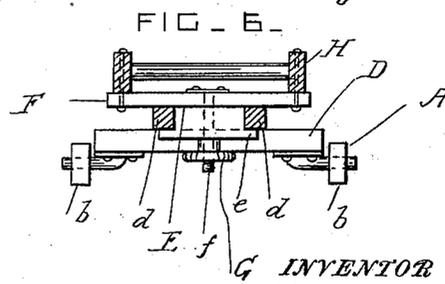
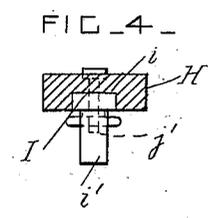
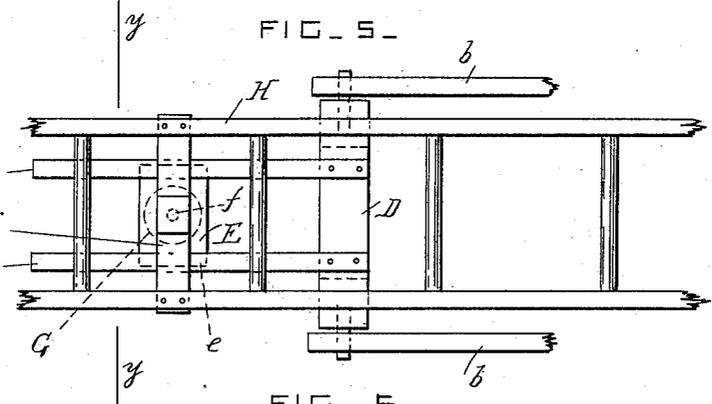
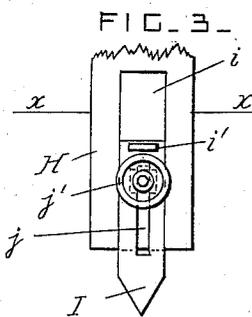
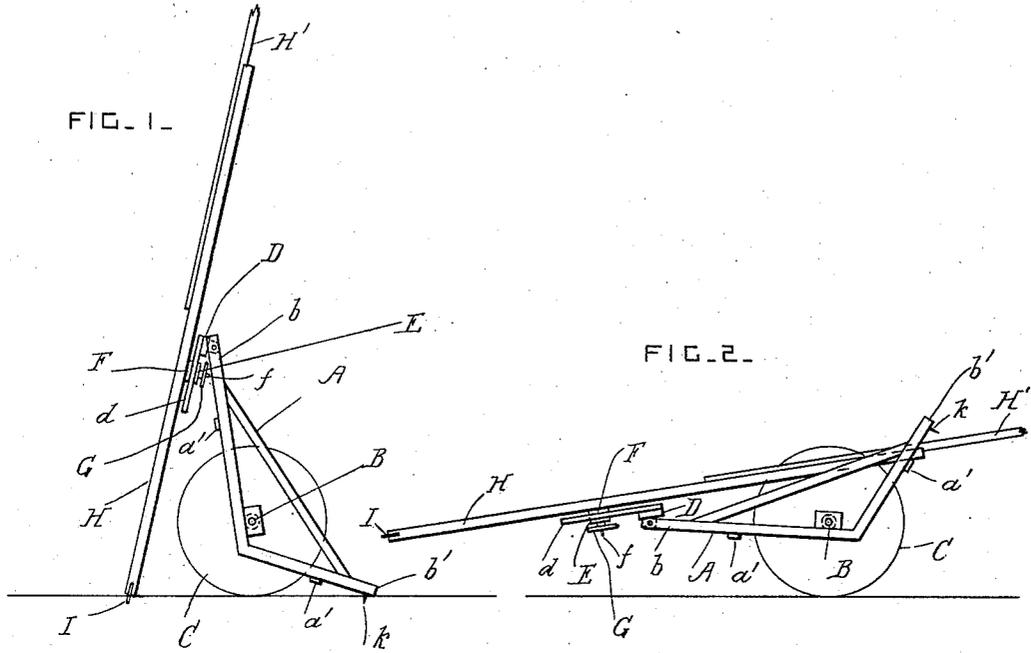


T. U. SECHLER.  
TRUCK LADDER.

APPLICATION FILED JULY 8, 1903.

NO MODEL.



WITNESSES  
 S. B. Middleton  
 Edwin E. Thoman

INVENTOR  
 Thomas U. Sechler.  
 by Herbert W. Jenner.  
 Attorney

# UNITED STATES PATENT OFFICE.

THOMAS U. SECHLER, OF FORT SCOTT, KANSAS.

## TRUCK-LADDER.

SPECIFICATION forming part of Letters Patent No. 750,402, dated January 26, 1904.

Application filed July 8, 1903. Serial No. 164,706. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS U. SECHLER, a citizen of the United States, residing at Fort Scott, in the county of Bourbon and State of Kansas, have invented certain new and useful Improvements in Truck-Ladders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to ladders which are supported on trucks; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the ladder with one of the truck-wheels removed, showing the ladder raised. Fig. 2 is a similar view, but shows the ladder lowered. Fig. 3 is a side view of one foot of the ladder, drawn to a larger scale. Fig. 4 is a cross-section taken on line  $x x$  in Fig. 3. Fig. 5 is a plan view showing the connection of the ladder with the truck and drawn to a larger scale. Fig. 6 is a cross-section taken on the line  $y y$  in Fig. 5.

The truck is provided with two triangular side frames A, which are connected together by cross-pieces  $a'$ .

B is the axle of the truck, which is secured to the side frames near the junction of their long arms  $b$  with their short arms  $b'$ .

C represents the truck-wheels, which are mounted on the ends of the axle, so that the truck can be pushed about.

D is a cross-piece which is pivoted between the free end portions of the long arms  $b$ , and  $d$  are longitudinal guide-bars secured to the middle part of the cross-piece D parallel with the said arms.

E is a guide-block which is slidable between the guide-bars and which has flanges  $e$  on one side. F is a cross-piece provided with a pivot  $f$  at its middle part, which is journaled in a hole in the said guide-block. The flanges  $e$  are arranged on one side of the guide-bars and the cross-piece F on the other side, and G is a hand-wheel which is screwed upon the projecting end portion of the pivot  $f$ . The pivot  $f$  is free to oscillate in the guide-block except

when clamped to it by means of the hand-wheel.

H is the main portion of the ladder, which has its middle part secured to the cross-piece F by any approved fastening devices.

H' is the extension-ladder, which is slidable upon the main ladder in any approved manner in which extension-ladders are constructed.

The main ladder H is provided with spiked feet I, which are slidable in sockets  $i$  in its end portions. The spiked feet I have projections  $i'$ , so that they may be pressed into the ground. Each slidable foot has a slot  $j$ , and  $j'$  is a bolt which projects from the ladder through the said slot and which has a small hand-wheel J screwed upon its end portion. The spiked foot can be retracted within its socket, so that it is preserved from injury, and when projected and pressed into the ground it is secured by screwing the small hand-wheel upon the bolt, so as to clamp the foot and prevent it from sliding back. The free end portions of the short arms  $b'$  are also provided with spikes  $k$ , which may be pressed into the ground when the ladder is raised, as shown in Fig. 1. When the ladder is lowered, it may be pushed about from place to place with great ease and convenience. The function of the guide-block and the guide-bars is to permit the ladder to be adjusted to different inclinations and the pivot permits it to be set at various angles. The main ladder is clamped to the cross-bar D by the hand-wheel G after its position has been adjusted and may then be raised and lowered as often as desired.

What I claim is—

1. In a truck-ladder, the combination, with a truck having two side frames united by cross-bars, and road-wheels journaled at the middle parts of the said frames; of a cross-piece pivoted at one end of the said frames and provided with guide-bars at its middle part arranged parallel with the said frames, a guide-block slidable in the said guide-bars, a cross-piece pivoted to the said guide-block, means for clamping the two said cross-pieces together, and a ladder having its middle part secured to the last said cross-piece.

2. In a truck-ladder, the combination with a two-wheeled truck, of a cross-piece pivoted at one end of the truck and provided with longitudinal guide-bars at its middle part, a guide-block slidable in the said guide-bars, a cross-piece provided with a screw-threaded pivot which projects through the said guide-block, a hand-wheel screwed on the end portion of the said pivot and clamping the two said cross-

pieces together, and a ladder having its middle part secured to the last said cross-piece.

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

THOMAS U. SECHLER.

Witnesses:

A. KLEIN,  
J. FUSON.