, more particularly large lithographic stones, whereby a single operator may with great ease remove heavy stones from or insert them in a lithographic press or manipulate them in any desired manner; and to this end the invention consists in certain novelties of construction and combinations of parts, as will be hereinafter described, and the novel features pointed out in the claims at the end of this specification.

In the drawings, Figures 1 and 2 are side elevations of a truck constructed in accordance with my invention, showing the parts in different positions; Fig. 3, a rear elevation, and Fig. 4 a plan view partly in section.

Similar letters of reference in the several figures denote similar parts.

A represents the main frame of the truck, constructed, preferably, of rectangular form, having two wheels B at one end, mounted in stationary bearings, and two caster-wheels C C at the front, so as to permit free movement in any direction. Upon the upper side of this frame is a supplemental frame D, on the upper portion of which are journaled three, more or less, shafts E, F, and G, the former having an operating-handle E′, a ratchet-wheel E^2, and a pinion E^3, the shaft F having at one end a gear F′, meshing with pinion E^3, and at the other a pinion F^2, meshing with a gear G′ on shaft G, said shaft G having also two pinions G^2 thereon. Mounted in suitable guides in the frame D are (preferably two) rack-bars H, with which the pinions G^2 mesh, carrying at their upper ends a platen J. A pawl $E^\times$ prevents backward movement of ratchet E^2.

K represents a truck-body constructed after the manner of an ordinary hand-truck, having the handles K′ and the plate or flange K^2 at the lower forward portion, and upon its outer sides three, more or less, longitudinally-arranged rollers M. Instead of providing this frame with wheels, as ordinarily, its lower rear side is provided with two segmental racks N N, adapted to mesh with horizontal racks O O, secured to the top of frame A, and said racks are so disposed relative to the top of the platen when in lowest position that when the frame K is turned back its lower side will be level with and rest upon the latter, and may be locked thereto by a spring-catch P, secured to one of the cross-bars of the frame adapted to co-operate with the edge of the platen or a projection secured thereto.

The operation will now be readily understood. The operator rolls the truck up to a lithographic stone or other article it is desired to move, turns the frame K down to the position shown in Fig. 1, and tips the stone over upon it. Then he turns the frame K back upon the segments, which prevent slipping and elevate it to the top of the platen, the end of the segments constituting stops for preventing the longitudinal movement of the frame K, while the catch P locks it to the platen. The truck is now run to the press or other place where it is desired to deposit the stone, and if the level of the place of deposit is higher than the top of frame-work D, the operator turns the handle E′, raising the platen and frame K to the desired level, as shown in Fig. 2, when the stone or other article may be rolled off onto the press-platen or other place desired. Of course stones or other objects may be removed from high elevations and deposited on the floor, as desired, and the truck used for other purposes than described.

If desired, the segments attached to frame K could be cam-shaped with the increased radius at the upper portion, so as to raise the frame to a higher level in the first place. The rack-bars O, in connection with the segments, prevent any slipping on the main frame.

Many modifications could be made by those skilled in the art without departing from the spirit of my invention, and I do not desire to be confined to precisely the arrangements shown.

I claim as my invention—

1. In a truck, the combination, with the frame having one or more racks thereon, of the truck-body K, having one or more segments adapted to engage said racks, substantially as described.

2. In a truck, the combination, with the frame having one or more racks thereon, of the truck-body K, having the plate K^2 at its lower end, and one or more segments co-operating with the racks on the frame, substantially as described.

3. In a truck, the combination, with the frame having one or more racks thereon and the platen and devices for elevating it, of the truck-body K, having the segment or segments for co-operating with the racks, adapted to be turned over upon the platen, substantially as described.

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