No. 763,027. PATENTED JUNE 21, 1904.

A. A. SCOTT.

ELEVATING TRUCK.

APPLICATION FILED AUG. 12, 1903.

NO MODEL.

Fig. 1.

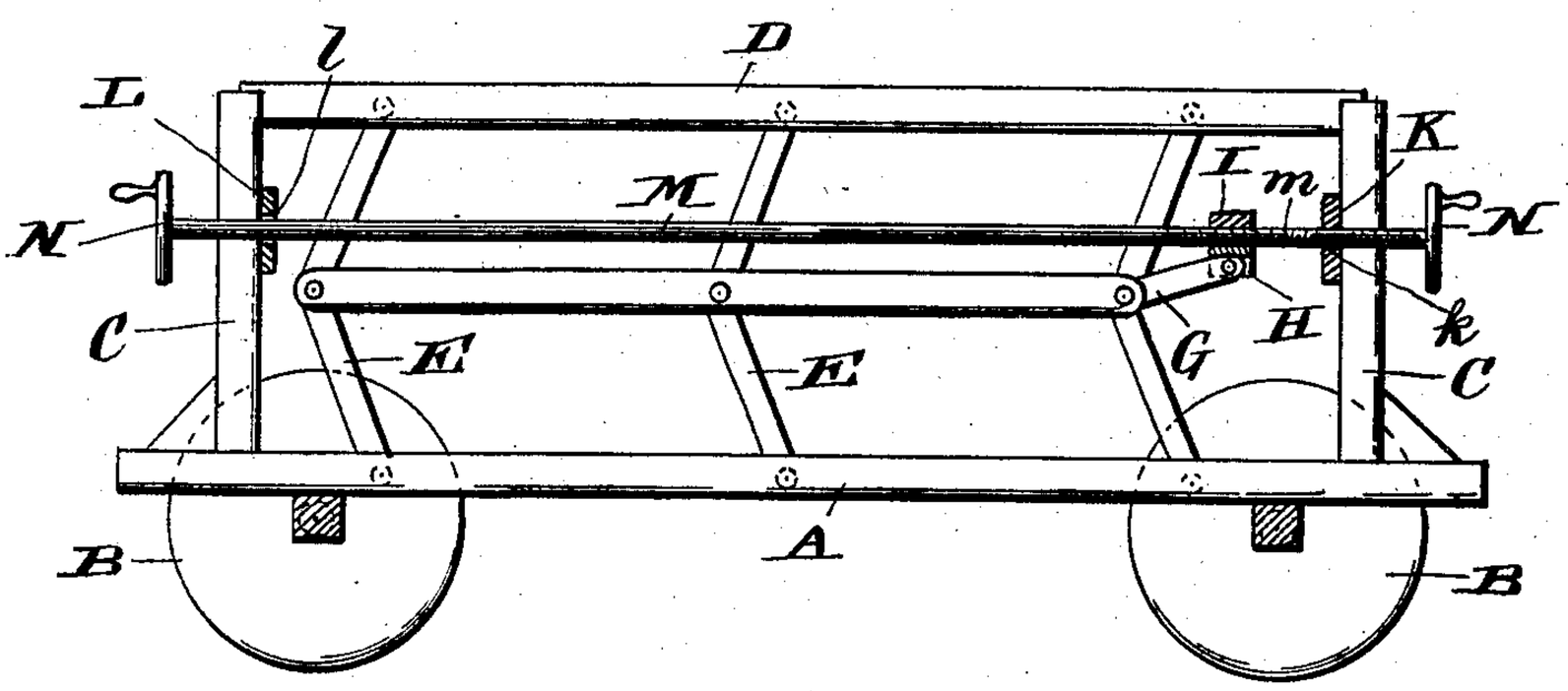


Fig. 2.

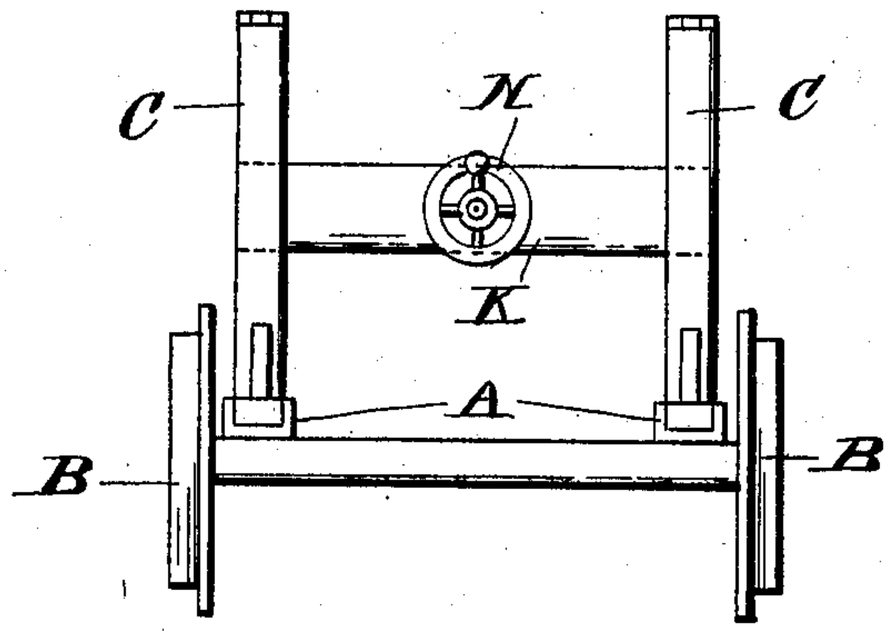
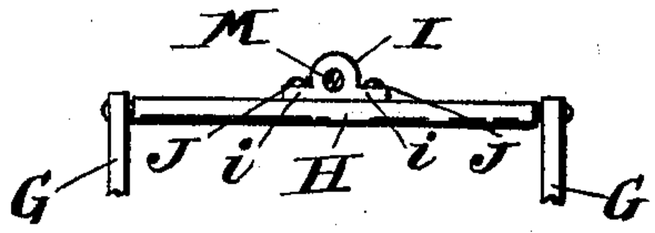


Fig. 3.



Witnesses

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No. 763,027. Patented June 21, 1904.

UNITED STATES PATENT OFFICE.

ALEXANDER ANDERSON SCOTT, OF KNOXVILLE, TENNESSEE.

ELEVATING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 763,027, dated June 21, 1904.

Application filed August 12, 1903. Serial No. 169,277. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER ANDERSON SCOTT, a citizen of the United States, residing at Knoxville, in the county of Knox and State of Tennessee, have invented certain new and useful Improvements in Elevating-Trucks, of which the following is a specification.

My invention relates to trucks for transporting and elevating and lowering heavy loads, such as pallets of bricks in a brick-yard, and has for its object to improve the construction of a truck patented to me on April 9, 1901, No. 671,452. In the truck described in said patent the elevating-platform is raised and lowered by means of a lever-like handle. This construction necessitates backing the car into the drying-yard and into the rack at the machine, so that unless the machine is on the same side of a transfer-track as the drying-yard a turn-table must be provided on the transfer-truck or somewhere intermediate the machine-rack and the drying-racks, so that the truck may be in the right position.

With the purpose in view of dispensing with the lever-like handle and turn-table aforesaid my invention contemplates the employment of a screw-shaft for operating the platform-elevating means, the shaft extending the full length of the truck, with a suitable crank on each end for turning it and having right and left threads cut therein which intermember with threaded sockets on the front of the truck and on the elevating means for the platform.

The construction and advantages of my invention will fully appear hereinafter and by reference to the accompanying drawings, in which—

Figure 1 is a central vertical longitudinal view, partly in section, of my invention, showing its application; Fig. 2, a view in elevation of the front of the truck, and Fig. 3 a detail view of the cross-bar on the elevating-platform.

Referring to the drawings, in which similar reference characters indicate corresponding parts throughout the several views, A represents the base-beams of my truck, having wheels B suitably journaled thereon and uprights C at the front and back of each base-beam.

D represents the platform-beams, having their ends slidably mounted in the uprights C and raised and lowered by two or more toggle-levers E, having their ends pivotally mounted on the base-beams A and platform-beams D and their joints connected by a rod F.

G represents a short bar pivotally mounted on the end of each rod F and H, a cross-bar connecting the free ends of bars G.

I represents a screw-threaded socket secured to cross-bar H by means of bolts J, passing through ears *i*, integral with said socket I and said cross-bar H.

K represents a cross-bar secured to the uprights C on the front of the truck and having a screw-threaded bore *k* therein, the threads in said bore *k* being in the opposite direction to the threads in socket I. On the uprights C, at the rear of the truck, is secured a cross-bar L having a smooth bore *l* therein.

M represents a shaft journaled in bore *l* and having right and left threads *m* to intermember with the threads in socket I and bore *k*, respectively.

N represents a wheel keyed to each end of shaft M and having a handle mounted on its rim or one of its spokes to turn it, or a crank may be substituted for the wheel N, if desired.

In operation the platform-beams are raised by turning the shaft M in one direction, it being readily apparent that by having the threads thereon right and left and the threaded sockets cut to intermember therewith the platform is moved twice as rapidly as it would be with all the threads in the same direction. It is also apparent that the shaft can be operated from either end of the truck, so that the truck need not be turned around in operation.

It will also be readily seen that by slight modifications my invention may be applied to other forms of elevating-trucks and especially to those issued to me on July 2, 1902, No. 703,744, September 16, 1902, No. 709,245, and October 14, 1902, Nos. 711,007 and 711,008, and I therefore do not wish to be confined to the application of my means for raising and lowering to a truck having a platform actu-

ated by toggle-levers as described above and shown in the accompanying drawings.

Having thus described my invention, what I claim is—

1. In an elevating-truck, a frame, a platform movable relative to said frame, toggle-levers pivotally mounted on said frame and platform, rods connecting the joints of said toggle-levers, a bar pivotally mounted on one end of each rod, a cross-bar connecting said bars and having a screw-threaded socket therein, and a shaft journaled in said frame having a threaded portion to intermember with the threaded socket aforesaid, substantially as shown and described.

2. In an elevating-truck, a frame, a platform movable relative to said frame, toggle-levers pivotally mounted on said frame and platform, rods connecting the joints of said toggle-levers, a bar pivotally mounted on one end of each rod, a cross-bar connecting the free ends of said bars and having a screw-threaded socket therein, a cross-bar secured to the front of the truck having a socket threaded opposite to the threads in the first-mentioned socket, and a shaft journaled at the rear of the truck and having right and left threads cut into its surface to intermember with the threaded sockets aforesaid, substantially as shown and described.

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

ALEXANDER ANDERSON SCOTT.

Witnesses:

JOS. H. BLACKWOOD,

S. A. RANDOLPH, Jr.