

No. 870,835.

PATENTED NOV. 12, 1907.

C. H. LOEW.

TRUCK.

APPLICATION FILED OCT. 5, 1906.

Fig. 2

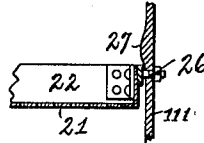


Fig. 1

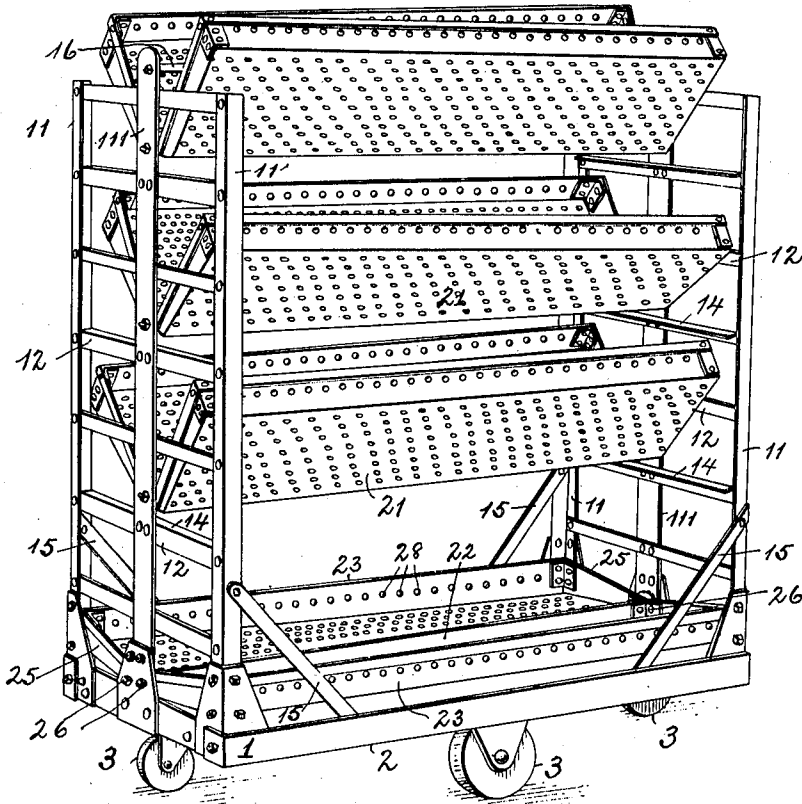
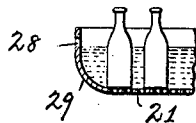


Fig. 3



Attest:
Stephen J. Cox
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by *William R. Baird*
his Att'y.

UNITED STATES PATENT OFFICE.

CHARLES H. LOEW, OF LAKEWOOD, OHIO.

TRUCK.

No. 870,835.

Specification of Letters Patent.

Patented Nov. 12, 1907.

Application filed October 5, 1906. Serial No. 337,536.

To all whom it may concern:

Be it known that I, CHARLES H. LOEW, a citizen of the United States, residing at Lakewood, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My invention relates to trucks and its novelty consists in the construction and adaptation of the parts.

The particular purpose of my invention is to provide a truck well adapted for use in the reception and transportation of bottles containing beer, to serve as a support for them while the beer is being pasteurized, and again to serve as a means for transporting the bottles to the labeling apparatus, all without removing or disturbing the bottles in any way, or agitating or moving their contents.

The pasteurizing apparatus with which the truck is more particularly designed to be employed comprises any suitable chamber into which the truck with its load of bottles may be rolled, and means closing the chamber and subjecting the bottles to the action of a pasteurizing medium, for instance, by spraying them with heated water, or submerging them in a bath thereof.

The pasteurizing apparatus forms no part of this invention and need not be more particularly described. Its form, construction and mode of operation may be varied indefinitely, provided it includes a chamber into which the truck can be placed and means whereby a suitable pasteurizing medium may be admitted to the chamber.

In the drawings, Figure 1 is a perspective view of my improved truck, Fig. 2 is a detail showing the manner in which the shelves are held in position when inclined upward and Fig. 3 is a sectional view of one of the shelves when it is provided with a rounded bottom.

In the drawing, 1 designates the frame of the truck which is made of any suitable size and material, but preferably of steel or iron angle bars. It has a bottom 2 which is provided with rollers 3, 3, 3. From the bottom arise two end frames consisting of upright members 11, 11, 11, and cross pieces 12, 12 the latter being preferably made of angle iron one side of which 14 extends inwardly. Diagonal braces 15, 15, are secured to the outer uprights and to the bottom and serve to stiffen the structure, while a horizontal rod or bar 16 connects the middle uprights 11, 11 at their extremities. It will be understood of course that the parts are secured together by bolts or rivets, or in any other approved manner.

Longitudinally arranged within the framework and between the end frames are a series of horizontal shelves arranged in pairs. Each shelf is provided with a perforated bottom 21 and with a rear side 22, a front side 23 higher than the rear side 22, and two ends, 25, 25, connecting the front and rear sides, each end having a

sloping top. The shelves are hinged at the rear. In the particular form shown the hinges are rivets 26, 26, on which the end pieces 25, 25, can swing. It will be understood that any form of hinge may be employed. A swelling 27 on the part of the upright 11 adjacent to it, constitutes a means whereby, when the shelves are raised, they will remain in place without other aid. A row of apertures 28 is arranged along the upturned front 23 of each shelf. And the bottom 21 of the shelf may be rounded at 29 if desired, as shown in Fig. 3. The lowermost pair of shelves may be stationary, if desired.

In use when the truck is to be loaded the parts are assembled practically as shown in Fig. 1 of the drawing. The bottles containing the beer are then placed on the lowermost pair of shelves until they are filled. The shelves next above are then pulled down until they are horizontal and are then filled. The next pair of shelves are then pulled down and filled and so on until the truck is loaded.

It will be understood that the flanges 14, 14, serve as a rest or support for the shelves above and as a stop to limit their downward swing. This is in addition to the limitation upon their movement imposed by the contact of their inner sides 22. The front sides 23 serve to hold the bottles from tipping out and the distance between any two shelves vertically should be only slightly greater than the height of the tallest bottles to be placed on the shelves.

By the use of my improved truck, all use of trays and boxes is eliminated. The bottles are placed on the shelves at the filler. The truck, when loaded, is rolled into the pasteurizer and subjected to the action of the heating medium, the perforations in the bottom of the shelves permitting of the free passage of the water or other fluid employed. When this operation is completed the truck is taken to the labeling apparatus where the bottles are removed in the inverse order of their insertion. When the pasteurizing medium consists of a spray of hot water falling upon the bottles from above the water runs out of the shelves through the perforations in their bottoms, but usually the water is supplied in greater quantity than it can thus be discharged, more particularly as some of the perforations are covered by the bottles. The hot water thus accumulates in the shelves until it overflows through the holes 28, 28, and runs down along the sides until it drops by gravity. The bottles are thus kept submerged in part in a bath of water, the depth of which is predetermined by the height of the holes 28 above the bottom 21.

The truck is cheap, strong, durable and safe. It saves time, labor and material.

It will be understood that somewhat wide variations may be made in the detail of the device without departing from its essential principles.

What I claim as new is:—

1. A truck comprising a framework, a series of perforated shelves hinged therein and means for keeping the shelves in position when raised, comprising a projection
5 on the framework adapted to be brought into frictional contact with the side of the shield.
2. A truck comprising middle end uprights, two shelves hinged at their inner meeting edges on pivots supported in said uprights, supports for the shelves when in horizontal positions, and a swelling on each upright for frictionally holding the shelves raised at an angle.
- 10 3. A truck comprising a frame composed of bottom

bars and corner and middle end uprights, a series of sets of two shelves each hinged at their inner meeting edges to the middle end uprights, bars for supporting each set
15 of shelves in line horizontally with each other, and means for supporting the shelves of each set when raised on their hinges at angles to the horizontal.

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

CHARLES H. LOEW.

Witnesses:

HERMAN MEYER,
ALAN McDONNELL.