

(No Model.)

S. C. NUTTER.
SLEIGH TRUCK.

No. 569,050.

Patented Oct. 6, 1896.

Fig. 1.

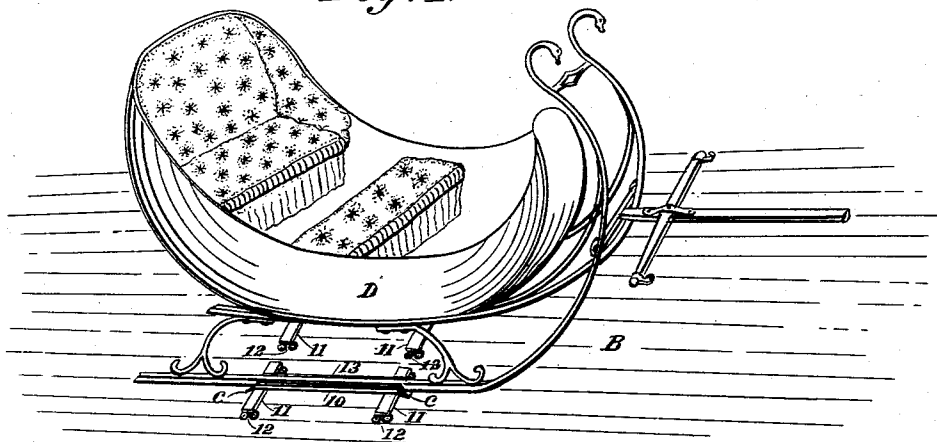


Fig. 2.

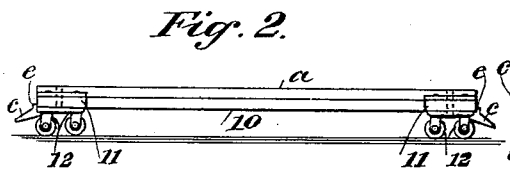


Fig. 3.

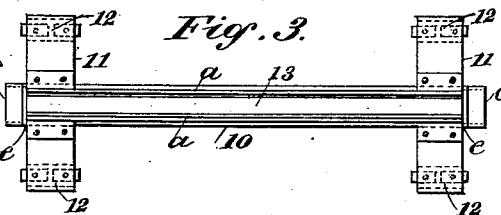


Fig. 4.

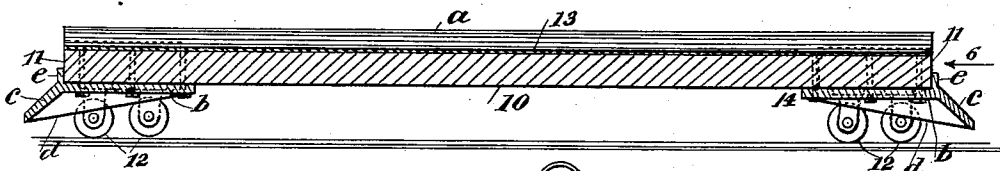


Fig. 5.

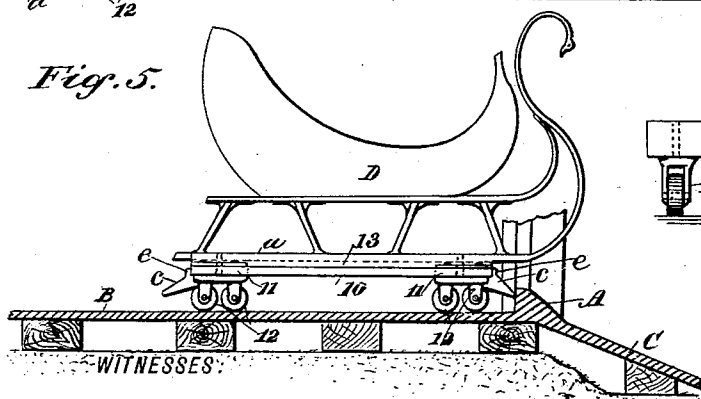
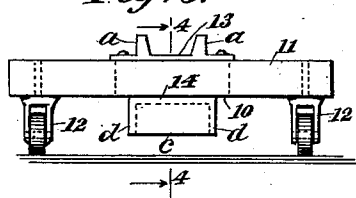


Fig. 6.



WITNESSES:

Wm. Patton

J. H. Kanaford

INVENTOR

S. C. Nutter

BY

Munn

ATTORNEYS.

UNITED STATES PATENT OFFICE.

SETH C. NUTTER, OF SHERBROOKE, CANADA.

SLEIGH-TRUCK.

SPECIFICATION forming part of Letters Patent No. 569,050, dated October 6, 1896.

Application filed June 20, 1896. Serial No. 596,288. (No model.)

To all whom it may concern:

Be it known that I, SETH C. NUTTER, of Sherbrooke, in the Province of Quebec and Dominion of Canada, have invented a new and Improved Sleigh-Truck, of which the following is a full, clear, and exact description.

This invention relates to trucks of a kind used for the convenient transfer of sleighs over floors or the ground that is uncovered by snow.

The object of the invention is to provide a simple device of the indicated character which is provided with novel features of construction that adapt the improved trucks, when used in pairs for transferring a heavy sleigh, to serve the desired purpose efficiently and permit the easy and convenient automatic removal of the sleigh from the trucks when the latter impinge a door-sill strip or like obstruction placed across the open door through which the sleigh is to be transferred for use.

The invention consists in the novel construction and combination of parts, as is hereinafter described, and indicated in the claims.

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

Figure 1 is a perspective view of a heavy sleigh mounted on the improved trucks for free movement over a floor. Fig. 2 is a side view of the improved truck. Fig. 3 is a plan view of the same. Fig. 4 is an enlarged longitudinal sectional view of the truck, substantially on the line 4-4 in Fig. 6. Fig. 5 is a side view of a sleigh on the improved truck, showing the latter engaging a sill-strip at a door through which the sleigh is to be slid off of the truck; and Fig. 6 is an end view of the improved truck, seen in direction of arrow 6 in Fig. 4.

In service two trucks having the improvements are provided for transfer of a sleigh, and as these are of similar construction the description of one will apply to both.

Referring to the drawings that illustrate the improvements, 10 represents a substantial reach-bar that is a main portion of the body of the truck, and at each end of said bar, which is preferably formed of hard wood, a transverse bar 11 is formed or secured. The cross-

bars 11 are of equal length and project equally at each side of the reach-bar 10 at right angles therewith.

A preferably double-roller caster 12 is secured on the lower side and at each end of the cross-bars 11, but, however, single-roller casters may be used, said casters affording a rotatable support for the truck-body, which consists of the parallel cross-bars 11 and reach-bar 10.

It will be seen that the provision of two cross-bars 11 for the truck affords a wide base and, furthermore, adapts the casters 12 to track correctly, which will insure the easy movement of the trucks when two are loaded with a heavy sleigh.

On the upper side of the reach-bar 10 a grooved track-rail 13 is longitudinally secured, the flanges *a* of which are suitably spaced apart to permit the location of a sleigh-runner sole in the longitudinal channel between said flanges and seated on the rail.

A sufficient length is afforded the truck-body to adapt two of the improved trucks to reliably sustain a heavy or light sleigh, and it will be apparent that the trucks should be oppositely positioned at a point in the length of the sleigh which will properly dispose the weight of the latter on the trucks.

At each end of the truck-body a strong but light metal buffer-block 14 is secured, said block being preferably constructed as represented, comprising a substantial base-plate *b*, having its end which projects beyond the truck bent down at an angle, as clearly shown in Fig. 4, thus producing a buffer-nose *c*.

The base-plate and nose are strengthened by the side flanges *d*, integrally formed with said parts, and at the point where the nose *c* joins the base-plate *b* an upright flange *e* is preferably produced which abuts on the end of the truck and relieves the fastenings of the buffer-block from strain.

Screw-bolts or like means are provided for attaching the buffer-blocks 14 at each end of the truck-body, so that it is immaterial which end of the truck is placed to the front when the improvement is to be used for transfer of a sleigh.

The nose *c* on each buffer-iron is proportioned in length and is afforded downward

projection sufficient to adapt either one that is foremost when moved to impinge a sill-strip A at the door of a building containing the sleigh and arrest the forward movement of the trucks, the nose avoiding contact with the floor B when the sleigh on the trucks is pushed or drawn over the latter.

It will be seen that when the nose *c* of each truck strikes the strip A the sudden arrest of progressive movement of the trucks will cause the sleigh to slide off of said trucks and pass over the strip A onto the incline C, that is outside of the building, so that the sleigh D will thus be automatically transferred from the trucks to the exterior of the building wherein it was stored and with but slight manual exertion to effect such a result.

It will be evident that the sleigh may be moved over the floor B to turn it around, and, if desired, the vehicle may be transferred out of doors with the rear end in advance, or the sleigh may be run to any desired point out of the building on the trucks if provision is made for the casters to travel over the strip A, and at a desired point the sleigh may be readily removed from the trucks if they are caused to impinge their noses *c* against a strip of wood or other like obstruction.

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

1. A sleigh-truck, comprising a reach-bar, a cross-bar at each end of said reach-bar, cast-

ers on the under side of each end of the cross-bars, and a buffer-block on the end of the truck, substantially as described.

2. A sleigh-truck, comprising a reach-bar, a cross-bar at each end of the reach-bar, a double-roller caster on the under side of each end of the cross-bars, and a buffer-block projecting at each end of the truck, the nose of each of said blocks having clearance from the surface that supports the caster-rollers, substantially as described.

3. In a device of the described construction, the similar buffer-blocks at the ends of the sleigh-truck, each block comprising a base-plate having a downwardly and forwardly projecting nose, and a stiffening-flange at each side of the block and engaging the base-plate and nose thereon, substantially as described.

4. A sleigh-truck, comprising a reach-bar, a cross-bar at each end of the reach-bar, a grooved track-rail secured on the reach-bar, casters on the under side of each end of the cross-bars, and a buffer-block projecting at each end of the truck, having a downwardly-inclined nose that avoids contact with the surface over which the casters travel, substantially as described.

SETH C. NUTTER.

Witnesses:

A. F. VENT,

H. D. LAWRENCE.