

No. 803,359.

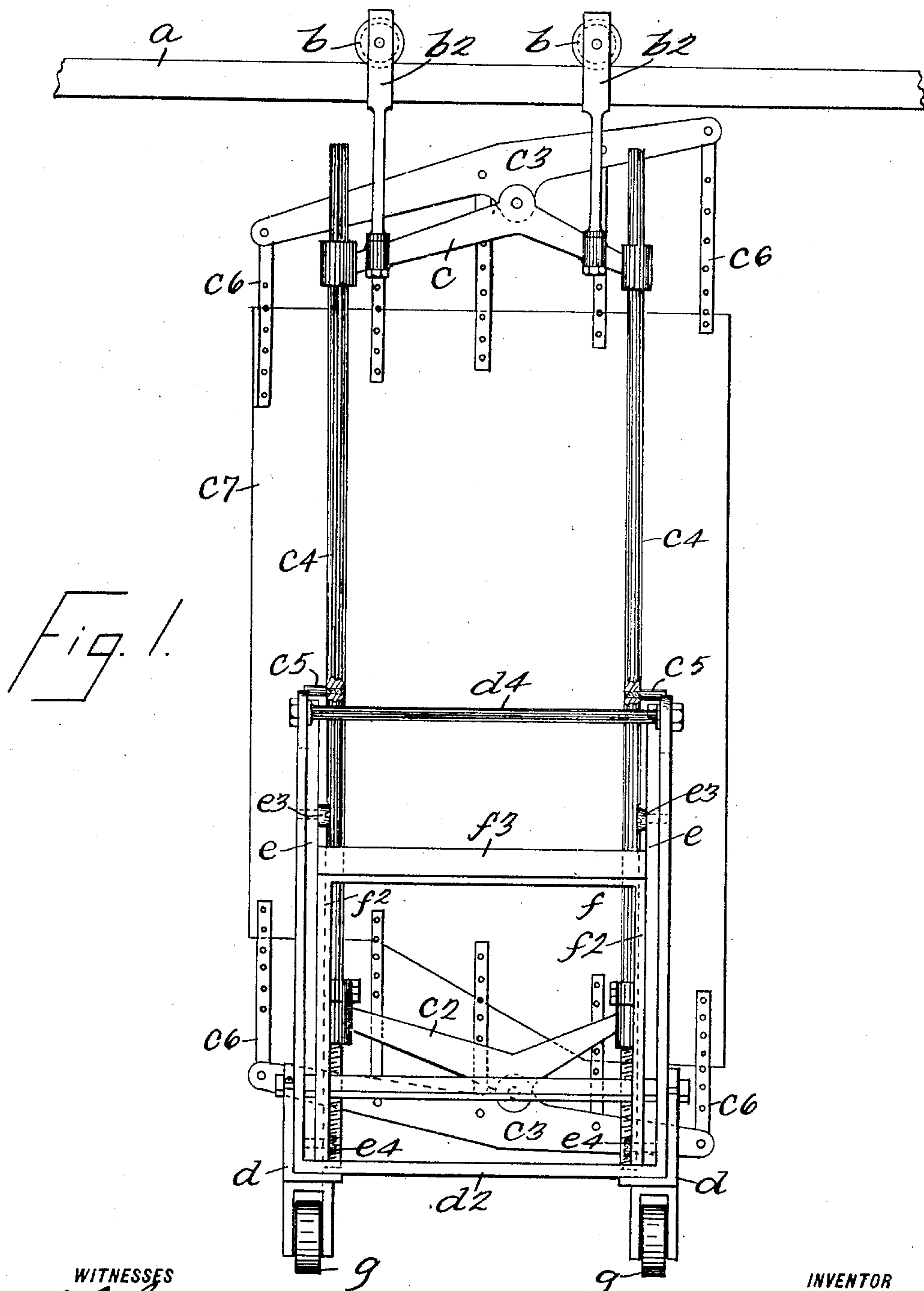
PATENTED OCT. 31, 1905.

E. L. POST.

TRUCK FOR MOVING OR HANDLING HIDE STRETCHING MACHINES.

APPLICATION FILED FEB. 8, 1905.

2 SHEETS—SHEET 1.



**WITNESSES**

J. C. Larsen  
F. A. Stewart

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*Ezra L. Post*

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Edgar Bates Co  
ATTORNEYS

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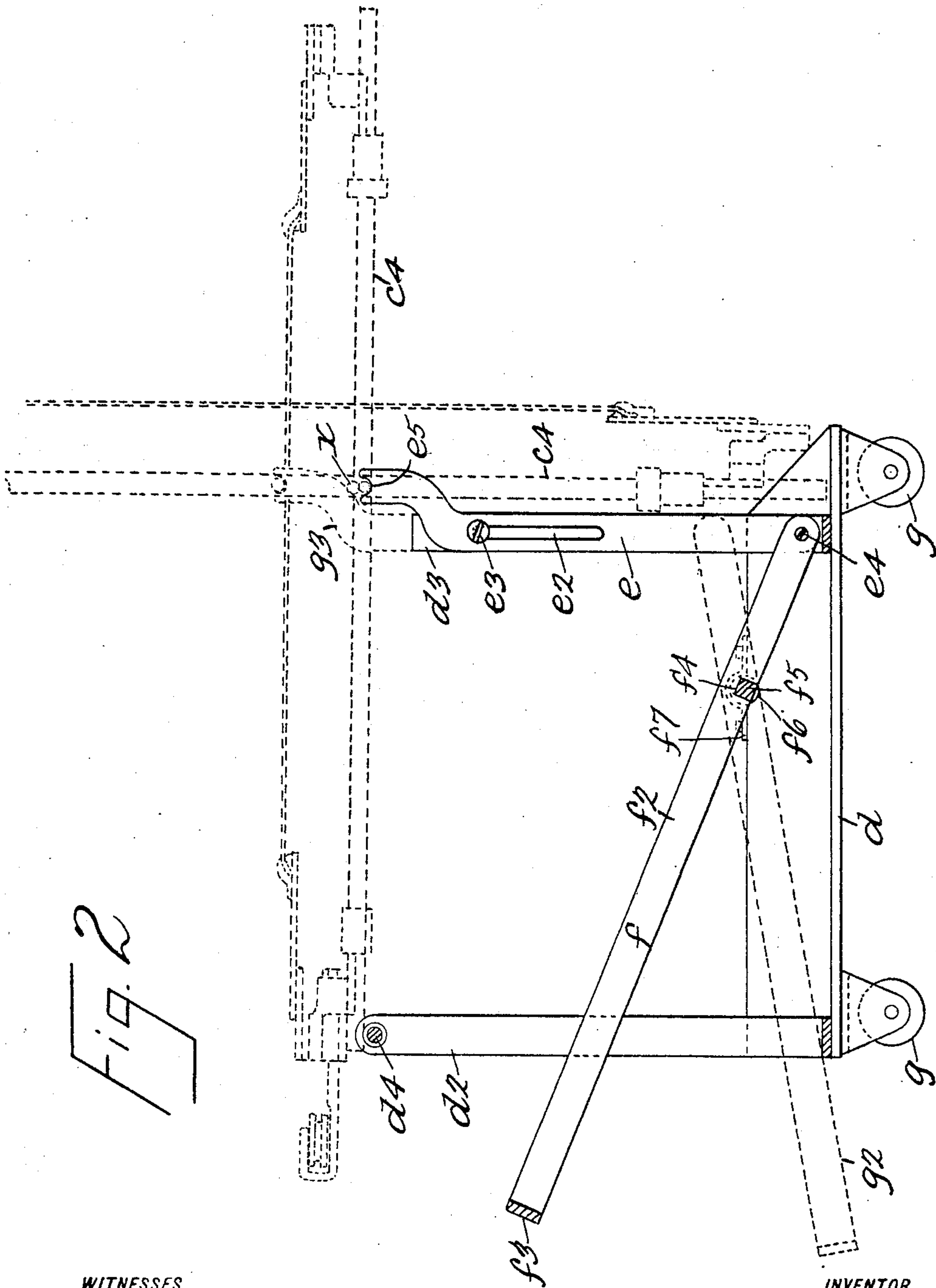
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Edgar Sater & Co  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

EZRA L. POST, OF WALLINGFORD, CONNECTICUT.

## TRUCK FOR MOVING OR HANDLING HIDE-STRETCHING MACHINES.

No. 803,359.

Specification of Letters Patent.

Patented Oct. 31, 1905.

Application filed February 8, 1905. Serial No. 244,710.

*To all whom it may concern:*

Be it known that I, EZRA L. POST, a citizen of the United States, residing at Wallingford, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Trucks for Moving, Manipulating, or Handling Leather or Hide Stretching Machines, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to trucks for use in moving, handling, or manipulating leather or hide stretching apparatus; and the object thereof is to provide an improved truck of this class by means of which machines or apparatus of the class specified may be easily and conveniently handled or manipulated when a hide or sheet of leather is connected therewith and moves from one point to another, a further object being to provide a truck of the class specified which will accomplish a great saving of time and labor in the manipulation of leather-stretching apparatus or devices in the process of drying the leather after it has been stretched; and with these and other objects in view the invention consists in a truck of the class specified constructed as herein-after described and claimed.

In the drawings forming part of this specification I have illustrated the use of my improved truck in connection with a leather-stretching machine, apparatus, or device such as is shown, described, and claimed in United States Letters Patent No. 772,054, granted to me October 11, 1904; but it will be apparent from the following description that machines or apparatus of the class described and of other forms may be manipulated, handled, or moved by means of my improved truck.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which—

Figure 1 is a rear end view of my improved truck and showing a leather or hide stretching apparatus or device constructed according to the United States patent hereinbefore referred to mounted thereon and also showing an overhead support and means suspending the leather-stretching apparatus or device therefrom, and Fig. 2 a sectional side view of the truck and showing the leather-stretch-

ing apparatus or device in two different positions in dotted lines.

In Fig. 1 of the drawings I have shown at *a* an overhead track or rail upon which travelers of the usual or any desired construction are adapted to move, said travelers in the said figure consisting of wheels *b* and depending yoke members *b*<sup>2</sup> pivoted thereto, and the yoke members *b*<sup>2</sup> are rotatably mounted in a cross-head *c* of the hide-stretching apparatus previously described, said apparatus comprising a frame composed of cross-heads *c* and *c*<sup>2</sup>, to each of which is pivoted a bar *c*<sup>3</sup>, and the cross-heads *c* and *c*<sup>2</sup> are adjustably mounted on longitudinally-arranged rods *c*<sup>4</sup>, in each of which is secured a pin *c*<sup>5</sup>, preferably arranged at a point slightly beneath the center of said frame, thereby providing a greater weight above the pin *c*<sup>5</sup> than below the same, and pivotally connected with the pivoted bars *c*<sup>3</sup> are a plurality of bars or clutch-holders *c*<sup>6</sup>, by which the hide *c*<sup>7</sup> being stretched is engaged, the stretching of said hide being accomplished by means of the adjustment of the cross-heads *c* and *c*<sup>2</sup> on the longitudinally-arranged rods *c*<sup>4</sup>.

In both figures of the drawings I have shown my truck in a position for use and closely adjacent to one of the hide-stretching apparatus supported from the overhead track *a*, and the truck consists of two base members *d*, formed into an angle, as shown in Fig. 1, and to which are secured upright yoke-shaped frame members *d*<sup>2</sup> and *d*<sup>3</sup>, the yoke-shaped member *d*<sup>2</sup> being at the rear of the truck and the yoke-shaped member *d*<sup>3</sup> at the front of said truck, and the arms of the yoke-shaped member *d*<sup>2</sup> are connected at their upper ends by means of a transverse rod *d*<sup>4</sup>.

Slidably mounted upon the inner sides of each of the vertical arms of the yoke member *d*<sup>3</sup> is a bar *e*, provided with a slot *e*<sup>2</sup>, through which passes a pin *e*<sup>3</sup>, secured to the corresponding arm of the yoke member *d*<sup>3</sup> and pivotally connected with the bar *e*, and at the bottom thereof, as shown at *e*<sup>4</sup>, is a yoke-shaped frame *f*, which extends some distance to the rear of the yoke member *d*<sup>2</sup>, and the yoke-shaped frame *f* consists of side arms *f*<sup>2</sup> and a transverse member *f*<sup>3</sup>, and each of the side arms *f*<sup>2</sup> is provided with an angular recess *f*<sup>4</sup>, which closely fits upon an angular rod *f*<sup>5</sup>, adapted to rotate in a segmental recess *f*<sup>6</sup> of the base members *d*, and the said angular rod *f*<sup>5</sup> is held on the base members *d* by



means of straps  $f^7$ , secured to the corresponding base members  $d$  and passing over the angular rod  $f^5$ , the object of this construction being for the purpose of insuring a corresponding movement of each of the arms  $f^2$  when pressure is exerted on the transverse member  $f^3$  of the yoke-shaped frame  $f$ , for if said pressure be imparted to the transverse member  $f^3$  adjacent to one of the side members  $f^2$  the angular rod  $f^5$  being engaged by the said arms  $f^2$  will move both arms to a corresponding degree, and thereby move both of the slide-bars  $e$  in the same degree, and each of the slide-bars  $e$  is provided at its top with a segmental recess  $e^5$ , and secured to the under sides of the base members  $d$  are wheels or rollers  $g$ , by means of which the truck may be moved in any direction.

In Fig. 2 of the drawings I have indicated in dotted lines the hide-stretching apparatus which is shown in full lines in Fig. 1, and when the said apparatus is supported as shown the pins  $c^5$  are slightly above the slide-bars  $e$  of the truck, said position of said pins being indicated at  $x$  in Fig. 2, and if at this time the transverse member  $f^3$  of the yoke-shaped frame  $f$  be depressed into the position shown in dotted lines at  $g^2$  the slide-bars  $e$  are elevated to the position indicated in dotted lines at  $g^3$ , this movement of the slide-bars  $e$  serving to engage the pins  $c^5$  of the hide-stretching apparatus and to raise the wheels  $b$  from the overhead track  $a$ , and when so disengaged the upper portion of the hide-stretching apparatus may be drawn downwardly and backwardly until it rests upon the transverse rod  $d^4$  of the truck, at which time the pressure may be removed from the yoke-shaped frame  $f$ , thereby returning the same to its normal position and permitting the slide-bars  $e$  and the hide-stretching apparatus to drop to their lowest positions, and, as hereinbefore stated, the pins  $c^5$  being slightly beneath the center of the hide-stretching apparatus, the excessive weight is between the fulcrum of the pin  $c^5$  and the transverse rod  $d^4$ , and the hide-stretching apparatus is therefore supported by the truck and ready for removal to any desired point.

It will be observed that the forward wheels  $g$  of the truck are set slightly forward of the yoke-shaped members  $d^3$  of the truck, the object of this construction being to remove the line of gravity to a point between the forward and rearward wheels  $g$ , and thereby prevent the tilting or upsetting of the truck, as the hide-stretching apparatus when complete, as shown in Fig. 1, will weigh from three hundred to four hundred pounds, and this position of the wheels  $g$  is therefore rendered necessary.

When it is desired to replace the hide-stretching apparatus on a track  $a$  in another portion of the building in which said tracks are arranged, the truck is moved to a posi-

tion where the slide-bars  $e$  are directly beneath the said track, at which time that portion of the hide-stretching apparatus resting upon the transverse bar  $d^4$  is raised until the said apparatus is in a vertical position, or nearly so, and at this time the yoke-shaped frame  $f$  is depressed, thereby raising the hide-stretching apparatus to a position where the rollers  $b$  thereon may be placed upon the track  $a$ , and when the yoke-shaped frame  $f$  resumes its normal position the truck may be removed, as it is at this time disengaged from the hide-stretching apparatus.

Although I have shown my truck constructed and used in connection with hide-stretching apparatus adapted to be suspended from an overhead track, it will be apparent that the limit of movement of the slide-bars  $e$  may be varied to permit of lowering one of said hide-stretching apparatus to the floor upon which my truck moves and to be disengaged therefrom when in this position, and my truck may be modified in various ways to accommodate the same to varying conditions, the principal object thereof being to provide means whereby a hide-stretching apparatus of a size and weight herein described may be readily manipulated by one man.

From the foregoing description it will be seen that the truck member comprises a frame composed of a base  $d$ , upright front member or members  $d^3$ , and an upright rear member or members  $d^2$ , and the movable parts which render the truck operative for the purpose specified are connected with said frame, and my invention is not limited to the exact construction, combination, and arrangement of parts herein shown and described, and various changes therein and modifications thereof may be made without departing from the spirit of my invention or sacrificing its advantages.

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

1. A truck for the purpose specified, comprising a main frame having upright end members, vertically-movable devices at one end thereof, said devices being adapted to engage a leather-stretching apparatus when the latter is in an upright position, and means for raising and lowering said devices whereby said frame may be tilted onto and supported by the end members of the main frame.

2. A truck for manipulating leather-stretching apparatus, said truck being provided with upright end members, vertically-movable devices connected with the vertical members at one end of the truck for engaging the leather-stretching apparatus, and means for operating said devices so as to raise said leather-stretching apparatus and tilt it onto said end members, substantially as shown and described.

3. A truck for the purpose specified, comprising a main frame, vertically-movable de-



vices at one end thereof, said devices being adapted to engage a leather-stretching apparatus and to form a partial support therefor, and means for raising and lowering said devices, comprising a pivoted yoke-shaped member the arms of which are pivotally connected with the lower ends of said devices, substantially as shown and described.

4. A truck for handling leather-stretching frames, said truck comprising a main frame having upright front end and rear end portions, vertically-movable devices connected with the upright front end portion of the frame and adapted to engage a leather-stretching apparatus, and means for raising and lowering said devices, consisting of a yoke-shaped member pivotally supported in the frame and the side arms of which are pivoted to the lower ends of said devices, said yoke-shaped member being adapted to be operated from the rear end of the truck-frame, substantially as shown and described.

5. A truck designed for use in handling leather-stretching apparatus, said truck comprising a main frame having upright front and rear end portions, vertically-movable bars connected with the front end portion and the upper ends of which are extended forwardly and provided with a recess in the top thereof, and means for raising and lowering said bars, comprising a yoke-shaped member pivotally supported in the frame and the sides of which are pivotally connected with the lower ends of said bars, said yoke-shaped member being adapted to be operated from the rear end of the truck, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 4th day of February, 1905.

EZRA L. POST.

Witnesses:

F. A. STEWART,  
C. E. MULREANY.