

(No Model.)

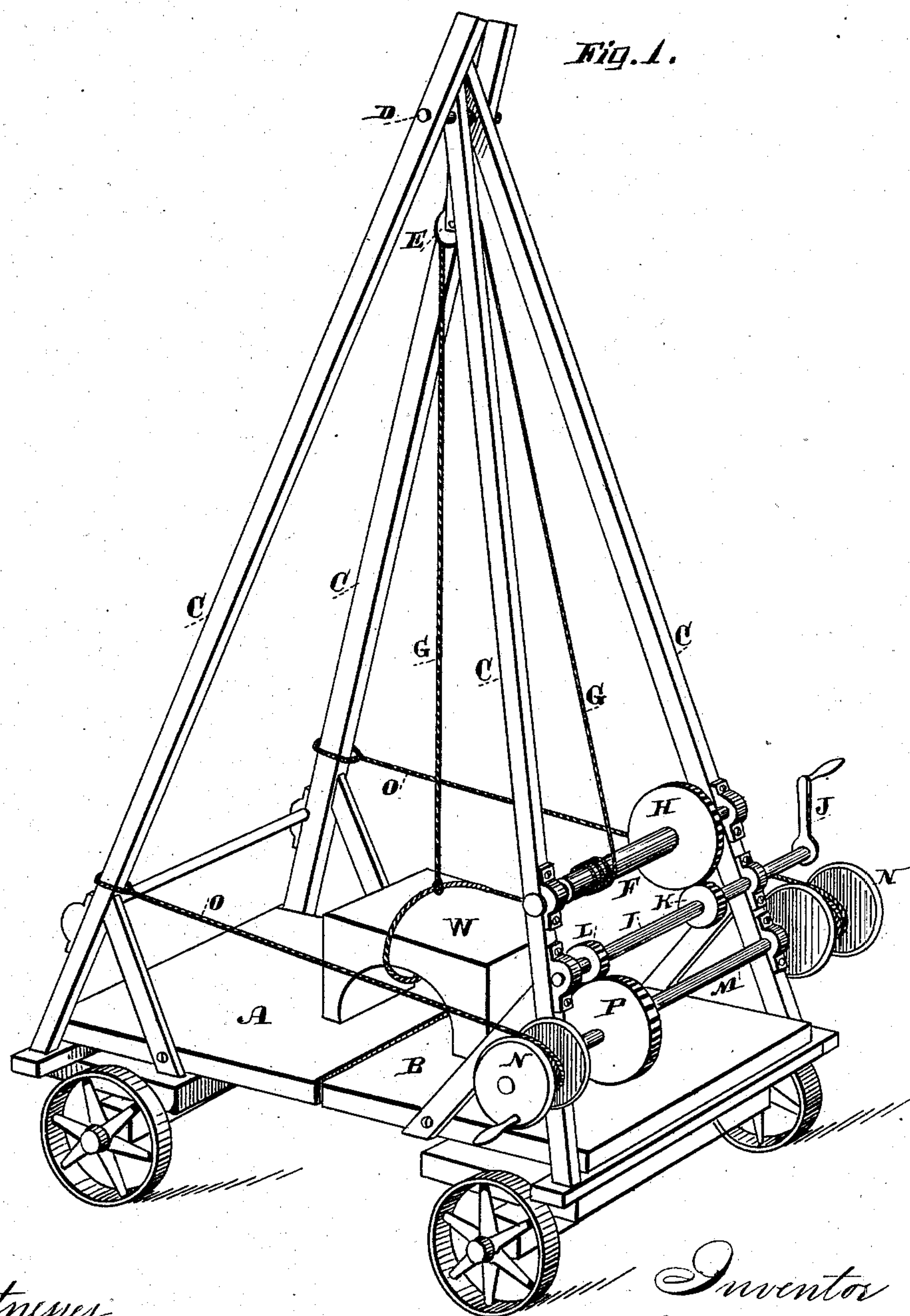
2 Sheets—Sheet 1.

A. ROBINSON.

COMBINED TRUCK AND DERRICK.

No. 254,885.

Patented Mar. 14, 1882.



Witnesses

Geo. H. Strong
Frank A. Brooks

Inventor

Alexander Robinson
By Dewey & Co. *Attys*

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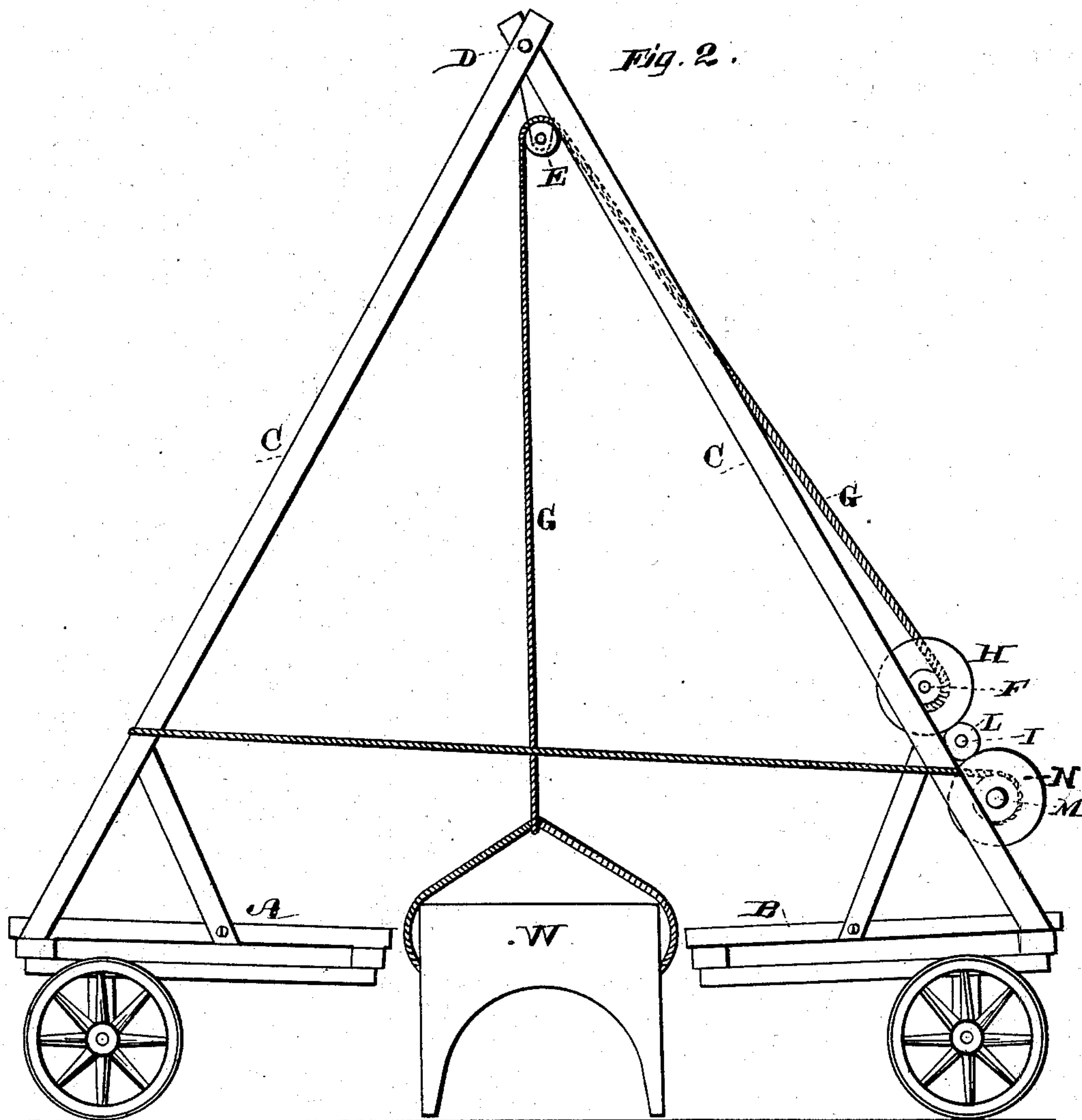
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UNITED STATES PATENT OFFICE.

ALEXANDER ROBINSON, OF BENICIA, CALIFORNIA.

COMBINED TRUCK AND DERRICK.

SPECIFICATION forming part of Letters Patent No. 254,885, dated March 14, 1882.

Application filed September 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER ROBINSON, of Benicia, county of Solano, State of California, have invented a Combined Truck and Derrick; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to a combined truck and derrick, the object of which is to embody in one device both the lifting and carrying capacity for convenience in removing weights and heavy bodies of all kinds.

It consists in the employment of two separate trucks connected by the derrick-timbers, which by being hinged at the top adapt the trucks to separate or approach. This is accomplished by appropriate pulleys and cords. The trucks are separated on each side of a weight, and by their approach lift the weight between them and up onto their tops, as will be seen more fully hereinafter.

Referring now to the accompanying drawings, Figure 1 shows a perspective of my device. Fig. 2 shows a side elevation of the same.

Let A represent a truck, and B another, both being provided with wheels, as shown. They are so constructed that when their edges are together they are level and form together a complete truck. Secured to their outer corners are derrick-timbers C C, which extend upward, converging to meet at the top, where they are journaled upon one shaft, D. By being thus journaled above, the trucks can separate, and in so doing the derrick-timbers approach the horizontal, and their apex is drawn nearer to the ground. In the top of the derrick I have represented a pulley, E, which may stand for all the usual tackle of such devices. Across one side of the derrick-timbers below is journaled a shaft, F, upon which is wound the rope G, which leads up to the pulley E and down again in the center of the device, and is adapted to be hooked on or attached to any weight. Let W represent a weight. The shaft F carries a large gear-wheel, H. Below this shaft is journaled an operating-shaft, I, provided with a crank, J. It carries a pinion, K, and another, L. Below is another shaft, M, the ends of which project beyond the derrick-timbers, and are provided with drums N, upon which ropes O wind. These ropes extend across the sides, and are attached in any suitable

manner to the derrick-timbers of the other truck. The shaft M carries a large gear-wheel, P. The pinions K and L upon the middle or operating shaft, I, are adapted to engage with the gears H and P, or to be thrown out of gear therewith.

The operation of the device will be as follows: It is especially adapted for use in machine or junk yards. If the heavy weight W is to be transported from one place to another, the device is wheeled up to it. The pinion L is thrown into gear with the gear-wheel P and the ropes O given out, so that the two trucks may separate, and the device so placed that the weight shall be between the trucks. The rope G is then secured to the weight and the shaft F made fast in any suitable manner. By turning the crank J the shaft M winds up the ropes O, and the trucks are drawn together. The apex of the derrick-timbers rises and lifts the weights from the ground and high enough to allow the trucks to approach and meet each other immediately under the weight, which may then be let down by releasing the shaft F. This requires no side swinging of the weight to load it upon a separate truck. The whole operation is performed by one machine, and the work can be carried on rapidly. The shaft F allows the proper adjustment of the lifting-rope G. It may be let out or drawn in to suit different bodies and the height to which they should be raised upon the trucks. It can be operated separately to ease the weight from the ground and allow the trucks to be drawn together with greater ease.

Although I have here shown the trucks A and B as having but a pair of wheels each, it is obvious that each might have four wheels and keep the body always level. By bringing the derrick-timbers to the corners instead of rigidly securing them, the same result would be obtained. In view of this it may be seen that the device may be applied to trucks or wagons of any kind or two cars upon a track. A weight could thus be easily raised upon them by drawing them together.

The advantage of the invention is in the combination of the truck and derrick, the facility with which it may be transported from place to place, and in its general simplicity.

Having thus described my invention, what I

claim as new, and desire to secure by Letters Patent, is—

1. The separate trucks A B, in combination with the derrick-timbers C, connected with the trucks and converging above and journaled or hinged at their tops, said trucks being adapted to separate or approach by means of appropriate ropes, as shown, when arranged substantially as and for the purpose herein described.

2. The trucks A B and derrick-timbers C, connected therewith and journaled together above, when combined with a lifting-rope, G, and pulley E, and a means for separating or drawing together said trucks, substantially as herein described.

3. The trucks A B and derrick-timbers C,

journaled together as shown, in combination with the shaft F, gear-wheel H, rope G, pulley E, and operating-shaft I, with its pinions K and L, whereby a weight is secured and raised, and the shaft M, with its gear-wheel P and drum N, and the connecting-ropes O, whereby the two trucks are drawn together and a weight is lifted upon them, substantially as herein described.

In witness whereof I have hereunto set my hand.

ALEXANDER ROBINSON.

Witnesses:

C. D. COLE,
J. H. BLOOD.