

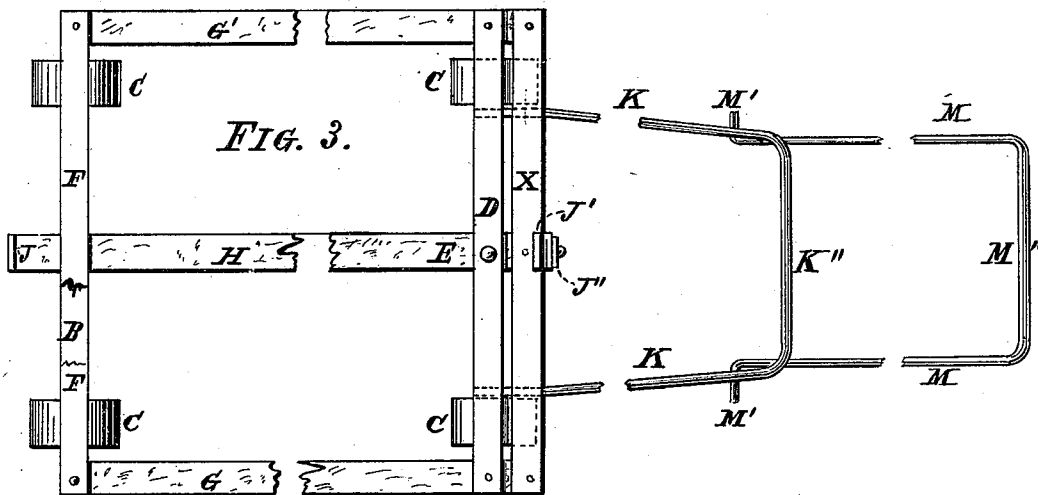
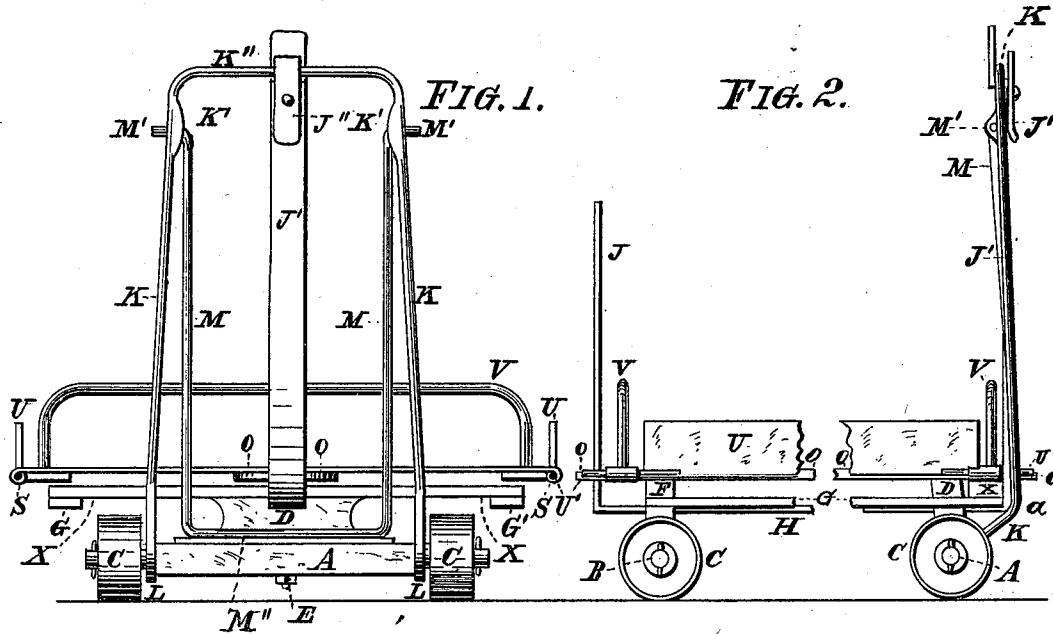
(No Model.)

2 Sheets—Sheet 1.

J. A. TAYLOR.
Truck.

No. 230,676.

Patented Aug. 3, 1880.



Witnesses:

Michael J. Stark
Frank Hirsch

Inventor:

James A. Taylor
by *Michael J. Stark*,
Attorney.

(No Model.)

2 Sheets—Sheet 2.

J. A. TAYLOR.
Truck.

No. 230,676.

Patented Aug. 3, 1880.

FIG. 4.

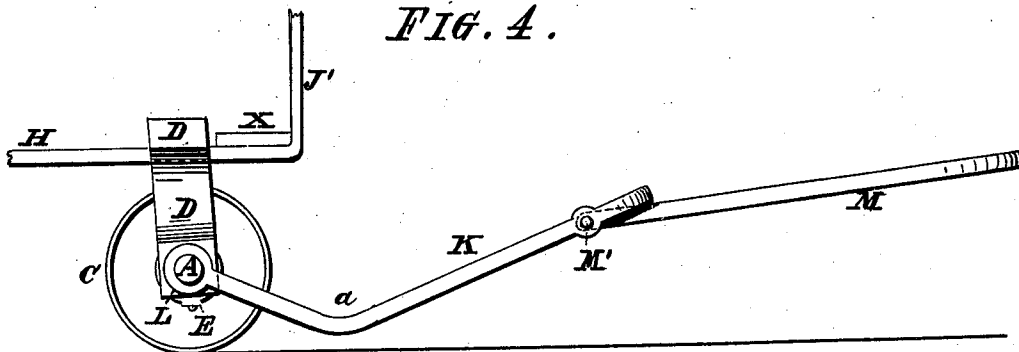


FIG. 5.

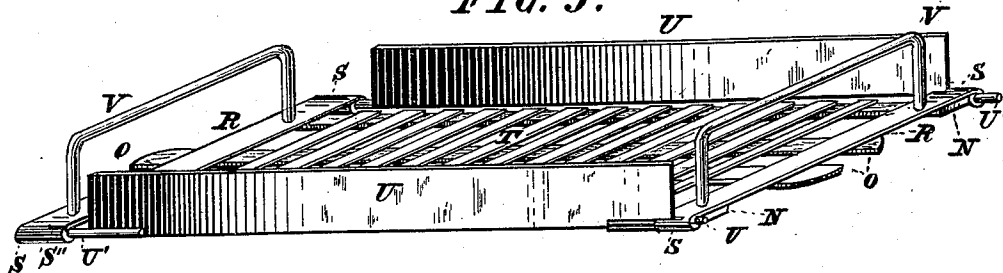


FIG. 6.

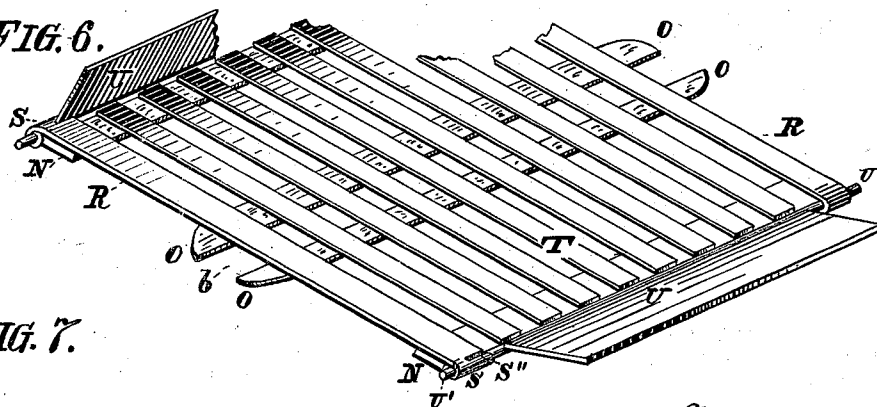


FIG. 7.

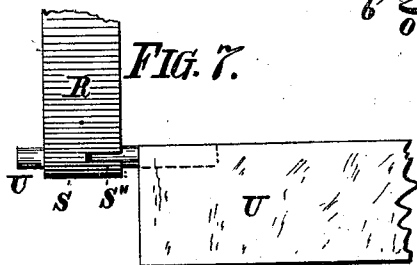
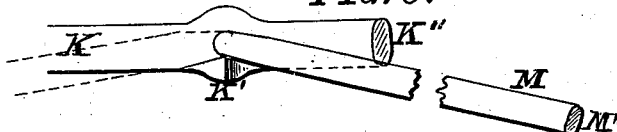


FIG. 8.



Witnesses:

Michael J. Stark
Frank Hirsch

Inventor:

James A. Taylor
by Michael J. Stark,
Attorney.

UNITED STATES PATENT OFFICE.

JAMES A. TAYLOR, OF EAST HAMBURG, NEW YORK.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 230,676, dated August 3, 1880.

Application filed April 21, 1880. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. TAYLOR, of East Hamburg, in the county of Erie and State of New York, have invented certain new and useful Improvements on a Truck for Processing-Boilers; and I do hereby declare that the following description of my said invention, taken in connection with the accompanying sheet of drawings, forms a full, clear, and exact specification, which will enable others skilled in the art to which it appertains to make and use the same.

This invention has general reference to trucks for processing-boilers; and its object is the production of a vehicle for factory use capable of being readily moved about, and, when packed with filled fruit-cans, be placed into the processing-boiler in a manner as and for the object hereinafter first fully set forth and described, and then pointed out in the claims.

In the drawings already referred to, Figure 1 is a front elevation of my improved truck. Fig. 2 is a side elevation of the same. Fig. 3 is a plan. Fig. 4 is a side elevation of the forward part of said truck, one wheel being removed. Fig. 5 is a perspective view of the tray or pan on said truck. Fig. 6 is a similar view, illustrating its position in emptying. Fig. 7 is a plan of a fragment of said tray, showing the manner of pivoting the side pieces. Fig. 8 is a sectional view of a portion of the draw-bar.

Like parts are designated by corresponding letters of reference in all the figures.

A in these drawings represents the front, and B the rear, axle of my truck, both axles being provided with truck-wheels C in the usual manner. The front axle, A, is pivoted to its bolster D by means of a king-bolt, E; but the rear axle, B, is permanently affixed to its bolster F in any suitable manner. The two bolsters are connected with each other on their outer ends by means of longitudinal slots G G', and centrally by a reach, H, which reach terminates in upwardly-projecting standards or stakes J J'.

The arms of the axle A carry next to the truck-wheels C a U-shaped draft-bar, K, pivoted to said arms by means of eyes L. The parallel, or nearly parallel, members of this draw-bar are only about one-half of the usual

length of those of an ordinary warehouse-truck, and to them is pivoted another U-shaped draft-bar, M, which, together with the draft-bar K, makes the entire length of said compound bar about equal to that of any convenient truck.

Upon the frame of my truck, which is composed of the bolsters D F and two longitudinal slats or rails, G G', and cross-slat X, is placed a platform or tray consisting of four longitudinal slats, N N and O O, two end rails, R R, and a series of slats, T. These end rails, R, terminate in eyes S, within which are pivoted side pieces, U U, and upon said rails are placed guards V. The side pieces, U, have pivots U' projecting over the ends of said side pieces and entering the eyes S. The eyes are slotted at S'' for the reception of the ends of the side pieces, U, when the latter are brought into a vertical position, and then moved laterally into the same.

On the U-shaped bar K are provided two inclined lugs, K', Fig. 8, and on the U-shaped bar M are formed pivots M', Fig. 3, which enter apertures in the bar K. The parallel, or nearly parallel, members of this draw-bar M are, previous to their attachment to the draw-bar K, outwardly distended so as to compel their being pressed together with some little force before the pivots M' can be inserted into the apertures mentioned.

By this construction said members possess a certain degree of elasticity or spring in an outward direction, and thereby bind somewhat on the draw-bar K. This spring action is taken advantage of for the double purpose of, first, retaining the bar M on the bar K, and then to keep them in either an extended or collapsed position in conjunction with the inclines K' in the following manner: Supposing the jointed draw-bars K M in a collapsed or folded position. (Shown in Figs. 1 and 2.) In this case the incline K' acts as a stop to prevent the bars from being extended, it being in front of the bar M when in such a position, and the spring action of said bar prevents its passage over said incline; but if sufficient force is applied to the bar M in a forward and upward direction, this will cause the bar M to contract until it has passed the highest point in the double incline K', when the spring of said bar M will again exert its

power to assist in entirely opening the bars and push the bar M against the cross-bar K" (Fig. 8) of the draw-bar K, and thus keep the compound draw-bar in an unfolded position.

5 The object of making the draw-bar of two jointed parts is to enable the truck to pass into a processing-boiler for cooking fruit for preservation, such boiler consisting of a cylindrical or other shell, closed on all sides except one, 10 through which the truck enters the boiler, and which side is then also closed, and to effect such passage without removing the draw-bar from the truck and without increasing the size of the boiler on account of its having to receive the 15 draw-bar. That this jointing of the draw-bar does in nowise interfere with its proper action as a draw-bar will be readily understood when it is borne in mind that the said draw-bar is always manipulated by the member M" and 20 that the bar K rests with its member K" upon the draw-bar M.

As heretofore described, the front axle is pivoted to the bolster D by a king-bolt in the usual manner, thus giving the truck all the 25 advantages of a warehouse-truck designed to run without a track or rails; but as soon as such a truck is brought upon rails the swiveling axle is a disadvantage, because of the difficulty in keeping the truck upon the rails, and 30 in such a case a non-swiveling axle is far more desirable, and in the present case, where the truck is brought upon rails in the boiler, an absolute necessity. Otherwise the truck will often leave the rails and tumble the fruit-cans 35 into the boiler, thereby spattering and spoiling their contents.

In order to render my front axle non-swiveling, I have formed in the draw-bar K curves a, Figs. 2 and 4, so that when the said draw- 40 bar is brought into a vertical position, as shown in said Fig. 2, the curved part a will bear against the end rail, X, of the truck-frame, and the member K", being locked to the standard J' by a button or similar contrivance, J", 45 thereby also locks the front axle, A.

It will thus be seen that the locking of the draw-bar K also locks the front axle, and that in a locked position said draw-bar occupies but little space, and that, furthermore, if now 50 the draw-bar M is folded down upon said standard J', the entire draw-bar will be out of the way and readily enter the processing-cylinder already mentioned.

In addition to providing for means of locking 55 the draw-bar K, the object of the standard J', as well as that of the standard J, is to retain the platforms or grates shown in Figs. 5 and 6 in detail in proper position upon said truck. In these platforms the longitudinal 60 rails O O are placed a distance apart corresponding with the width of said standards, and they project over the end rails, R, sufficiently to engage said standards by the notches or gaps b, Fig. 6.

65 As used in a fruit-canning establishment, the fruit-cans are first placed upon the trays

and as many of these trays upon the truck as the same can be made to hold with reference to the height of the processing-boiler. To prevent these cans from leaving the trays these are provided with the pivoted sides U and guard-rails 70 V. Now, it is obvious that these cans must be separately placed upon the trays, one after another, and they have heretofore been removed in a like manner after coming from the processing-boiler. This removing, however, is 75 slow, and to facilitate the same I have pivoted the side pieces, U, to the end rails, R, so as to enable their being folded down, as shown in Fig. 6. In this case the dropped side forms an 80 intermediary between the slats T and a table or floor upon which the cans are to be placed, so that the tray being inclined, as shown, the cans can readily slide down on the slats and over the dropped side upon the floor, &c. 85

It is perfectly evident that the means employed for pivoting and locking the sides U may be varied at pleasure without changing the nature of my invention. I have adopted 90 the device described as the simplest and most effective means by which the desired result can be obtained.

It is proper to say that the truck described is made entirely of metal, because in the processing-boiler it is subjected to great heat and 95 moisture, which would soon destroy any other material.

Having thus fully described my invention, I claim as new and desire to secure to me by 100 Letters Patent of the United States—

1. A truck having a jointed draft-bar, consisting of two U-shaped parts pivoted together, as stated, one of said parts being pivoted to the arms of the axle, as specified. 100
2. A truck having a draft-bar, as specified, 105 locking the front axle, substantially in the manner as and for the object specified.
3. A truck having a standard, a swiveled front axle, a draft-bar pivoted to said front axle provided with a curve, and means, substantially as described, for locking the draft- 110 bar to the standard, whereby both the draft-bar and front axle are locked, as stated.
4. In trucks, a draft-bar, K, provided with inclines K', in combination with a draft-bar, 115 M, pivoted to said bar K, as specified.
5. A platform for trucks, consisting of a slatted bottom having the end rails, N N, and center rails, O O, with notches b, pivoted sides U, adapted for folding down, as specified, and 120 the guards V V, as stated.
6. A platform for trucks having sides adapted for folding, substantially as described, whereby said sides, when lowered, form an intermediary between the platform and the floor to facilitate 125 the sliding off of the goods from said platform upon said floor, as and for the object stated.
7. A platform for trucks, consisting of longitudinal rails N N O O, cross-rails R, with the eyes S, and the sides U, having the pivots U', 130 engaging said eyes S, as and for the object specified.

8. The combination, with the end rails, R, having eyes S, provided with slots S'', of the side pieces, U, having pivots U', said sides being constructed with capability of lateral movement to engage with said slots S'', as stated.

9. A truck consisting, essentially, of a pivoted front axle, fixed rear axle, both provided with wheels, two bolsters, two side rails, a central reach connecting the bolsters and terminating in upwardly-projecting standards, and a jointed draw-bar consisting of two U-shaped

members adapted to be locked to one of said standards by means substantially as and for the object specified.

In testimony that I claim the foregoing as my invention I have hereto set my hand in the presence of two subscribing witnesses.

J. A. TAYLOR.

Attest:

MICHAEL J. STARK,
FRANK HIRSCH.