(No Model.)

A. NICHLESS.

TRUCK.

No. 483,006. Patented Sept. 20, 1892.

Fig. 6.

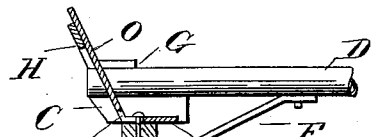


Fig. 5.

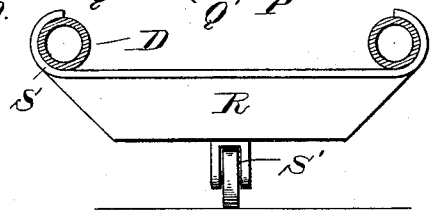


Fig. 1.

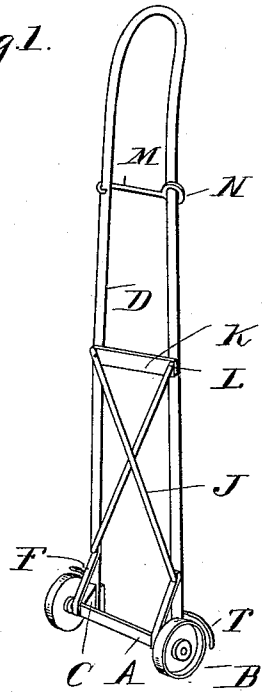


Fig. 3.

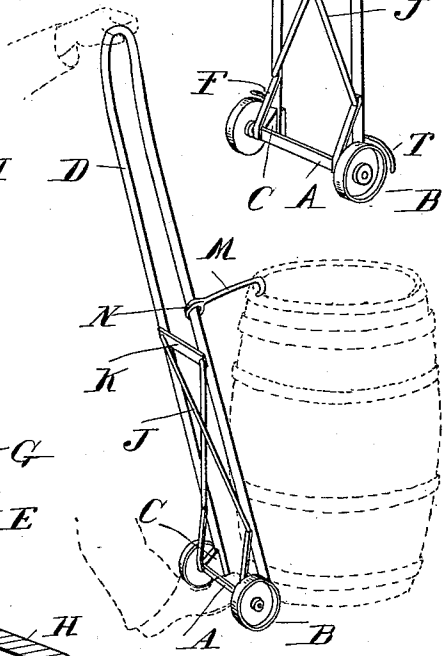


Fig. 2.

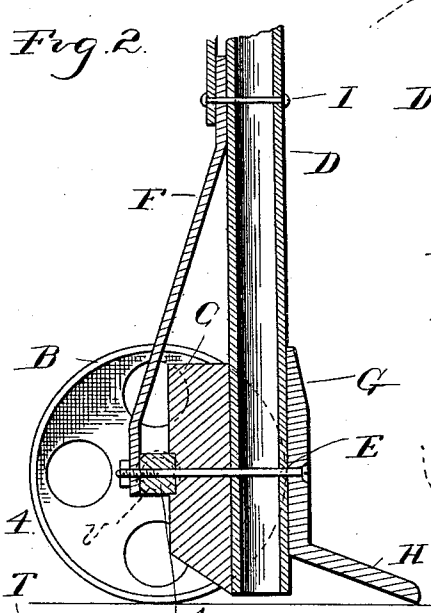
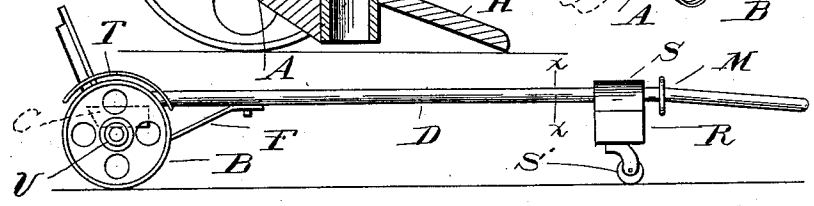


Fig. 4.



Witnesses
A. L. Robbins
W. B. Dougherty

Inventor
Anthony Nichless
By Thos. G. Sprague & Son
Attys.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

ANTHONY NICHLESS, OF BAILEYVILLE, ILLINOIS.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 483,006, dated September 20, 1892.

Application filed April 22, 1892. Serial No. 430,210. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY NICHLESS, a citizen of the United States, residing at Baileyville, in the county of Ogle and State of Illinois, have invented certain new and useful Improvements in Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in trucks; and it consists in the peculiar construction of a warehouse and store truck having the frame constructed of a single piece of pipe bent into a tapering U shape, with means whereby it may be applied as a barrel-truck, bag-truck, or stove or warehouse truck.

This invention further consists in the peculiar construction, arrangement, and combination of the various parts, as more fully hereinafter described.

In the drawings, Figure 1 is a rear perspective view of my improved truck, showing it standing up when out of use. Fig. 2 is an enlarged vertical section through one arm of the frame and the base thereof. Fig. 3 is a perspective view similar to Fig. 1, showing the truck when used for handling barrels. Fig. 4 is a side elevation of the truck, showing the detachable caster applied to the upper end of the frame for use as a stove or bag truck. Fig. 5 is a cross-section on line *x x* in Fig. 4. Fig. 6 is a longitudinal section through the base of the truck, showing the apron applied for use in handling bags.

A is the axle, preferably square in cross-section, with suitable rounded journals formed at the ends, upon which are journaled the wheels B. At each end of the axle near the wheel are the blocks C, upon which rest the lower ends of the frame D. This frame is made of a single piece of pipe bent at the middle into a tapered U-shaped form, widest at the base, and it is secured to the axle by means of bolts E, passing through blocks C, the frame, the axle, and also through the ends of the braces F. The bolt also preferably passes through the arms G of the nose-iron H, which arms rest upon the top of the lower ends of the frame. The brace F at its upper end is riveted by means of the rivet I to the lower ends of the frame, as plainly shown in Fig. 2. These rivets also preferably secure the lower end of the cross-braces J, which extend to about half-way up the truck, and are connected to the frame and to a cross-bar K by means of rivets L.

M is a hook having an eye N slidingly engaging with one arm of the frame and of such a length that the hook may be engaged over the other arm and be held across the frame by the wedging effect of being pushed down toward the base of the frame, holding it firmly in the position shown in Fig. 1 when it is not desired to be used in handling barrels or boxes. When it is to be used in handling barrels or boxes, the hook may be raised slightly, when the hooked portion will be disengaged from the frame and may be turned to engage over the chine of the barrel, as shown in Fig. 3.

When the truck is desired to be used in handling sacks of flour, &c., I construct a detachable plate O, having an angular extension P, with slots Q in such angular portion, which slots are adapted to engage beneath the heads of the bolts Q′, passing through the axle. The slots Q are enlarged at one end, so that the plate may be disengaged by moving it laterally, then lifting it off, and may be engaged by shifting it laterally and then clamping the bolt upon it. This gives me a broad face for the lower end of the sack, while the cross-braces J and the cross-bar K form a support for the end.

When the truck is to be used in handling boxes, stoves, &c., I employ a detachable caster-frame consisting of a cross-bar R, having the upwardly-curved arms S and the caster S′ centrally secured to the lower face of the cross-bar. These curved arms S are separated a proper distance so that they will engage over the upper end of the frame and by moving them down the frame they will be wedged thereon tightly, so that the truck may be laid down parallel with the floor, as shown in Fig. 4, the caster S′, supporting one end and the wheels B the other end. The box or stove thereon may then be pushed along to the desired point.

T are curved guard-plates over the wheels to prevent damage to overhanging parts of the load upon the truck.

It will be seen that with a very simple construction I obtain a strong truck capable of

handling heavy loads and by means of the detachable portions adapted for nearly any use for which a truck may be desired.

Instead of making my truck of piping, it is evident that it may be made of angle or T iron, and yet I may obtain the same satisfactory results in lightness and strength.

In forming a journal for the wheel I preferably bore the wheel of greater diameter than the axle and place a bushing U (shown in dotted lines in Fig. 2) into that bore of an interior diameter to just fit the axle. This soft-metal bushing may turn upon the axle, or in case for any reason it becomes fastened thereto the wheel may be turned upon the bushing itself, thereby preventing wear of the axle, and the parts make, practically, an everlasting journal for the wheel.

What I claim as my invention is—

1. In a truck, the combination of a wheeled axle, a frame formed of metal bent into a tapering U shape, the bent portion forming the handle and having its ends secured to the opposite axle, and a nose-piece secured to the ends of the frame, substantially as described.

2. In a truck, the combination of a wheeled axle, a frame formed of pipe bent into a tapering U shape, having its ends secured to blocks on the axle, the nose-piece secured to the ends of the frame, the braces F, and cross-brace K, substantially as described.

3. In a truck, the combination, with the wheeled axle, the tapering U-shaped frame having its ends secured to the axle, and a nose-piece, of the hook M, having the eye N, engaging one arm of the frame, having its hooked end adapted to engage with the other arm of the frame, substantially as and for the purpose described.

4. In a truck, the combination, with the wheeled axle, of the U-shaped frame secured thereto, the cross-braces J, and cross-braces K, and the detachable apron O, substantially as described.

5. In a truck, the combination of the wheeled axle, the tapering U-shaped frame secured thereto, and a detachable cross-bar adapted to be secured to the upper end of the frame and the caster on the under side of said cross-bar, substantially as described.

6. In a truck, the combination of a wheeled axle, a tapering U-shaped frame secured thereto, and the cross-bar R, having the upwardly-hooked ends S at each end and the caster S′, the hooked ends S being adapted to engage over the end of the frame and be wedged thereon, substantially as and for the purpose described.

7. The combination of the axle, the wheels centrally apertured to receive the axle, and a soft-metal bushing in the wheel to form a journal-bearing therefor, substantially as described.

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

ANTHONY NICHLESS.

Witnesses:
J. BROWN TAYLOR,
HORACE S. WEBSTER.