(No Model.)

J. DIXON & E. B. RHODES.

FREIGHT TRUCK.

No. 321,802. Patented July 7, 1885.

Fig. 1.

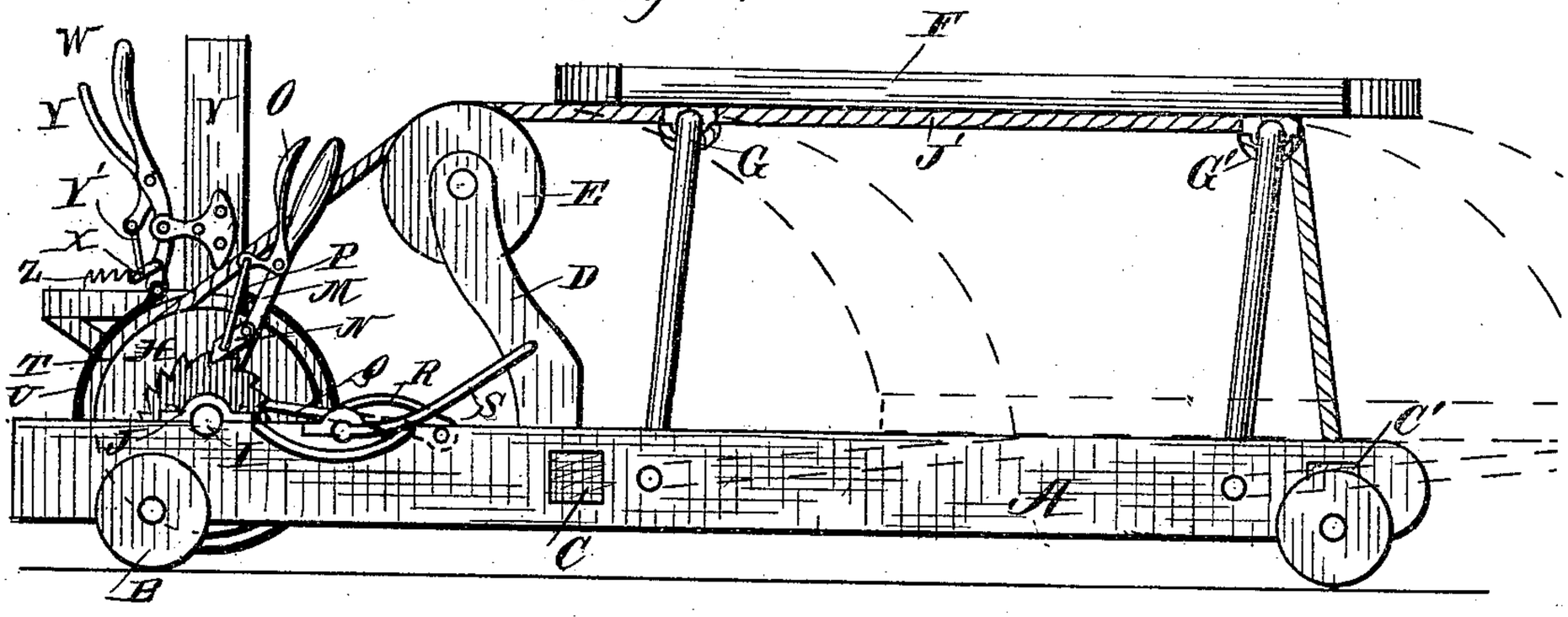


Fig. 2.

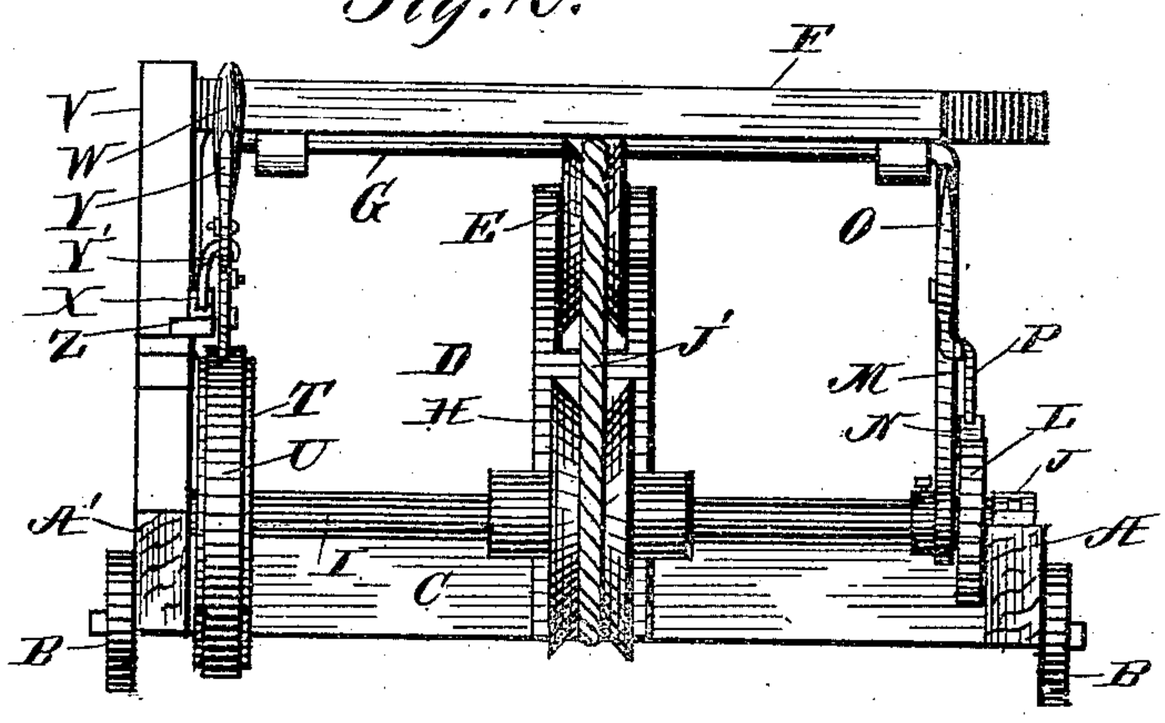
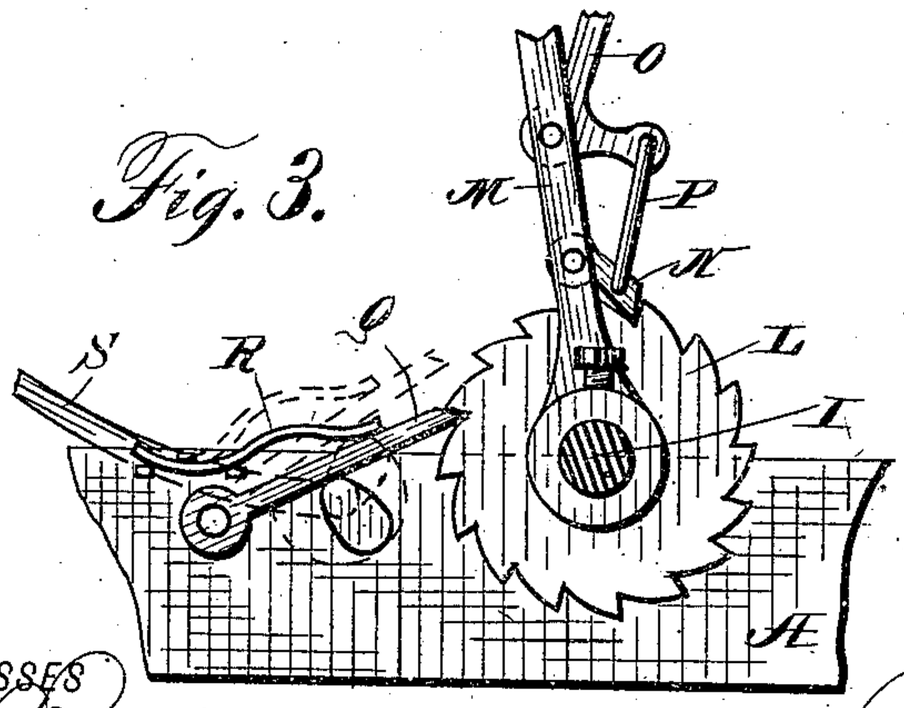


Fig. 3.



WITNESSES

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JOHN DIXON AND ELVET B. RHODES, OF WEST BADEN, INDIANA.

FREIGHT-TRUCK.

SPECIFICATION forming part of Letters Patent No. 321,802, dated July 7, 1885.

Application filed May 9, 1885. (No model.)

To all whom it may concern:

Be it known that we, JOHN DIXON and ELVET B. RHODES, both residents of West Baden, in the county of Orange and State of Indiana, have invented certain new and useful Improvements in Trucks for Transferring Freights; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side view of our improved truck for transferring freight. Fig. 2 is an end view, and Fig. 3 is a detail view, taken from the inner side, showing the ratchet mechanism.

Similar letters of reference indicate corresponding parts in all the figures.

Our invention relates to trucks for transferring freight; and it consists in the improved construction and combination of parts which will be hereinafter more fully described and claimed.

In the drawings, A A′ indicate the sills, which are supplied with suitable bearings for small wheels B. Between these sills are secured two transverse beams, C C′. Beam C has an upright, D, secured to its middle, the upper end of which is forked and provided with bearings for the small grooved sheave E.

F is the platform, which is provided on its under side with boxes for a pair of bearings, G G′, the ends of which are bent to form long right-angled downwardly-extending arms, the lower ends of which are again bent at right angles and journaled in suitable bearings in the sills A A′.

H is a pulley or sprocket-wheel secured upon a shaft, I, which is journaled in bearings J upon the sills A A′; and a rope or chain, J′, is secured to the periphery of said pulley, passing over the sheave E and under the platform F, where it is secured either to the shafts G G′ or to the said platform, or to both. The end of shaft I which is journaled in the sill A is provided with a fixed ratchet-wheel, L, and a hand-lever, M, which is journaled upon said shaft. Said lever M has a pivoted spring-pawl, N, which engages the ratchet-wheel L. The body of the pawl is connected to the short arm of a tripping-lever, O, by a wire or rod, P, said tripping-lever being pivoted upon the main lever M. Upon the inner side of sill A is pivoted another pawl, Q, with a spring, R, and the sill A is provided near the end of the shaft I with bearings for the shaft of another hand-lever, S, which shaft, upon its inner end, has a projection which is adapted to trip the pawl Q. That end of the shaft I which is journaled in sill A′ is provided with a disk or drum, T, which has a band, U, which may be made of metal. One end of said band is secured to an upright, V, which is secured to the sill A′, while the other end of said band is fastened to the short arm of a hand-lever, W, which has a spring-pawl, X, and a tripping-lever, Y, with a connecting-rod, Y′, for disengaging pawl X from a toothed rack, Z.

From the foregoing description, taken in connection with the drawings, the operation of the device can readily be understood. When it is desired to raise a load—such as boxes, barrels, &c.—to the door of a freight-car, the platform F is lowered in the position shown in dotted lines in Fig. 1, and when the load is placed upon the platform all that is necessary is to work the lever M back and forth, when the pawl N will engage the ratchet-wheel L, and thus at each forward stroke, the shaft I with the pulley or sprocket-wheel H, will be revolved, and the rope or chain winding around said pulley, the platform will be raised, moving in an arc the radius of which is the length of the downward-extending arms of shafts G G′, and when the lever M is worked and the ratchet-wheel turns, the spring-pawl Q catches back of each tooth upon said wheel, thus holding the wheel from turning backward. The lever M is worked until the platform has reached the desired height. When it is desired to lower a load, the brake-lever W of the drum-band U may be drawn and the small tripping-lever O upon the hand-lever M depressed to disengage the pawl N, and the lever S being shifted the pawl Q will be disengaged and the load may be lowered gradually by the manipulation of the brake-lever W.

Having thus described our invention, we claim and desire to secure by Letters Patent of the United States—

1. The combination of the sills, the cross-beams, the shaft having the pulley or sprocket-wheel, the rope or chain attached to said pulley, the upright secured to one of the cross-beams and carrying a sheave, the platform mounted upon bearing-arms, and the pawl-and-ratchet mechanism for applying a rotary motion to the shaft, substantially as and for the purpose herein shown and set forth.

2. The combination of the sills, the cross-beams, the shaft having the pulley or sprocket-wheel, the rope or chain attached to said pulley, the upright secured to one of the cross-beams and carrying a sheave, the platform mounted upon bearing-arms, the pawl-and-ratchet mechanism for applying a rotary motion to the shaft, a drum secured to the shaft, a metal band to encircle said drum, and the brake-lever mechanism, substantially as and for the purpose shown and set forth.

In testimony that we claim the foregoing as our own we have hereunto affixed our signatures in presence of two witnesses.

JOHN DIXON.
ELVET B. RHODES.

Witnesses:
JOHN A. RITTER, Jr.,
WILLIAM V. RITTER.