

(No Model.)

G. F. BAUGHER.

FOUNDRY TRUCK.

No. 246,284.

Patented Aug. 30, 1881.

Fig. 1.

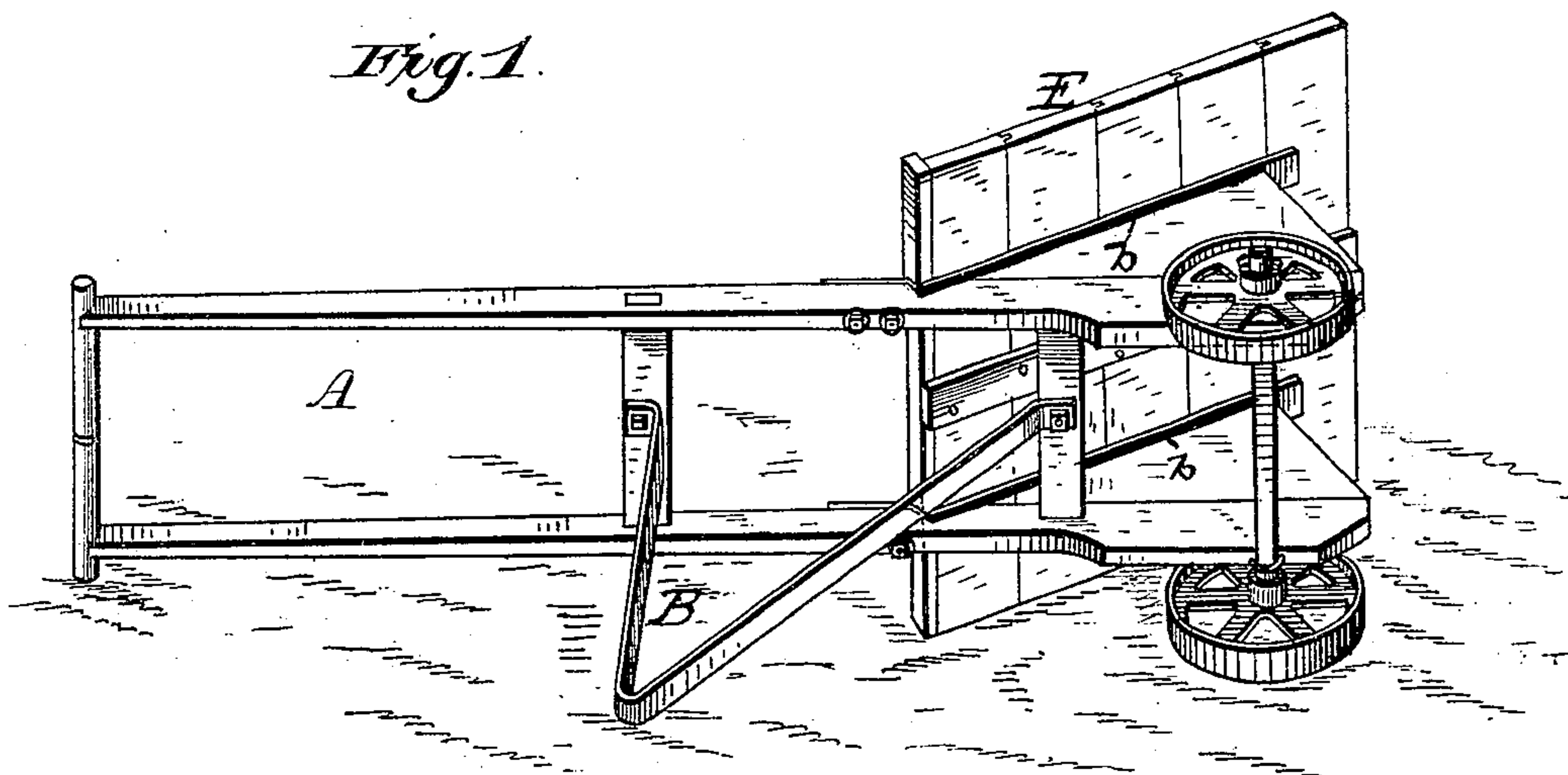


Fig. 2.

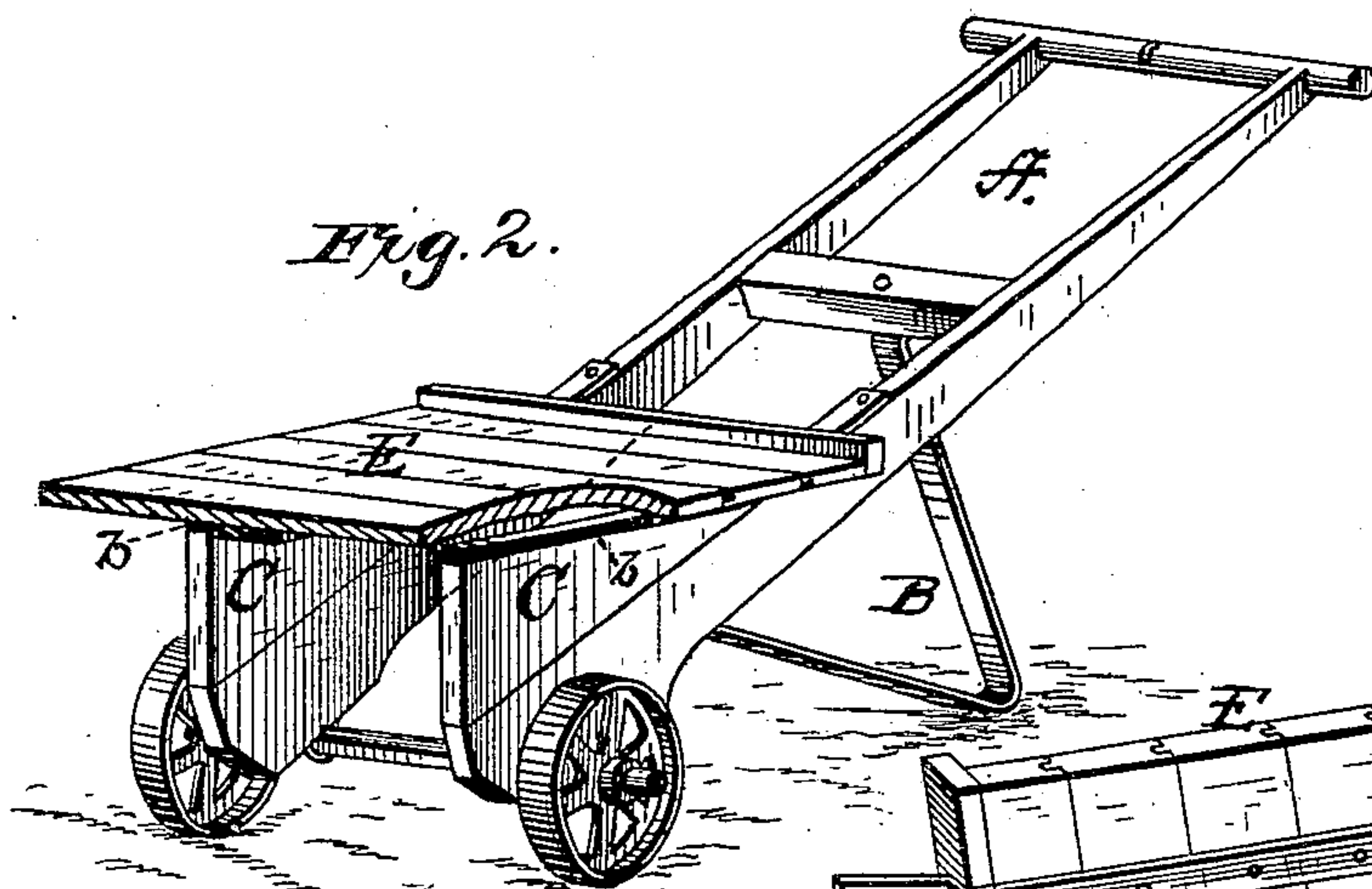
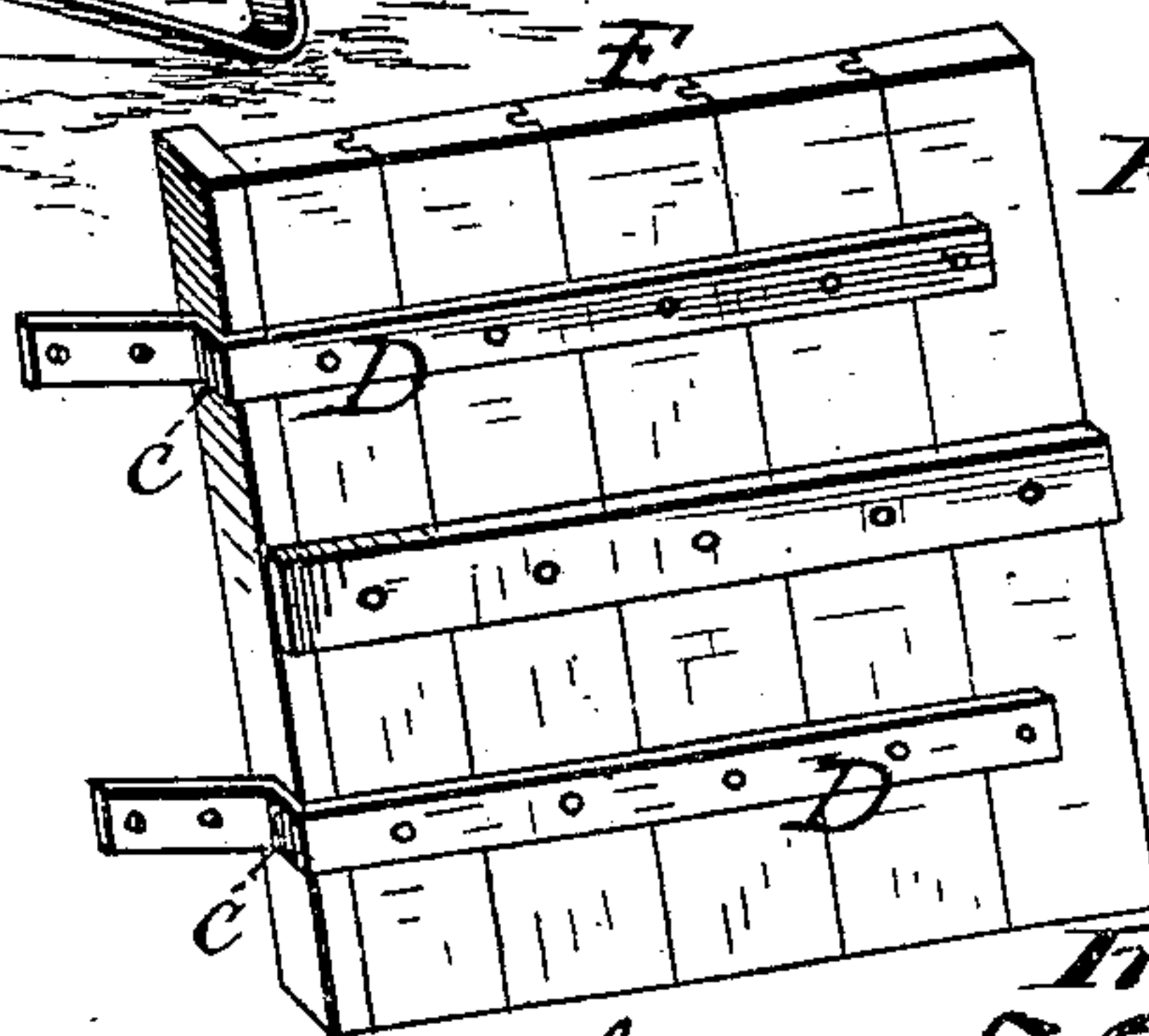


Fig. 3.



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UNITED STATES PATENT OFFICE.

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FOUNDRY-TRUCK.

SPECIFICATION forming part of Letters Patent No. 246,284, dated August 30, 1881.

Application filed April 25, 1881. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. BAUGHER, a citizen of the United States of America, residing at York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Foundry-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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to that class of trucks used in foundries for handling and moving the filled flasks.

The trucks now used in foundries for carrying the molds or filled flasks from a molding-machine have a firm or rigid frame, and are therefore objectionable, for the reason that whenever they are subjected, from unevenness of the ground or other causes, to a jar the mold is upset and the work ruined.

The object of my invention is to overcome this serious difficulty; and it consists in the novel combination of a truck-frame, side blocks with elastic cushions, and a platform.

My invention further consists in the platform and the mode of attaching the same to the truck-frame.

My invention further consists in the novel construction and combination of parts, as will be hereinafter more fully set forth and specifically claimed.

In the drawings, Figure 1 is a representation of a perspective view of my improved truck, looking from the under side. Fig. 2 is a perspective view of the same, looking from the front; and Fig. 3 is a perspective view of the platform with the spring-straps.

In the annexed drawings, the letter A represents the truck-frame composed of the side bars, the end or handle bar, the intermediate bracing-bars, and the axle with truck-wheels at the front end.

To the intermediate bracing-bars is attached a V-shaped or angular-shaped leg, B, by means of bolts or other fastening devices. The offices of this angular-shaped leg are to support and maintain, in connection with the truck-wheels,

the truck, when at rest, in an upright position, and to serve as a bracing means.

At the front or forward ends of the side bars are attached the angular-shaped blocks C C, so that when in position the upper surfaces will be horizontal, or nearly so, to receive a horizontal platform, as hereinafter described. The upper surfaces of these blocks are lined with heavy rubber strips, forming cushions, as indicated by the letters *b* in Figs. 1 and 2 of the drawings.

The letters D represent steel spring-straps, bent at *c*, forming shoulders, and to these straps the platform or base-board E is secured. The straps, with the platform attached, are secured at their upper ends to the side bars by means of two or more bolts, to obtain a firm connection, or any other suitable fastening means may be substituted. The forward portions, or that part of the spring-straps in front of the shouldered portions, rest loosely upon the rubber cushions on the side angular blocks, thus completing the truck for use.

The practical use of my improved truck is as follows: The molded or filled flask to be carried from the molding-machine to the floor of the foundry is placed carefully on the platform of the truck, and the workman then pushes the truck before him to the place where the flask is to be deposited, where it is carefully taken from the truck and placed in the desired position. If the truck should, from any unevenness of the floor or from accident, receive a jar, the rubber cushions arranged under the straps of the platform will break or destroy the effects of the jar, and the mold will remain intact. Without means of breaking the jar the cope of the flask would have to be raised and the mold examined, and if damaged in the least the entire mold upset and remade.

In some cases mortises or recesses may be formed in the side pieces of the truck to receive iron rods and coil-springs to accomplish substantially the same results.

It is obvious that slight changes may be made in my truck without departing from the spirit of the invention. Therefore I do not wish to confine myself to the construction and arrangement hereinbefore described and shown.

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

1. In a foundry-truck, the side blocks having their upper faces lined with rubber or its equivalent, substantially as described.

2. The combination, with a truck-frame, of the triangular-shaped side blocks having their upper faces lined with rubber or its equivalent and a platform, substantially as described.

3. The combination, with a truck-frame, of the triangular-shaped side blocks having their upper faces lined with rubber or its equivalent, the steel spring-straps, and a platform, arranged in the order substantially as described.

4. The foundry-truck consisting of the truck-frame with the side blocks having their upper faces lined with rubber or its equivalent, the spring-straps attached to the side bars of the

truck-frame, and the platform, substantially as described.

5. The improved foundry-truck consisting of the truck-frame with the triangular-shaped side blocks having their upper faces lined with rubber or its equivalent, the spring-straps attached to the side bars of the truck-frame, the platform, and the triangular-shaped supporting-leg, substantially as described.

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

GEORGE F. BAUGHER.

Witnesses:

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