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W. H. ARMSTRONG.

TRUCK.

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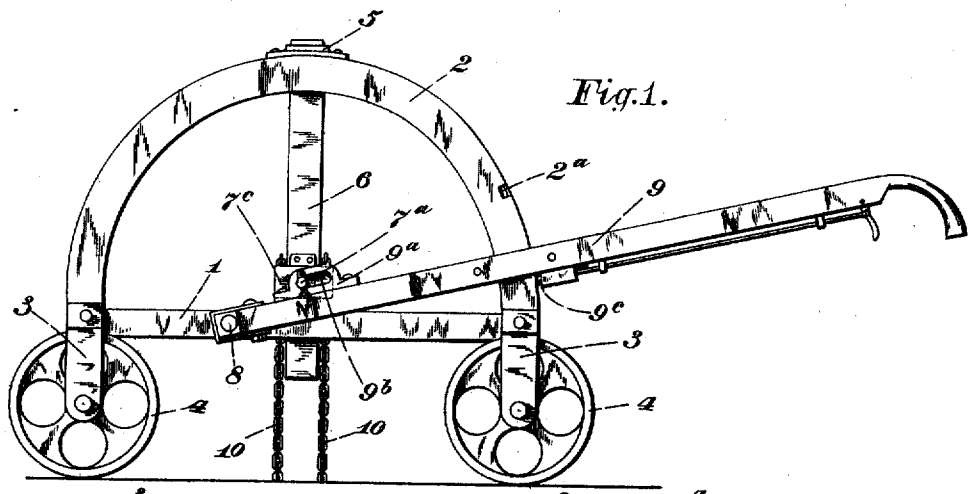


Fig. 1.

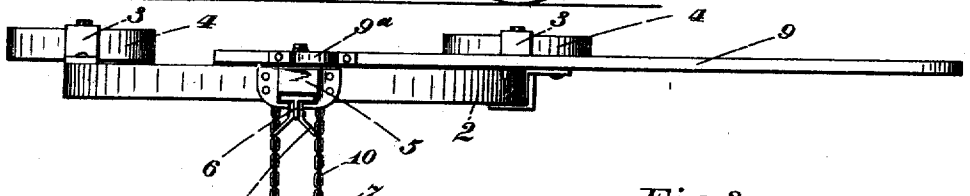


Fig. 2.

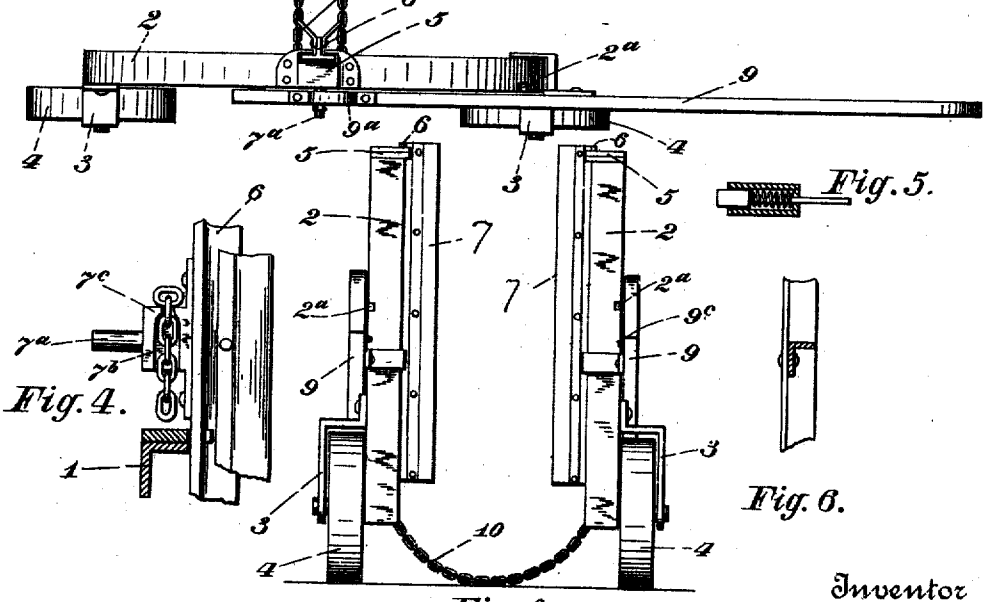


Fig. 3.

Fig. 4.

Fig. 5.

Fig. 6.

Witnesses
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UNITED STATES PATENT OFFICE.

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TRUCK.

No. 843,570. Specification of Letters Patent. Patented Feb. 12, 1907.

Application filed April 7, 1906. Serial No. 310,398.

To all whom it may concern:

Be it known that I, WILLIAM H. ARMSTRONG, a citizen of the United States, residing at Lima, in the county of Allen and State of Ohio, have invented certain new and useful Improvements in Trucks; 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.

The object of this invention is to provide an improved truck for handling and transporting radiators and other objects adapted to be engaged and transported thereby, such truck being of simple and easily-manipulated construction.

The invention consists in the construction hereinafter described and claimed.

In the accompanying drawings, illustrating one embodiment of the invention, Figure 1 is a view in side elevation looking at the left-hand side of the truck. Fig. 2 is a top plan view. Fig. 3 is an elevation looking toward the handled end of the truck. Fig. 4 is a detail of the device whereby the gripper is lifted and also the device for receiving and latching the chain. Fig. 5 is a detail of the handle-latching device, and Fig. 6 is a detail showing how the angle-iron of the base of the frame is united to the arched angle-iron of that frame.

The truck is comprised principally of two separate structures or sides each of which is a symmetrical duplicate of the other that in practice are united only by a chain or chains which supports the load between them. A description of one structure will therefore suffice for both.

In the views, 1 designates a base rail or piece, secured to the opposite ends of which is an arched piece 2. The pieces 1 and 2 are conveniently of angle-iron or steel, the base-rail being united to the arched piece by rivets or bolts, as seen in Fig. 6. Between leg extensions of the arched piece and a hanger-bracket 3 are journaled suitable wheels 4. The middle of the edges of the arched and base pieces 2 and 1 are notched, and secured to such pieces are castings like that indicated at 5 on the arched piece, each casting being formed with a T-opening, said T-openings alining with the notches in the arched piece and base-rail. Sliding in the T-openings of the said castings is a T-bar 6, to which are riveted strips 7, flaring outwardly from each other. The T-bar, with the flaring strips, I denominate "gripper-bars" because they grip longitudinally the edge of a radiator-section. When the part to be transported requires it, a different form of gripper can be substituted for that shown and described.

Secured to the outer side of the gripper-bar, above the base-rail of the frame, is a block 7^c, having projecting laterally therefrom a pin 7^a, and formed in its ends are grooves 7^b. The grooves are shown to have contracted upper ends and adapted to receive and retain the chains, hereinafter referred to.

Pivoted to a fulcrum-pin 8 on the base-rail is a handled lever 9. This lever 9 is provided with a casting 9^a, having a slot 9^b, into which the pin 7^a projects. The lever 9 is also provided with a spring-actuated latch 9^c, operative from a point near the handle and adapted to automatically engage a notch 2^a in the arched piece 2 when the lever is moved upward to it in raising the load.

10 designates the chains, of which there are conveniently two.

In practice the two structures or wheeled frames with the handled levers lowered are placed on opposite sides of the radiator as closely as practicable and so that the gripping-faces of the gripper-bars embrace the opposite sides of the same section of the radiator, preferably the middle section or one of the middle sections, if there be two such. The chains 10 are then passed under the radiator and drawn up as closely as possible and latched in the blocks at 7^b, as seen in Fig. 4, or otherwise secured. Now upon moving upward the two handled levers 9 until the latches 9^c engage the notches 2^a the radiator is lifted off the ground or floor and may be easily transported to the place desired. The weight of the radiator on the limber chains 10 holds the gripper-bars against the radiator and the two sections of the truck in position for proper movement of the whole on the four wheels.

Although I have shown and described the two frames as being in all respects the symmetrical duplicates of each other, it is obvious that they are not necessarily so constructed.

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

1. In a truck, the combination of two separate frames movable toward and from each other, vertically-sliding bars in said frames to grip the article to be carried, levers engaging said bars, and flexible means to support the load and connect the frames.

2. In a truck, the combination of two separate frames movable toward and from each other, sliding bars in said frames to grip the article to be carried, means for elevating said bars and flexible means to support the load and connect the gripper-bars.

3. In a truck, the combination of two separate frames movable toward and from each other, sliding bars in said frames to grip the article to be carried, means for elevating said bars, and means adapted to support the load connecting said bars.

4. In a truck, the combination of two separate frames movable toward and from each other, vertically-sliding bars in said frames, a lever attached to each of said frames and operatively engaging the bar, and a flexible load-supporting device connecting the sliding bars.

5. In a truck, the combination of two separate frames movable toward and from each other, sliding bars in said frames to grip the article to be carried, means for elevating said bars, and detachable means adapted to support the load and to connect said bars.

6. In a truck, the combination of two separate frames movable toward and from each other, sliding bars in said frames to grip the article to be carried, detachable means connecting the gripper-bars and adapted to support the load, levers to elevate the gripper-bars, and a latching device to hold the lever when the gripper-bars are elevated.

7. In a truck, the combination of two separate frames, vertically-sliding gripper-bars in said frames, blocks on said gripper-bars containing a laterally-projecting pin and means to retain a flexible load-supporting device between the frames, handled levers fulcrumed on said frames and provided with slots into which the aforesaid pins project, said levers being adapted to elevate said gripper-bars, and means for latching the levers after movement to elevate said gripper-bars.

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

WILLIAM H. ARMSTRONG.

Witnesses:
JAMES D. ARMSTRONG,
LOA C. ARMSTRONG.