

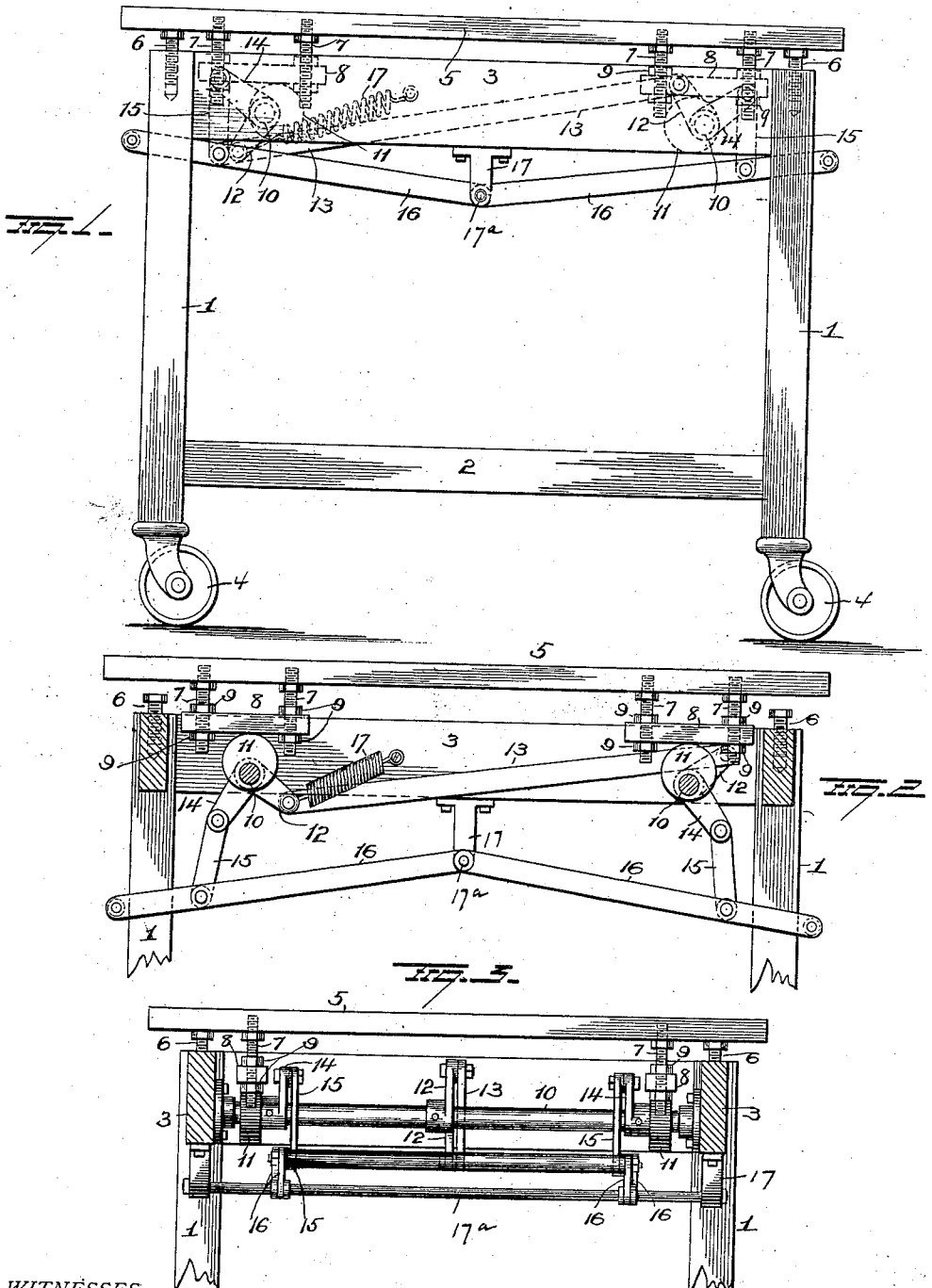
G. E. SMOUSE.

TRUCK.

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1,074,753.

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WITNESSES

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TRUCK.

1,074,753.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GEORGE E. SMOUSE, a citizen of the United States, residing at Washington, in the District of Columbia, 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.

My invention relates to an improvement in trucks, and particularly trucks for receiving type forms from a table or support, and transferring them to a table or support, the object being to provide a truck with a supporting surface for the type forms, mounted on adjustable devices, whereby the said supporting surface may be adjusted to the level with or raised slightly above or below the surfaces of the tables or devices with which it is used, so that the made up forms may be slid from the table onto the truck and transferred to the molding or stereotyping machines, or may be slid from the truck onto a table or other support without lifting the forms and without lifting or tilting the truck, thereby avoiding all danger of pieing the type.

With this object in view, my invention consists in the parts and combinations of parts, and in the details of construction as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawing, Figure 1 is a view in side elevation of my improved truck; Fig. 2 is a view in vertical longitudinal section, the top being shown in side elevation, and Fig. 3 is a view in end elevation the supporting frame being in section.

1 represents the truck body, which as shown, is preferably rectangular in shape, and is composed of four legs suitably connected near their lower ends by the bars 2, and at or near their upper ends by the strips 3, the whole forming a rigid structure which is mounted on four trailing caster wheels 4.

5 is the truck top, of slightly greater length and width than the truck frame, and smooth and flat on top so as to form a solid and even support for set up type or type forms. This top rests on the heads of the adjusting screws 6, one for each leg 1, so that by adjusting any one or more of the screws 6, the top can be accurately leveled up and adjusted as to height, for the table or devices

with which it is to be used, and can also be adjusted to compensate for wear. Depending from the underside of the top are four sets of threaded bolts 7. These bolts are arranged in pairs, one pair being adjacent each post 1, and each pair carries a metal block 8, the latter being adjustably secured on the screws by the nuts 9, two being above and two below each block as clearly shown in Fig. 1.

Mounted in bearings in the side strips 3 of the truck, are the shafts 10, one adjacent each end of the truck. Each shaft passes transversely across the truck, under the blocks 8, and each carries two eccentrics 11 on which the blocks rest and by which they are supported. Each shaft 10 therefore supports one end of the truck top when the latter is elevated above its supporting screws 6. The eccentrics 11 are keyed to the shafts 10 and bear at their peripheries against the underside of the blocks 8, and are so adjusted and located with relation to the other parts, that the top 5 is normally supported by the screws 6. Each shaft is provided with an arm 12, one of which projects upwardly and the other downwardly, and these two arms 12 are connected at their free ends by the connecting rod 13, so that when either shaft is turned the other will be turned also, and thus turn the entire series of eccentrics 11 in unison. Each shaft 10 is provided with an arm 14, each of which is connected by a link 15 with an actuating lever 16. The two levers 16 are connected to the rod 17 carried by the brackets 17 secured to the underside of the strips 3, and project in opposite directions and terminate adjacent the two ends of the truck so as to be within convenient reach of the operator.

From the foregoing it will be seen that by pushing down on either lever 16, all the eccentrics will be turned in a direction to elevate the truck top 5, and be carried onto or slightly past their dead centers, so that the top will be sustained in its elevated position after the lever 16 has been released. The parts may be restored to their normal positions by simply pulling up on the free end of either lever. In the use of the truck, it is first adjusted by means of the screws 6 and blocks 8 to the make up tables and other devices with which it is to be used, and is preferably set slightly below the level of the make up table so that the type forms on the

latter may be slid onto the truck top without lifting the forms. In transferring the forms back to the table or other device, the top 5 should be elevated to bring it slightly above the surface onto which the type or form is to be transferred so that it may be slid without lifting it.

To cushion the top against a sudden drop and consequent shock to the type forms thereon, I have connected the spring 17 to one arm 12, so that the movements of the eccentrics in a direction to lower the truck top will be opposed by the spring, the latter however operating to simply cushion, instead of preventing the descent of the top.

It is evident that many slight changes might be resorted to in the relative arrangement of parts shown and described without departing from the spirit and scope of my invention. Hence I would have it understood that I do not wish to confine myself to the exact construction and arrangement of parts shown and described, but

Having fully described my invention what I claim as new and desire to secure by Letters Patent, is:—

1. The combination of a frame, a movable top, supports adjustably secured to the frame and disconnected from the top and adapted to form supports for the top when the latter is in its lower position only, and means for lifting said top off said supports and lowering it onto the same.

2. In a truck, the combination of a frame mounted on wheels, a movable top, adjustable supports intermediate the frame and top and on which the latter rests, blocks secured to the table top and series of connected eccentrics engaging the blocks for lifting and lowering the top and means for actuating the eccentrics.

3. In a truck, the combination of a frame mounted on wheels, a movable top carried

on said frame, a series of connected eccentrics located below the top for elevating and lowering the latter, means for actuating the eccentrics and a spring for cushioning the movements of the eccentrics during the descent of the top.

4. In a truck, the combination of a frame mounted on wheels, a movable top on said frame, supports adjustably secured to the frame for sustaining the top in its lowered position, a series of connected eccentrics mounted in the frame below the top and engaging the latter, whereby when the eccentrics are turned in one direction the top will be lifted from the adjustable supports, and when turned in the opposite direction will be lowered onto said supports, and means located at opposite ends of the table whereby the entire series of eccentrics may be actuated from either end.

5. The combination of a frame mounted on wheels, a series of connected eccentrics carried by said frame, a table top adapted to be moved vertically, and a series of bearings secured to the underside of the table top and adjustable toward and from the latter, the said bearings resting on the eccentrics.

6. In a truck, the combination of a frame mounted on wheels, adjustable supports at the top of said frame, a top resting on said supports, a series of connected eccentrics carried by the truck, adjustable blocks carried by the table top and adapted to be engaged by said eccentrics and means for actuating the eccentrics.

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

GEORGE E. SMOUSE.

Witnesses:

S. C. HILL,

H. F. MOONEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."