No. 806,365. PATENTED DEC. 5, 1905.

T. A. RAISBECK.

TRUCK FOR TRANSPORTING PRINTERS' FORMS.

APPLICATION FILED APR. 12, 1905.

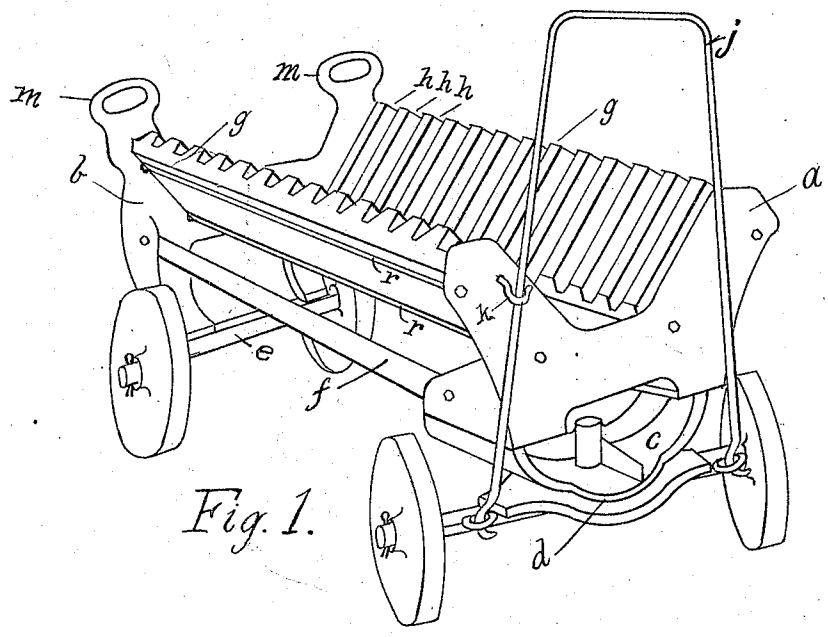


Fig. 1.

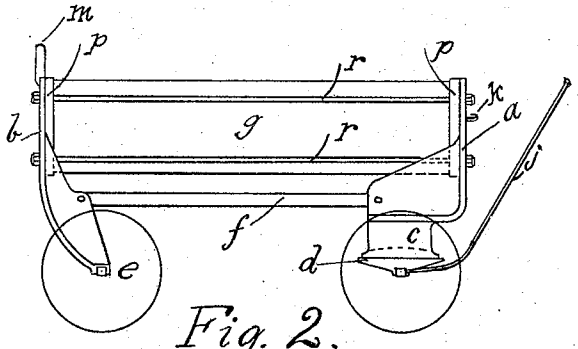


Fig. 2.

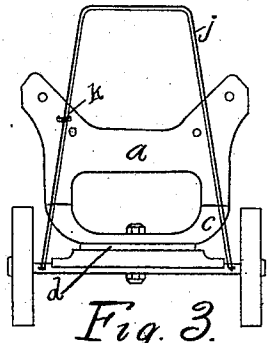


Fig. 3.

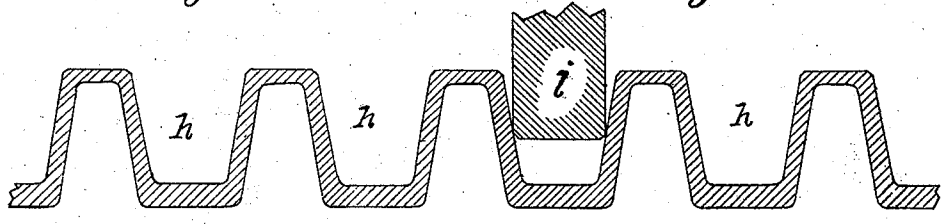


Fig. 4.

WITNESSES:

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TRUCK FOR TRANSPORTING PRINTERS' FORMS.

No. 806,365. Specification of Letters Patent. Patented Dec. 5, 1905.

Application filed April 12, 1905. Serial No. 255,183.

To all whom it may concern:

Be it known that I, THOMAS A. RAISBECK, a citizen of the United States, residing at Bloomfield, in the county of Essex, State of New Jersey, have invented a new and useful Truck for Transporting Printers' Forms, of which the following is a specification.

As heretofore constructed form-trucks have been open to the objection that the forms and chases were held with insufficient rigidity, permitting accidental contact of the type-faces of the forms with adjacent chases, resulting in abrasion and injury of the types and illustrations contained in the forms. This is especially true of forms locked up in electrotypers' chases, which are usually provided with one or more enlarged corners. Another disadvantage in form-trucks as heretofore made is their heavy weight for a given capacity, their difficulty of management, and the expense and trouble of making repairs to broken parts, as these were not interchangeable.

The chief object of my invention is to provide a form-truck which will effectively and securely hold forms and chases of any size, either of the plain rectangular shape or with enlarged corners, and at the same time secure a compact, strong, and light construction, with interchangeable parts, permitting rapid and inexpensive repairs.

Further objects of my invention will appear in the course of the subjoined description.

Reference is to be had to the accompanying drawings, which form a part of this specification and which illustrate a practical embodiment of my invention.

In the drawings, Figure 1 is a perspective view of a truck which I have chosen to illustrate my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a front elevation. Fig. 4 is a longitudinal section of one of the corrugated sides, on an enlarged scale, showing a form or chase in position.

The truck has upright front and rear ends *a* and *b*, each consisting, preferably, of a single casting. To the bottom of the front end piece *a* is secured a cross-piece *c*, forming the upper half of a fifth-wheel *d*, the lower half of which, together with the front pair of wheels, is pivoted by means of a king-bolt, permitting the front wheels to turn entirely around under the body of the truck. The rear axle *e* is fastened rigidly to the rear end piece *b*, and for the purpose of transmitting the stresses applied at the front of the truck more directly to the rear wheels the front and rear end pieces *a* and *b* are rigidly connected by side bars *f*.

Both end pieces *a* and *b* are provided with projections *p p*, Fig. 2. Between the opposite projections on the front and rear ends are secured a pair of racks *g*, the whole being drawn together by four or more tie-rods *r*. These racks are parallel with the projections *p* and *p* and together constitute a V-shaped body having a space at the apex to receive the corners of the forms. The edges of the forms rest in grooves *h h* against the two racks. These grooves have beveled or slanting edges wider than the thickness of the forms at the top and narrower at the bottom. The forms are therefore wedged in between the two edges of the grooves and are securely held in position by the combined action of the four slanting surfaces on two of their sides. Fig. 4 is a view of one of the racks in section and illustrates the manner in which the wedging action takes effect, a portion of a form being shown at *i*, secured in one of the grooves *h*. It will be understood that the slant of the two racks as a whole, combined with the individual wedging action of the beveled sides of the grooves, serve to hold forms of any size and thickness with perfect rigidity, while the open space at the apex of the angle formed by the racks permits the enlarged corners of electrotypers' chases to enter without interfering in any way with the security of the grip on the sides of the chase.

In addition to the features mentioned the truck is provided with a movable handle *j* in front, a hook *k* for holding the handle in an elevated position when not in use, and a pair of stationary handles *m* on the rear end piece, thus providing means for pulling the truck from the front and pushing it from behind.

A form-truck constructed in accord with my invention, whether in the form shown or in any other form coming within the scope of my claims, will be strong, light, and practically indestructible. It will be capable of readily being taken to pieces and reassembled if it should become necessary to replace a broken part. It will hold a large number of forms of different sizes and with perfect security, even when the truck is wheeled up or down an inclined runway or subjected to sudden jars, as often occurs in use.

While I have illustrated and described a particular form which my invention may take, it will be readily understood that it is not

limited to the construction shown, as the principle of the invention can be carried out in other ways. It can also be used for other purposes than the carriage of forms.

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

1. A form-truck comprising a frame and a pair of racks thereon, said racks each being provided with parallel grooves having inclined sides.

2. A form-truck comprising a frame and a pair of oppositely-inclined racks mounted thereon and spaced apart, said racks being provided with grooves having slanting walls.

3. In a form-truck the combination of a frame comprising two uprights, each having two oppositely-slanting projections, a pair of slanting racks secured between said projections, said racks converging downward, spaced apart and having grooves, a pair of stationary handles on the rear of said uprights and a movable handle connected with the front upright.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THOMAS A. RAISBECK.

Witnesses:

FRANCIS J. TROWN,

FRED J. BREUNING.