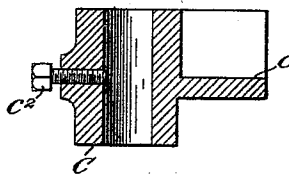


C. W. SCHWARTZ, Jr.
TRUCK.

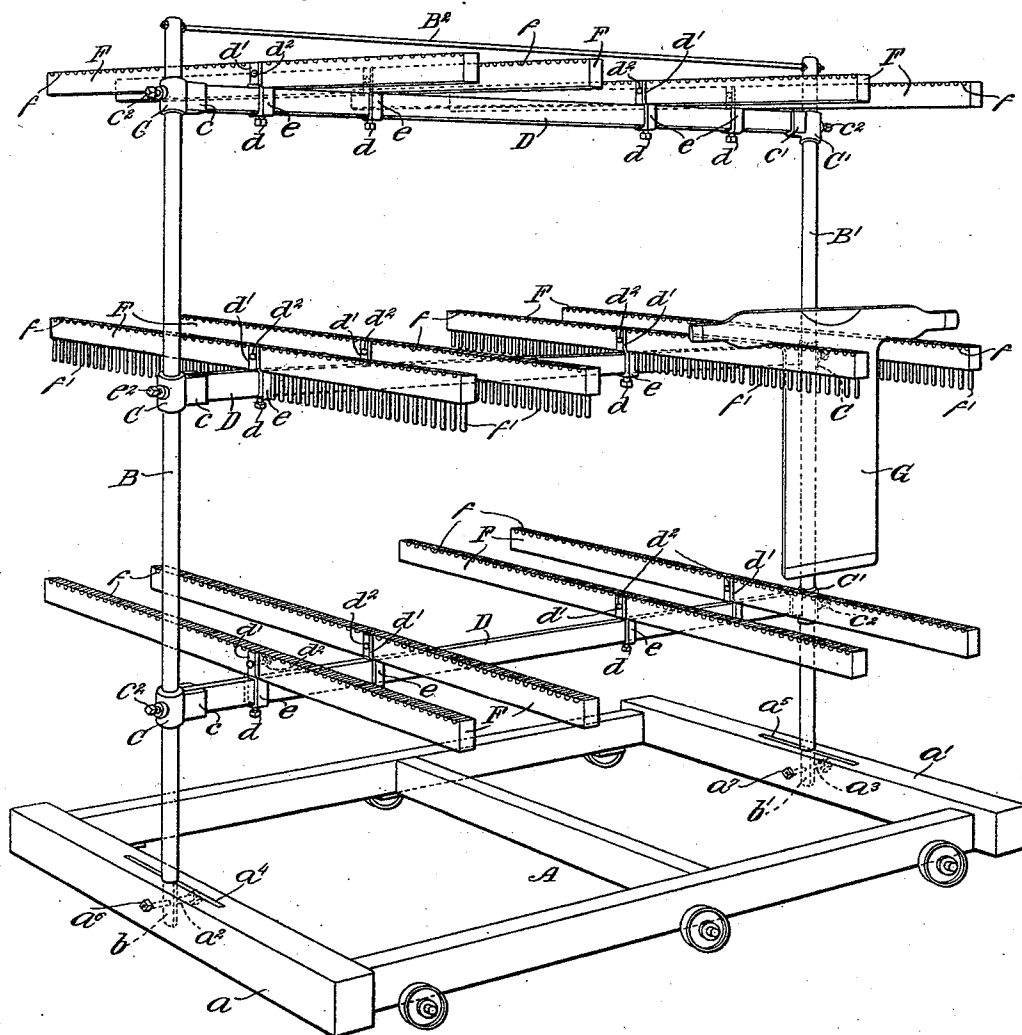
No. 525,162.

Patented Aug. 28, 1894.

Fig: 2



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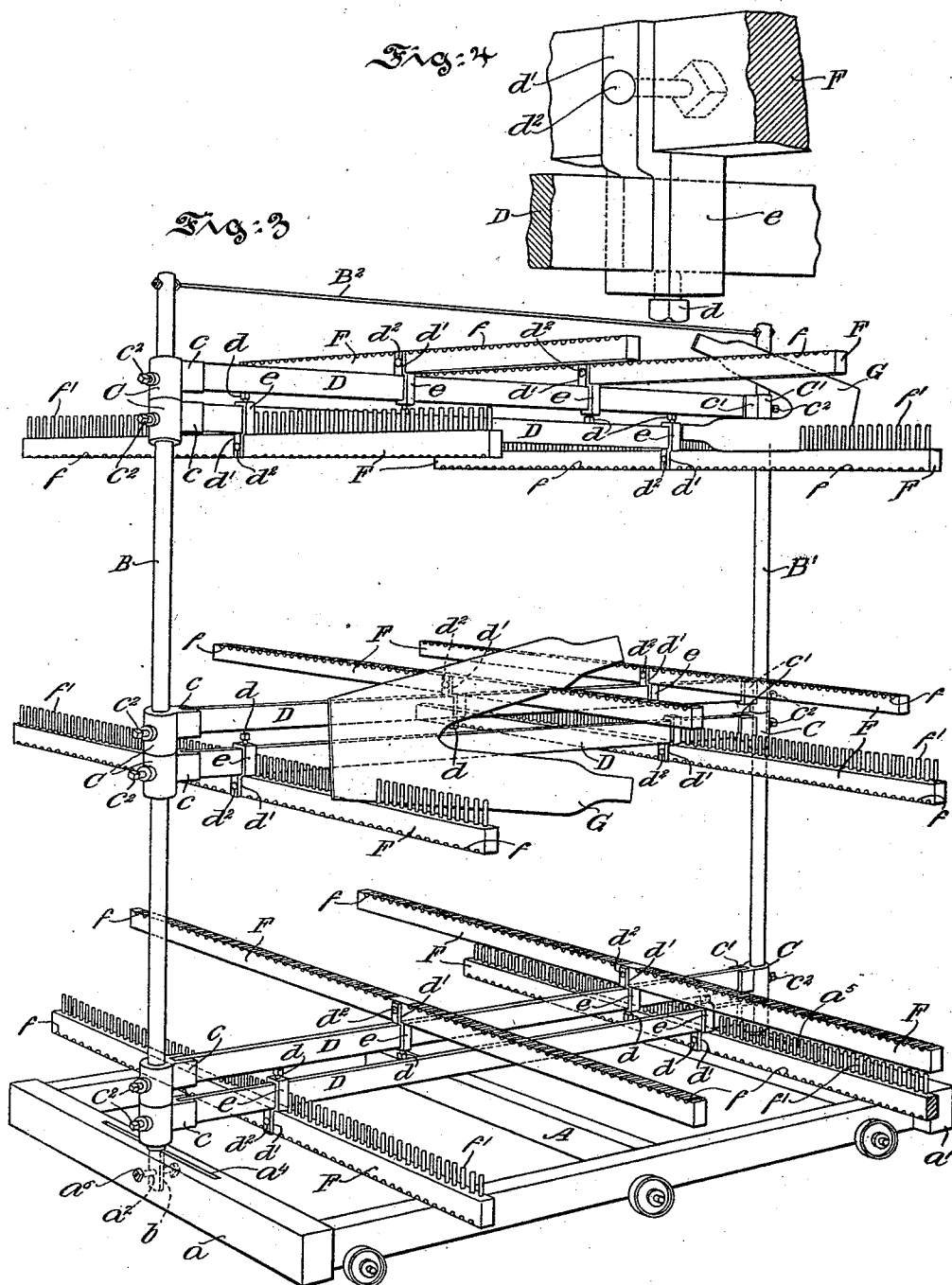
Witnesses:
Thomas M. Smith.
Richard C. Maxwell.

Inventor.
Charles H. Schwartz Jr.
By Wm. Walter Douglass
Attorney.

2 Sheets—Sheet 2.

No. 525,162.

Patented Aug. 28, 1894.



Inventor,
Charles H. Schwartz Jr.,
By Walter Douglas,
attorney

UNITED STATES PATENT OFFICE.

CHARLES W. SCHWARTZ, JR., OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
TO THE PHILADELPHIA TEXTILE MACHINERY COMPANY, OF SAME
PLACE.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 525,162, dated August 28, 1894.

Application filed April 10, 1894. Serial No. 507,058. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. SCHWARTZ, Jr., a citizen of the United States, residing at Philadelphia, (Germantown,) in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My invention relates to a truck for supporting under-garments during drying out of the same on suitable forms in drying apparatus supported from certain members thereof; and in such connection it relates more particularly to the general construction and arrangement of a truck for said purposes.

The principal objects of my invention are, first, to provide a truck adapted for supporting undergarments mounted on forms for effecting the drying out of the same in suitable apparatus; second, to provide a truck having the standards, cross-frames and hangers thereof detachably connected therewith; and third, to provide a truck with standards having tubular bearings adjustably connected therewith and provided with sockets for the reception of cross bars or rods carrying adjustable frames with pins formed in one surface and notches in the other or provided with pins or notches in both surfaces for engaging and supporting to position the forms containing the undergarments during drying to give required shape thereto or the carriage thereof from place to place by means of said truck.

My invention consists of a truck constructed, arranged and adapted for operation in substantially the manner hereinafter described and claimed.

The nature and scope of my invention will be more fully understood from the following description taken in connection with the accompanying drawings forming part hereof, and in which—

Figure 1, is a perspective view of a truck embodying the characteristic features of my invention. Fig. 2, is a vertical central section through one of the tubular bearings of the supports of said truck, showing the construction of the sockets thereof and the tightening means connected with said bearings for adjustably securing the same to the supports of the truck. Fig. 3, is a perspective

view of the truck, showing the detail construction thereof and with an undergarment mounted in connection with the frames adjustably supported to the cross bars or rods of the truck; and Fig. 4, is a similar view partly in broken section of an adjustable shackle or clip detachably engaging the cross rods or bars and connected with the frames adapted to support the undergarments to position during drying out thereof in connection with said truck.

Referring to the drawings A, represents a rectangular frame of wood, iron or other suitable material, having the parts thereof bolted or mitered together in any preferred manner and having a series of traveler rollers journaled thereto in order to permit of the easy movement of the truck from place to place. In the respective end strips of the frame A, are formed oblong slots a^4 and a^5 , for a purpose to be presently explained.

B and B', are vertical tubular standards or supports having the lower extremities flattened or recessed at b and b' , and engaging respectively in the slots a^4 and a^5 , of the end strips a and a' , of the frame A, and securely supported in position therein by means of bolts a^2 and a^3 , provided with nuts a^6 and a^7 , and said bolts passing through the body of said end strips of the frame A and the recessed ends b and b' , of the supports or standards B and B', in order to secure said nuts thereto. At the upper extremities of the supports B and B', is a cross bar B², secured at each end to said standards or supports and adapted to hold the same in required position in connection with the truck frame A.

C and C', are tubular bearings provided with sockets c and c' , and with tightening screws c^2 , for adjustably securing said bearings to the supports B and B'.

D, represents the series of longitudinal bars or rods detachably engaging with the sockets c and c' , of said bearings C and C'.

e , are shackles or clips surrounding said bars or rods D, and provided with a tightening screw d , and with a projection d' , having a tightening screw d^2 , passing through cross frames F. These cross frames F, are provided in one surface thereof with notches f , and in the opposite surface with pins f' , respectively

extending the full length of each cross rod or bar F, as illustrated in Figs. 1 and 3. It may be here remarked that in some instances and for certain purposes, it is preferable to provide the bars with notches *f* and in other instances with both notches *f*, and pins *f'*. The cross-bars F, may be provided with pins projecting through both ends thereof. The notches *f*, as shown in Fig. 1, or the pins *f'*, as shown in Fig. 3, are adapted to engage with forms G, containing underwear of different forms or types, in order that in the manipulation of said truck, said forms may be maintained in required position for permitting of the transportation of the truck from place to place without interfering with the forms or the possibility of the forms being precipitated from the truck in their supported position in connection therewith by means of said cross frames F.

In use, the truck is arranged in the manner illustrated in Figs. 1 and 3, with the different forms containing undergarments or the like applied thereto in connection with the cross-frames F, which are supported to the bars or rods D, in the sockets *c* and *c'*, of the tubular bearings C and C', adjusted to required position on the vertical standards or supports B and B', and in such condition of the truck the same may be manipulated by hand or otherwise with the said forms depending from or connected with the said frames F, as illustrated without fear of the same being interfered with or falling therefrom.

It will be manifestly obvious that as to some minor details of construction, modifications may be made without departing from the spirit of the invention; and hence I do not wish to be understood as limiting myself to the precise construction and arrangement of the parts as hereinbefore explained; but

Having thus described the nature and objects of my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, in a truck, of a frame provided with traveler rolls, and said frame having slots in the ends thereof, tubular standards provided with recessed lower ends engaging and held in the slots of said frame, tubular bearings engaging said standards and provided with tightening devices for adjustably securing the same to position thereon and said bearings having sockets, bars detachably engaging said sockets, shackles engaging said bars and having tightening devices for securing the same to required position on said bars, said shackles provided with clips and cross-bars or frames having holding means connected therewith and said bars or frames being detachably held to said clips, substantially as and for the purposes described.

In testimony whereof I have hereunto set my signature in the presence of two subscribing witnesses.

CHARLES W. SCHWARTZ, JR.

Witnesses:

RICHARD C. MAXWELL,
THOMAS M. SMITH.