

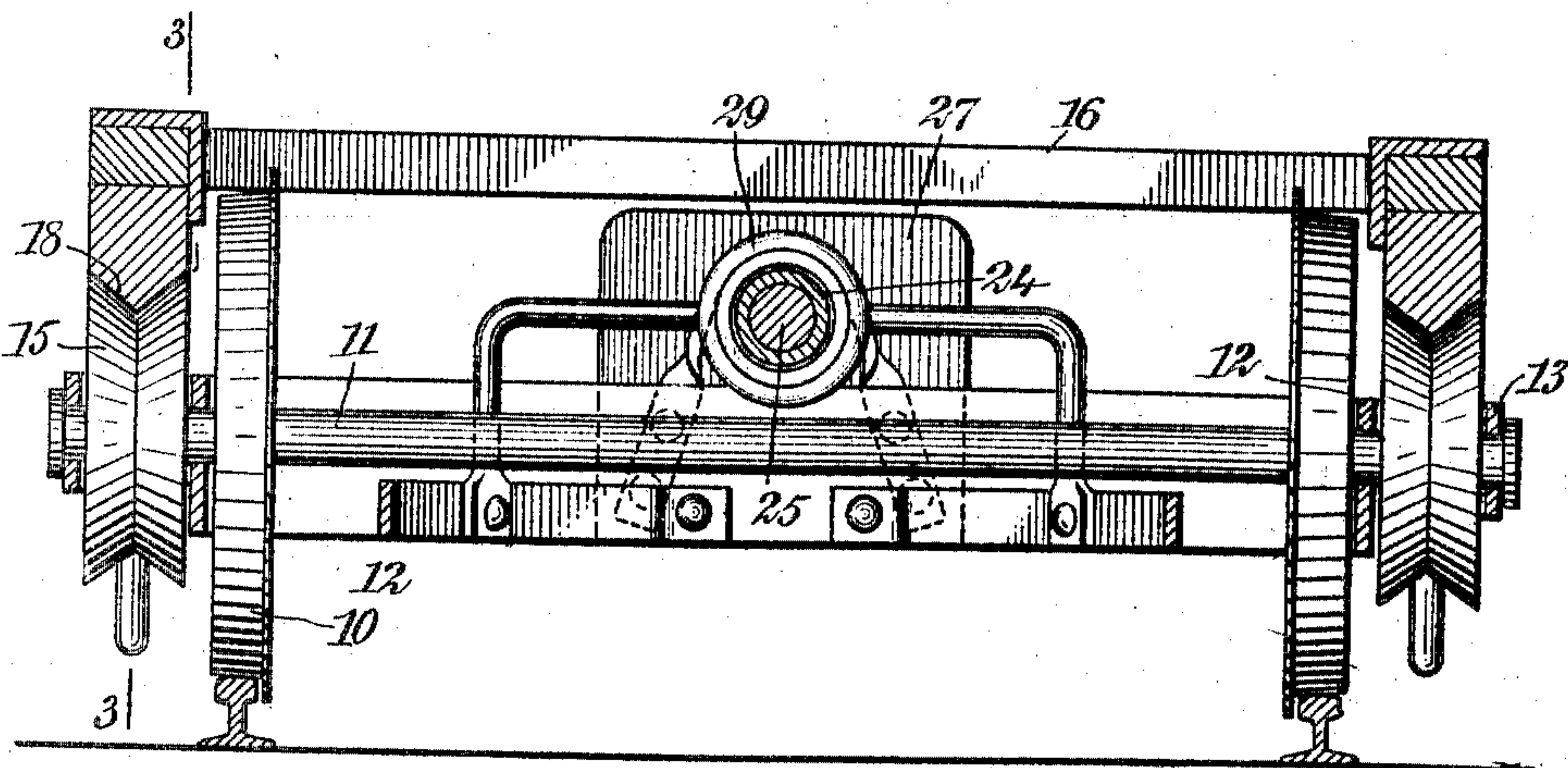
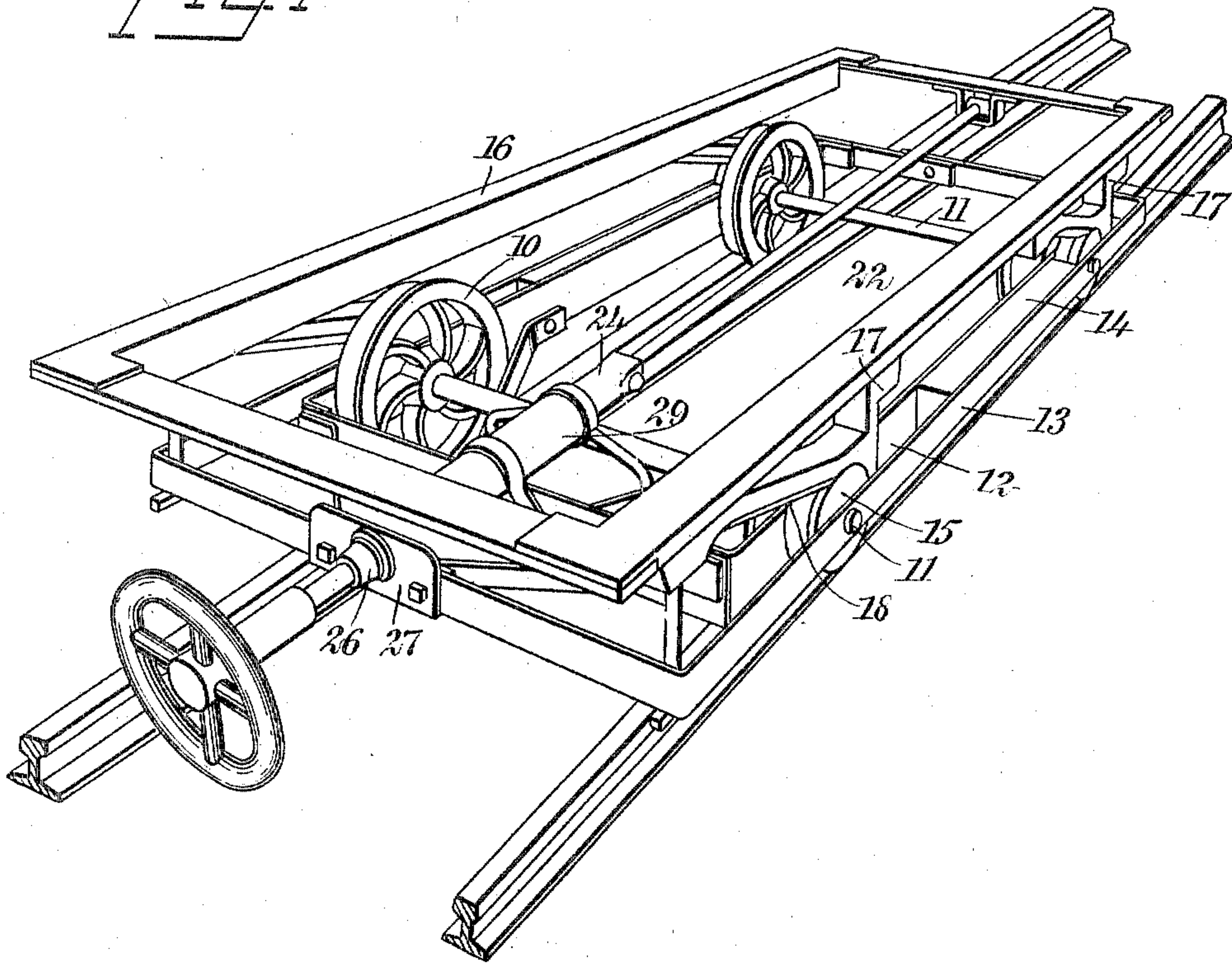
No. 817,520.

PATENTED APR. 10, 1906.

M. K. SACHS.
BRICK TRUCK.
APPLICATION FILED SEPT. 22, 1905.

2 SHEETS—SHEET 1.

Fig 1



WITNESSES:

J. A. Brophy
A. E. Fay

Fig 2

INVENTOR
Martin K. Sachs
BY *M. K. Sachs*
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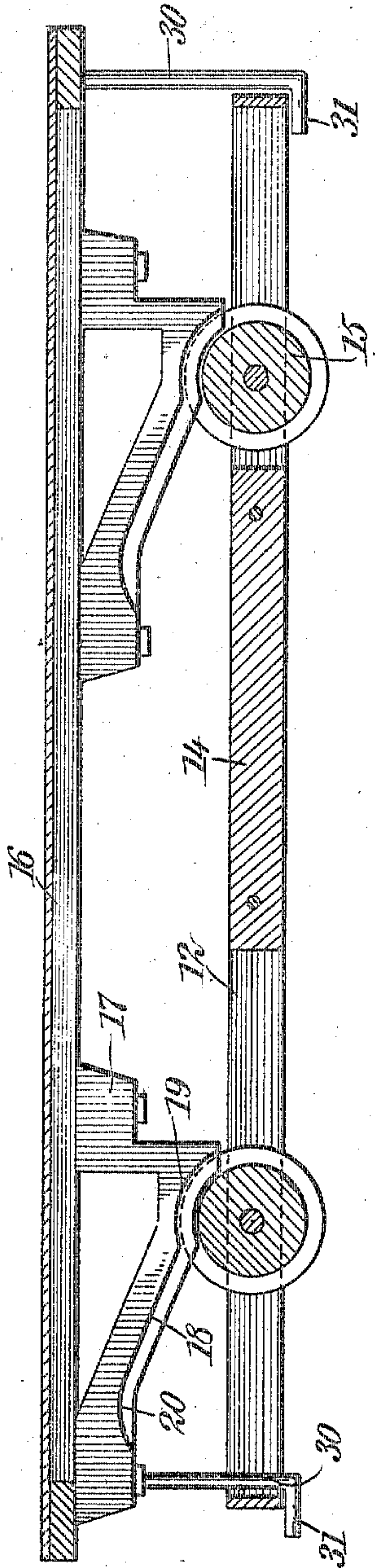
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2 SHEETS—SHEET 2.

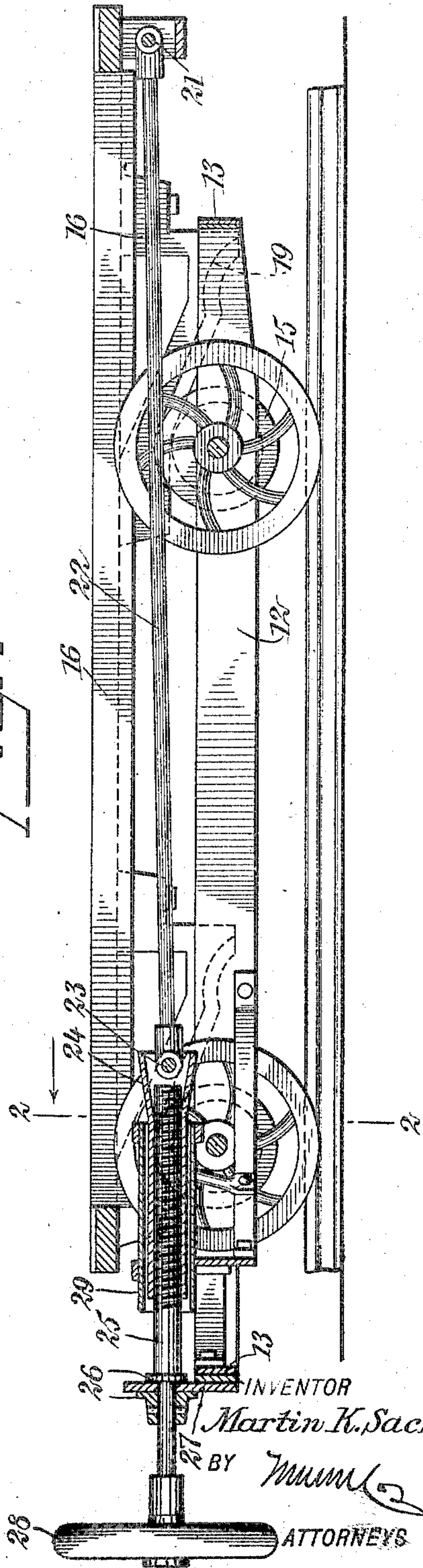
Fig. 3



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Fig. 4



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UNITED STATES PATENT OFFICE.

MARTIN KUNO SACHS, OF HOUSTON, TEXAS; ASSIGNOR TO MIKE BUTLER,
OF AUSTIN, TEXAS.

BRICK-TRUCK.

No. 817,520.

Specification of Letters Patent.

Patented April 10, 1906.

Application filed September 22, 1905. Serial No. 279,627

To all whom it may concern:

Be it known that I, MARTIN KUNO SACHS, a citizen of the United States, and a resident of Houston, in the county of Harris and State of Texas, have invented a new and Improved Brick-Truck, of which the following is a full, clear, and exact description.

My invention relates to a truck which, although capable of many uses, has been designed with special reference to the transfer of bricks along a track and on pallets or drying-boards. It will therefore be described with special reference to this purpose, although it is to be understood that it is not limited in this respect.

The principal object of the invention is to provide means whereby a truck can be moved under a load, the load readily lifted from its place and left in an elevated position upon the truck, and the truck moved away. Further objects of the invention relating to this one will appear below.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference designate corresponding parts in all the figures.

Figure 1 is a perspective view of a truck, showing the invention. Fig. 2 is a sectional view of the same on the line 2 2 of Fig. 4. Fig. 3 is a sectional view on the line 3 3 of Fig. 2, and Fig. 4 is a central longitudinal section of the same.

The truck is provided with the usual wheels 10 on axles 11 for supporting the frame, which is shown as consisting of two rectangular structures 12 and 13, formed of metal or wood. These two structures are separated from each other by blocks 14 and are located in the same plane, the inner one being secured to the outer one in any desired manner. The axles pass through both frames and between are provided with roller-bearings 15, which in the present form are shown as grooved wheels. Above the main frame of the truck I mount a movable frame 16, having brackets 17 upon its under side, these brackets being provided with inclined ways or surfaces 18. These inclined surfaces may be wedge-shaped in form or otherwise to conform to the shape of the roller-bearings and are adapted to rest thereon.

Each of these surfaces is provided with a segmental portion 19 at the bottom and a segmental portion 20 at the top for receiving the roller-bearings, and it will be seen that the frame will readily rest in either the upper or lower position on the bearings on account of the curved shape of these upper and lower surfaces.

In order to raise and lower the movable frame, I provide means for moving it longitudinally with respect to the main frame. This longitudinal movement on account of the inclined surfaces 18 results in a simultaneous vertical movement. In order to accomplish this result, I provide a pivot 21 upon the end of the movable frame, and to this I connect a link 22. This link is in turn pivotally connected by a stud 23 with a nut 24. This nut is provided with internal screw-threads and coöperates with a screw 25, which is provided with collars 26, adapted to engage the opposite sides of a plate 27, which is located upon the end of the outer frame 13. A hand wheel or crank 28 is connected with the screw, and it will be readily obvious that the rotation of the screw will cause the reciprocation of the movable frame 16, and consequently the raising and lowering of the latter. A guard 29 is located about the nut 24, and this guard is connected with the stationary frame. Stops 30 are also provided for the movable frame, these stops having hooks 31 adapted to engage the stationary frame. The construction and operation of the device should be clear from the above description.

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

1. A truck comprising a frame, a pair of shafts journaled on said frame, a roller-bearing mounted upon each of said shafts, and a movable frame mounted above the main frame and provided with downwardly-extending brackets, said brackets having tracks for receiving said roller-bearings.

2. A truck comprising a frame, a pair of shafts journaled on said frame, a roller-bearing mounted upon each of said shafts, a movable frame mounted above the main frame and provided with downwardly-extending brackets, said brackets having tracks for receiving said roller-bearings, and means for

moving said movable frame comprising a screw connected with the main frame, and a nut connected with the movable frame and cooperating with the screw for moving the latter.

3. A truck comprising a frame, a pair of shafts journaled on said frame, a roller-bearing mounted upon each of said shafts, a movable frame mounted above the main frame and provided with downwardly-extending brackets, said brackets having tracks for receiving said roller-bearings, means for reciprocating said movable frame, and a series of stops on the movable frame, each stop comprising a hook adapted to engage the stationary frame.

4. A truck, comprising a main frame consisting of two rectangular structures separated from each other, a set of axles upon which the main frame is mounted, a roller-bearing upon each end of each axle, located between said structures, a movable frame mounted on the main frame and provided with a bracket having an inclined surface located over each of said bearings, a screw connected with the main frame, and a nut connected with the movable frame and cooperating

ating with the screw for moving the movable frame.

5. A truck, comprising a main frame consisting of two rectangular structures separated from each other, a set of axles upon which the main frame is mounted, a roller-bearing upon each end of each axle, located between said structures, a movable frame mounted on the main frame and provided with a bracket having an inclined surface located over each of said bearings, a screw connected with the main frame, a nut connected with the movable frame and cooperating with the screw for moving the movable frame, and a set of stops each having a hook and mounted on the movable frame, said hooks being adapted to engage the stationary frame when the frame is in its highest position.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MARTIN KUNO SACHS.

Witnesses:

W. H. LIGHTHOUSE,
M. F. HOOD.