2 Sheets—Sheet 1.

F. A. PRESKO.

Fire-Escapes.

No. 199,571. Patented Jan. 22, 1878.

Fig. 1.

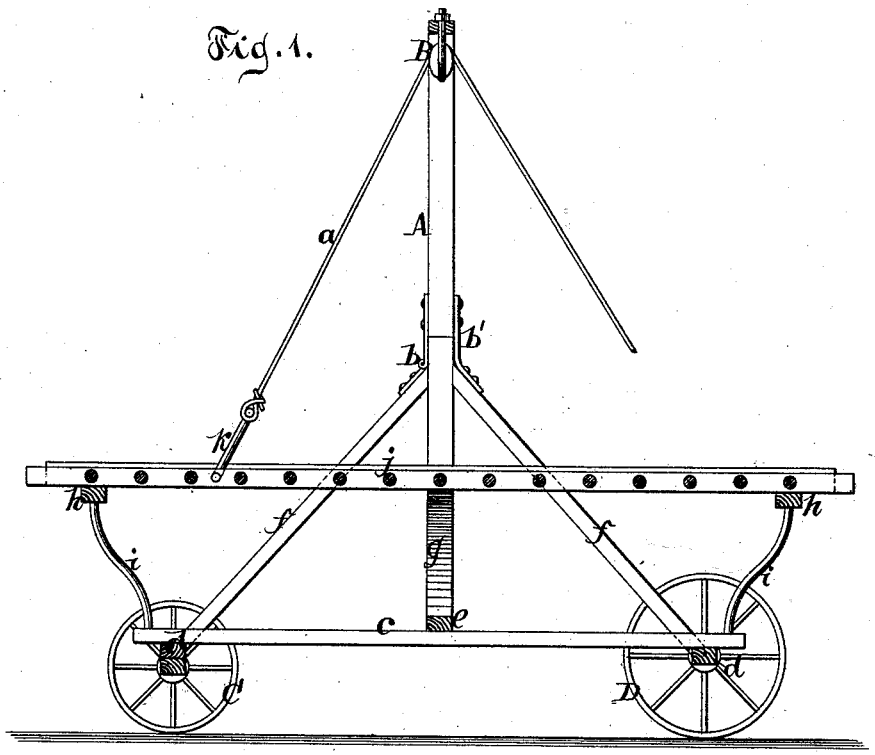
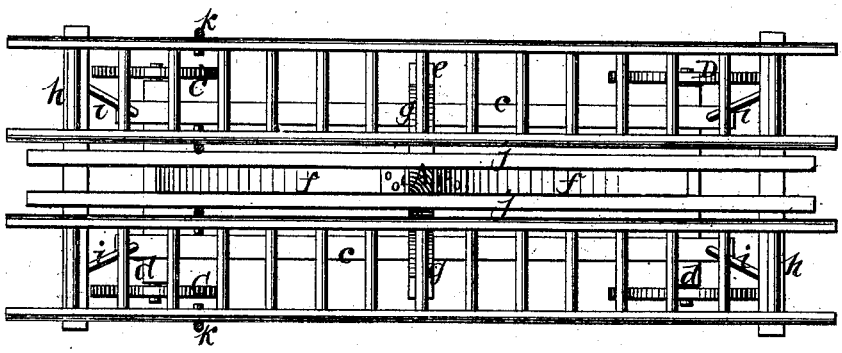


Fig. 2.



Witnesses.

Otto Hufeland.

Chas. Wahlers.

Inventor.

Frederick A. Presko

by

Van Santwood & Hauff

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N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

2 Sheets—Sheet 2.

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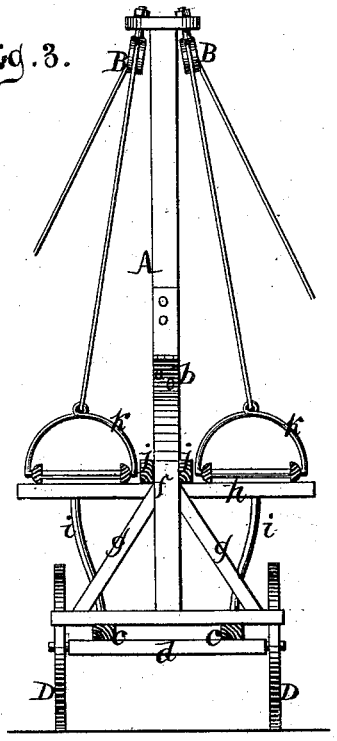
Fig. 3.



Witnesses.
Otto Hufeland
Chas. Wahlers

Inventor:
Frederick A Presko
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UNITED STATES PATENT OFFICE.

FREDERECK A. PRESKO, OF NEW YORK, N. Y.

IMPROVEMENT IN FIRE-ESCAPES.

Specification forming part of Letters Patent No. **199,571**, dated January 22, 1878; application filed July 19, 1877.

To all whom it may concern:

Be it known that I, FREDERECK A. PRESKO, of the city, county, and State of New York, have invented a new and useful Improvement in Trucks for Ladders, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 represents a longitudinal vertical section of a truck containing my improvement. Fig. 2 is a plan or top view thereof. Fig. 3 is a transverse section of the same.

Similar letters indicate corresponding parts.

My improvement relates to trucks for carrying ladders to fires and other places; and consists in the combination of a fixed standard, having a sheave at its upper end for the passage of a hoisting-rope, and constituting a derrick, with a ladder-supporting frame and truck-frame, so that if one or more ladders are placed loosely on their said supporting-frame, and the hoisting-rope is connected to a suitable part of one of these ladders, the same can be raised to any desired position with extreme facility; further, in a truck-frame composed of longitudinal bars resting on cross-pieces at each end, and of a central cross-piece, in combination with a standard rising from said central cross-piece, and having both longitudinal and lateral braces, and with a ladder-supporting frame composed of cross-pieces, which are connected to the truck-frame and arranged in an elevated position, so that the ladders can be conveniently placed thereon, while by this means I obtain an apparatus which is simple in its construction, and at the same time possesses great strength.

In the drawings, the letter A designates a standard, which is fixedly secured to the frame of my truck, and to the upper part of which is attached a sheave, B, of any suitable form, a rope, *a*, being drawn through this sheave. Said standard A is divided into two parts or sections, of about equal length, which are united by a hinge-joint, *b*, on one side, and on the opposite side by a locking device, in this example composed of a strap, *b'*, which is fastened to each section of the standard, so that by detaching the strap from one of said sections the upper one can be lowered on the hinge-joint *b* to a horizontal or an inclined position.

I construct the frame of my truck of two longitudinal bars, *c c*, which rest on cross-pieces *d d* at their opposite ends, these cross-pieces being either arranged on or made to form the axles of the wheels C D of the truck. To the bars *c c* and cross-pieces *d d* is added a central cross-piece, *e*, which rests upon the bars *c c*, and forms the main support of the standard A, the standard being also supported by braces *f g*, extending therefrom both in a lateral and in a longitudinal direction with respect to the line of the truck. The longitudinal braces *f* rest on the end cross-pieces *d d* of the truck-frame, while the braces *g* rest on the central cross-piece *e*.

Above the truck-frame are arranged two cross-pieces, *h h*, one at each end of the truck, which constitute a frame for supporting a series of ladders, said cross-pieces being made to extend on each side of the standard A, so that one or more ladders can be placed thereon on each side of the standard. Said cross-pieces *h h* are connected to the truck-frame by means of arms *i i*, rising from the end parts of said frame, so that the cross-pieces *h h* are held in an elevated position, or above the wheels of the truck, where the ladders can be conveniently handled. With the cross-pieces *h h*, composing the ladder-supporting frame, are combined longitudinal bars *j j*, which are situated on opposite sides of the standard A, and secured to the longitudinal braces *g*.

The ladders are placed loosely on the cross-pieces *h h*, and when it is desired to raise one of them the rope *a* is connected thereto, near its one end, and then the rope is pulled, so as to raise said end of the ladder, the cross-piece opposite to such end forming a fulcrum, on which the ladder turns till it reaches such a height that it slides downward on said cross-piece to the ground, when it is put up in the desired spot. After one ladder has been put up, the truck may be moved forward and a second one put up in a second place, and so on.

To facilitate the attachment of the hoisting-rope *a* to the ladders, the latter are provided with bails *k* near one of their ends, as shown.

When my truck is not in use the upper section of the standard A is lowered, so that the whole can be moved along without obstruction. By making said standard A in sections it can be placed at the middle of the truck,

and the latter can be made of small length, as compared with the length of the standard, without liability of its projecting beyond the end of the truck when lowered.

The truck-frame and ladder-supporting frame, together with the standard A, when connected together in the manner stated, form a light and durable apparatus, and one which can be got up at low cost.

If desired, a windlass of suitable form may be combined with my truck for winding up the rope *a*, by which the ladders are raised; and, if desired, moreover, the truck-frame may have axle-springs combined therewith. The standard A, moreover, may have a guy-rope combined therewith, for the purpose of steadying the same in its proper position.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of a truck, a ladder-supporting frame rising from each end of the frame, for supporting each end of a disconnected ladder, and a standard having a sheave in its upper end, substantially as and for the object set forth.

2. In a truck for ladders, a truck-frame composed of longitudinal bars resting on cross-pieces at each end, and of a central cross-piece, in combination with a standard rising from said central cross-piece, and having both longitudinal and lateral braces, and with a ladder-supporting frame composed of cross-pieces, which are connected to the truck-frame and arranged in an elevated position, substantially as and for the purpose described.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 14th day of July, A. D. 1877.

FREDERECK A. PRESKO. [L. S.]

Witnesses:

W. HAUFF,

CHAS. WAHLERS.