Jan. 6, 1942. B. ASKERIS 2,268,793

TRUCK

Filed March 28, 1941 2 Sheets-Sheet 1

Fig. 1.

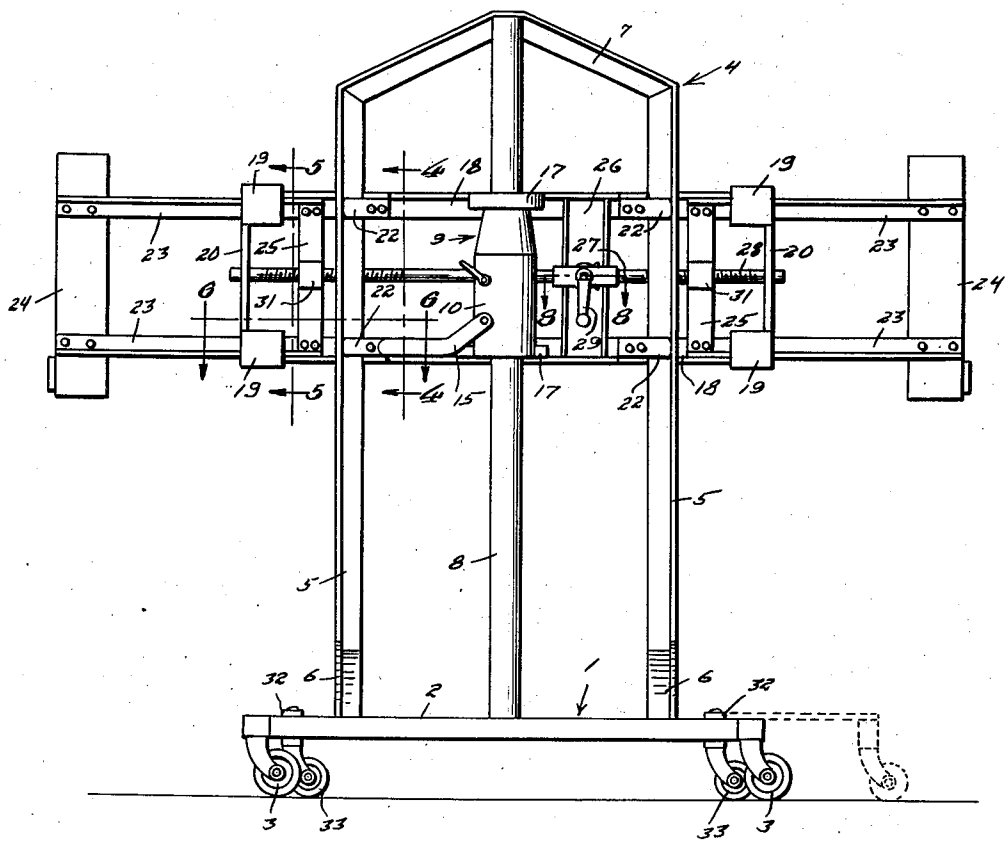


Fig. 2.

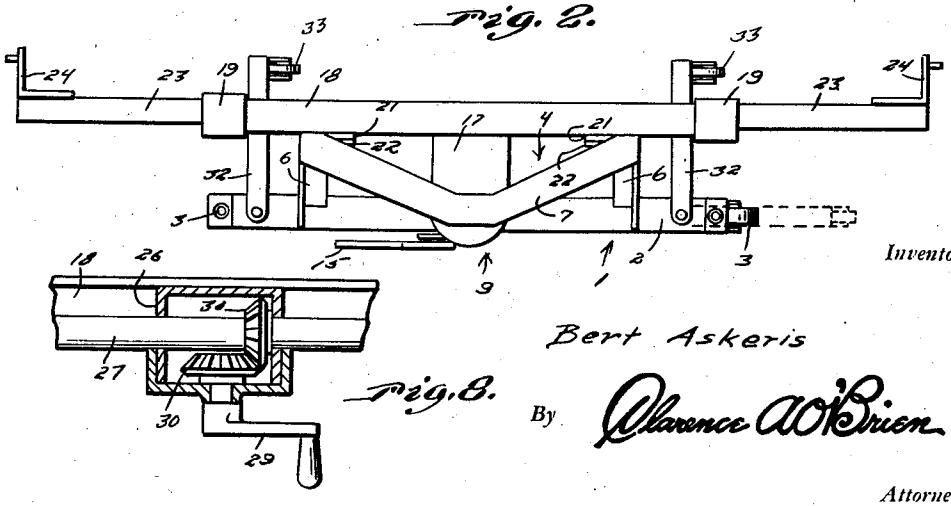


Fig. 3.

Inventor

Bert Askeris

By Clarence O'Brien

Attorney

Jan. 6, 1942. B. ASKERIS 2,268,793

TRUCK

Filed March 28, 1941 2 Sheets-Sheet 2

Fig. 3.

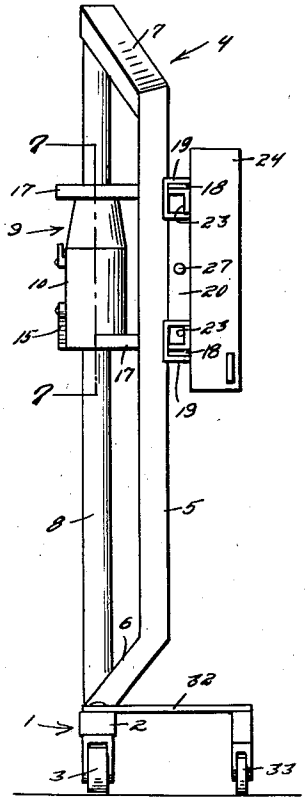


Fig. 4.

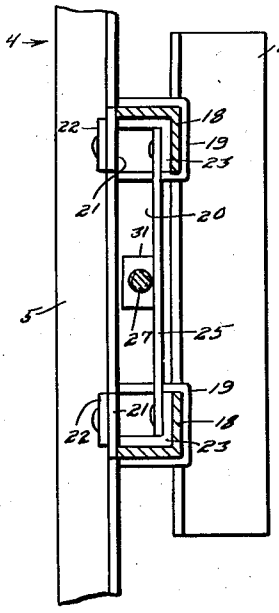


Fig. 5.

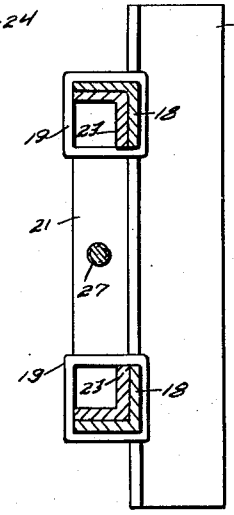


Fig. 6.

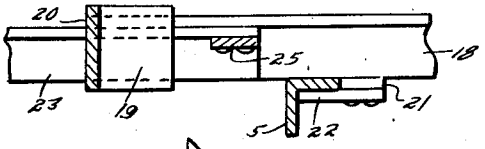


Fig. 7.

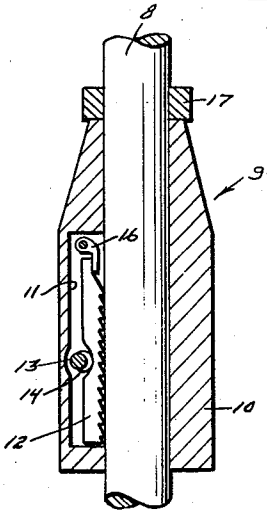
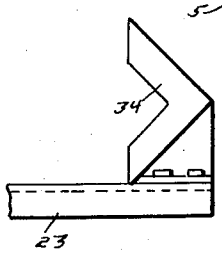


Fig. 9.



Inventor

Bert Askeris

By Clarence A. O'Brien

Attorney

Patented Jan. 6, 1942 2,268,793

UNITED STATES PATENT OFFICE

2,268,793

TRUCK

Bert Askeris, Kenosha, Wis.

Application March 28, 1941, Serial No. 385,763

3 Claims. (Cl. 214—95)

The present invention relates to new and useful improvements in trucks for handling and transporting heavy articles and has for its primary object to provide, in a manner as hereinafter set forth, a truck of this character embodying a novel construction and arrangement whereby comparatively large, heavy objects may be expeditiously moved and positioned with a minimum of physical effort.

Another very important object of the invention is to provide a device of the aforementioned character which embodies novel means for supporting and retaining the object to be moved.

Other objects of the invention are to provide a device of the character described which will be comparatively simple in construction, strong, durable, highly efficient and reliable in use, compact and which may be manufactured at low cost.

All of the foregoing and still further objects and advantages of the invention will become apparent from a study of the following specification, taken in connection with the accompanying drawings wherein like characters of reference designate corresponding parts throughout the several views, and wherein:

Figure 1 is a view in rear elevation of the device.

Figure 2 is a top plan view.

Figure 3 is a view in side elevation.

Figure 4 is a vertical sectional view, taken substantially on the line 4—4 of Figure 1.

Figure 5 is a vertical sectional view, taken substantially on the line 5—5 of Figure 1.

Figure 6 is a view in horizontal section, taken substantially on the line 6—6 of Figure 1.

Figure 7 is a vertical sectional view, taken substantially on the line 7—7 of Figure 3.

Figure 8 is a detail view in vertical section, taken substantially on the line 8—8 of Figure 1.

Figure 9 is a detail view in plan of a modified form of clamping jaw.

Referring now to the drawings in detail, it will be seen that the embodiment of the invention which has been illustrated comprises a base which is designated generally by the reference numeral 1. The base 1 includes a horizontal bar 2 having mounted on its end portions suitable caster wheels 3.

Mounted on the bar 2 of the base 1 is an inverted substantially U-shaped frame 4 of angle iron. The vertical legs 5 of the frame 4 are forwardly offset relative to the base 1 and terminate in rearwardly inclined lower end portions 6 which are secured to the bar 2 of said base. The frame 4 further includes a substantially V-shaped, rearwardly extending bight portion 7.

Extending between the bar 2 and the uppermost portion of the frame 4 is a post 8. Mounted for vertical sliding adjustment on the post 8 is a clamp 9. In the embodiment shown, the clamp 9 includes a sleeve 10 which is slidable on the post 8. Formed in the sleeve 10 and communicating with the bore thereof is a chamber 11. Operable in the chamber 11 is a jaw 12 which is engageable with the post 8 for releasably securing the clamp 9 in position on said post. Journaled in the sleeve 10 is a shaft 13 which traverses the chamber 11. Fixed on the shaft 13 in the chamber 11 is a cam 14 which presses the jaw 12 firmly against the post 8 upon rotation of said shaft. A hand lever 15 is fixed on one end portion of the shaft 13. Also mounted in the chamber 11 is a dog 16 providing manually operable means for positively kicking the jaw 12 out of engagement with the post 8.

Fixed on the upper and lower ends of the sleeve 10 are forwardly projecting arms 17. Mounted on the forward end portions of the arms 17 are transversely extending rails 18 of angle iron. The rails 18 extend past the legs 5 of the frame 4 adjacent the front of said legs and have fixed on their end portions guides 19 the purpose of which will be presently set forth. Bars 20 connect the upper and lower guides 19. As illustrated to advantage in Figures 4 and 6 of the drawings, flange members 21 are provided on the rear edges of the rails 18 immediately adjacent the inner edges of the frame legs 5. Projecting laterally from the flange members 21 are guide fingers 22 which travel on the frame legs 5 for slidably securing the rails 18 thereto.

Slidable between the rails 18 and through the guides 19 are pairs of angle iron arms 23. Mounted vertically on the outer end portions of the pairs of arms 23 are angle iron jaws 24. Connecting the inner end portions of the arms 23 are metallic bars 25.

Mounted on the rails 18 is a channel iron bar 26. Extending transversely through the channel bar 26 is a shaft 27 which is oppositely threaded, as at 28. The end portions of the shaft 27 are journaled in the bars 20. A hand crank 29 which is mounted on the channel bar 26 drives the shaft 27 through beveled gears 30 (see Figure 8). The oppositely threaded portions 28 of the shaft 27 are threadedly engaged with nuts 31 on the bars 25. Thus, the arms 23 and the jaws 24 thereon are operatively connected to the shaft 27 for actuation thereby.

Pivotally mounted for swinging movement in a horizontal plane on the bar 2 of the base 1 is a pair of arms 32. Mounted on the free end portions of the arms 32 are suitable casters 33.

In use, the device is positioned closely adjacent to or against the object to be moved. The shaft 27 is then rotated in a direction to clamp the jaws 24 on the ends or sides of the object to be moved which is then elevated and secured by the clamp 9. The caster equipped arms 32 are then swung forwardly and inwardly beneath the object to catch and support same in the event it should slip downwardly between the jaws 24. The object may now be conveniently moved to the desired location. Of course, to disengage the jaws 24 from the object, the oppositely threaded shaft 27 is rotated in the opposite direction. In Figure 9 of the drawings there is illustrated a substantially V-shaped jaw 34 which may be used in lieu of the jaws 24 for engagement with certain objects.

It is believed that the many advantages of a device constructed in accordance with the present invention will be readily understood and although a preferred embodiment of said device is as illustrated and described, it is to be understood that changes in the details of construction and in the combination and arrangement of parts may be resorted to which will fall within the scope of the invention as claimed.

What is claimed is:

1. A truck for moving objects comprising a wheeled base, an inverted substantially U-shaped frame mounted on said base, a post extending between the base and an upper portion of the frame, a clamp mounted for vertical sliding adjustment on said post, horizontal rails mounted on said clamp, means slidably connecting said rails to the frame, arms mounted for longitudinal sliding adjustment on the rails, guides for said arms on said rails, jaws on the arms for receiving and securing an object therebetween, a screw shaft paralleling the rails and rotatably mounted thereon, means operatively connecting the arms to the screw shaft for actuation in opposite directions thereby, and means for rotating the screw shaft.

2. A truck for moving objects comprising a wheeled base, an inverted substantially U-shaped frame mounted on said base, said frame including vertical legs comprising rearwardly inclined lower end portions secured to the base, said frame further including a substantially V-shaped, rearwardly extending bight portion, a post extending between the base and the upper portion of the frame, upper and lower transverse rails slidably mounted on the legs of the frame, means on the post and connected to the rails for releasably securing said rails in adjusted position, guides on the end portions of the rails, pairs of arms slidable longitudinally on the rails and operable in said guides, jaws mounted on the outer end portions of the arms adapted to receive and secure an object therebetween, bars connecting the upper and lower guides, an oppositely threaded screw shaft paralleling the rails and rotatably mounted thereon, the end portions of said screw shaft being journaled in said bars, bars extending between the upper and lower arms, nuts on the second named bars threadedly engaged with the screw shaft for connecting the arms thereto for actuation thereby in opposite directions, and means for rotating the screw shaft.

3. A truck for moving objects comprising a wheeled base, a frame mounted on said base, coacting jaws on said frame for receiving and clamping an object therebetween, arms pivotally mounted for swinging movement in a horizontal plane on the base and engageable beneath the object for supporting same, and wheels mounted on said arms.

BERT ASKERIS.