No. 672,921. Patented Apr. 30, 1901.

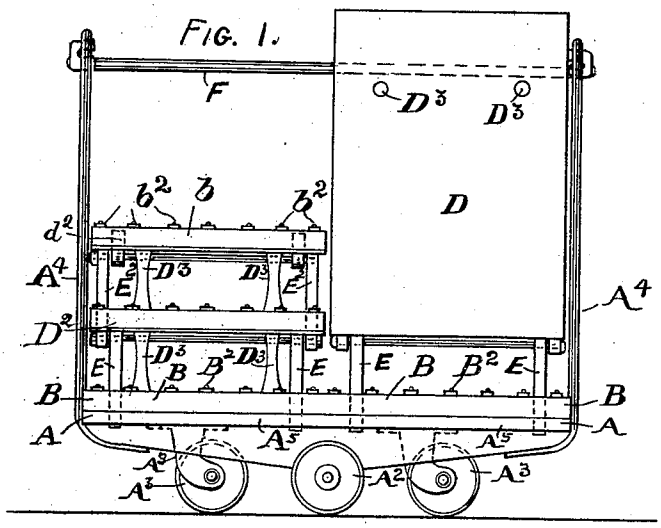
H. C. SLINGSBY.

TRUCK.

(No Model.) (Application filed Dec. 28, 1897. Renewed Feb. 19, 1901.)

3 Sheets—Sheet 1.

FIG. 1.



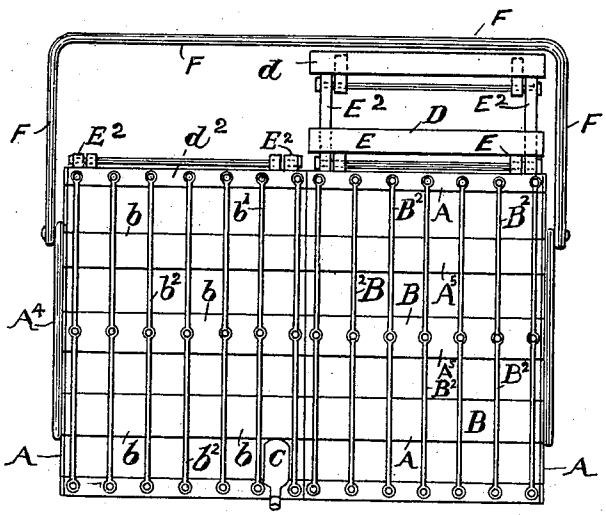


FIG. 2.

Witnesses:

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3 Sheets—Sheet 2.

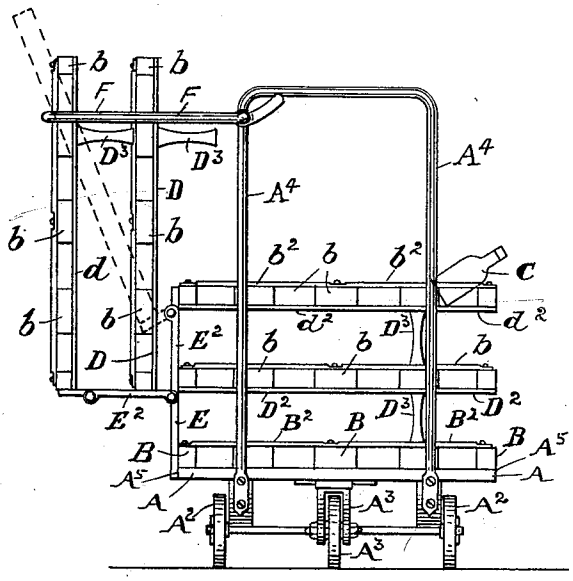


FIG. 3.

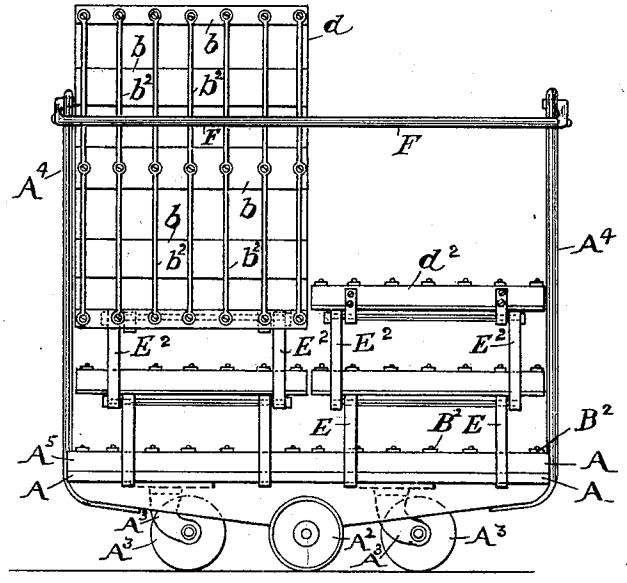


FIG. 4.

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No. 672,921. Patented Apr. 30, 1901.

H. C. SLINGSBY.

TRUCK.

(Application filed Dec. 28, 1897. Renewed Feb. 19, 1901.)

(No Model.) 3 Sheets—Sheet 3.

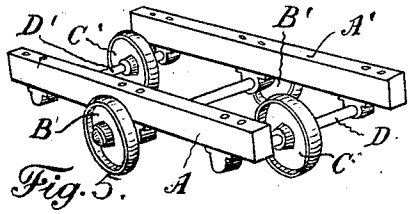


Fig. 5.

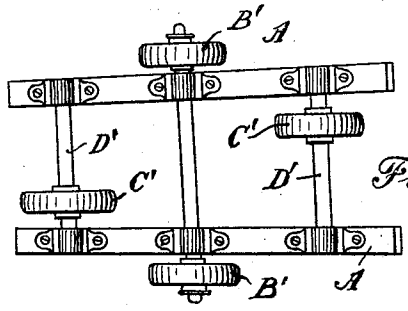


Fig. 6.

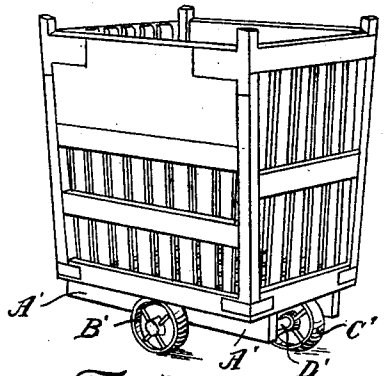


Fig. 7.

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

UNITED STATES PATENT OFFICE.

HARRY CROWTHER SLINGSBY, OF HEATON, NEAR BRADFORD, ENGLAND.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 672,921, dated April 30, 1901.

Application filed December 28, 1897. Renewed February 19, 1901. Serial No. 48,004. (No model.)

To all whom it may concern:

Be it known that I, HARRY CROWTHER SLINGSBY, wholesale bottler, a subject of the Queen of Great Britain and Ireland, residing at No. 15 Spring Gardens road, Heaton, near Bradford, in the county of York, England, have invented a certain new and useful improved truck or trolley for use in the corking and labeling of bottles of beer and other bottles which are labeled subsequently to corking, (for which I have obtained a patent in Great Britain, No. 14,347, bearing date July 26, 1894,) of which the following is a specification.

This invention relates to an improved truck or trolley for use in the corking and labeling of bottles of beer and other bottles which are labeled subsequently to corking. For this purpose I employ a truck preferably mounted on a central wheel at each side and a caster-wheel at each end, which enables it to be turned in a small space. A series of bottle-rests are formed on the bottom of the truck, adapted to hold the bottles at a convenient angle for the person corking them to place them in position and for the labeler subsequently pasting and labeling them. The said rests may be formed of a number of longitudinal strips of wood crossed at right angles by bars fixed the requisite distance apart. A tray or platform supported on feet or legs is mounted above the said bottom rests, and it is hinged by the feet at one side to what may be termed the "back side" of the truck, so that it may be lifted back out of the way while the bottom rests are filled. This tray is fitted with rests in a similar manner to the bottom of the truck, and a second and third tray may be hinged to it in a similar manner. The trays may be divided laterally, and they may be arranged to slide back or aside instead of being hinged to move them away from the tray or truck bottom below.

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

Figure 1 represents a front elevation of a truck having two trays for two tiers of bottles above the bottom tier and in which the trays on one side are lifted back to the position they occupy while the bottle-rests formed in the bottom of the truck are being filled with bottles. Fig. 2 represents a plan view, and Fig. 3 represents an end view, of the same. Fig. 4 represents a back view of Fig. 1, but in which only one tray is shown lifted back. Fig. 5 is a perspective view of the truck-frame provided with sliding wheels. Fig. 6 is a bottom plan view thereof, and Fig. 7 is a perspective view of an ordinary factory-truck mounted on the truck-frame shown in Figs. 5 and 6.

The truck A is mounted on two side wheels A^2 A^2 and a caster-wheel A^3 at each end. Iron frames A^4 are also fixed at each end. A number of longitudinal ribs B are fixed on the bottom A^5 of the truck, and bars B^2 are fixed across the ribs a suitable distance apart to form divisions for the bottles, which are placed therein in the position shown by the bottles C, Figs. 2 and 3. Trays D D^2 are hinged to the standards E, fixed to the bottom A^5 of the truck, and these trays have feet D^3 at the front, which bear upon one of the ribs B and support them in a horizontal position when they are turned down to receive the bottles; but the hinges at the back enable them to be lifted up clear of the bottom when required. When a second tier of trays *d* and d^2 is provided, as shown in the drawings, the flaps of the hinges connecting the lower trays to the standards E are extended to form standards E^2, to which the trays *d* and d^2 are hinged. This construction enables both tiers of trays to be turned up, as shown by D and *d* in Figs. 1, 2, and 3, or the trays D and D^2 may be turned down over the bottom, while the trays *d* and d^2 remain in the position in which *d* is represented in Fig. 4 and by the broken lines in Fig. 3. The trays are each provided with ribs *b* and cross-bars b^2 to form bottle rests or divisions.

A bar F, attached to the end frames A^4 A^4, is provided to form a support for the trays when they are in the raised position, and this bar is preferably pivoted to the end frames, adapting it to be turned up more or less to a vertical position, so that it does not project beyond the sides of the truck.

Instead of a caster-wheel, such as A^3, I may employ a wheel adapted to slide on a spindle affixed to the front or back, or both, of the trolley or truck. By this means the said

trolley or truck will be capable of being turned in a comparatively very short radius and the rattling and other defects of the caster-wheel obviated.

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

1. In a device of the character described, a truck-frame, a series of trays hinged together and to the truck-frame a suitable distance apart, and a swinging rod pivoted to the ends of the truck-frame and adapted to support the trays when swung back on their hinges, substantially as described.

2. In a device of the character described, a truck-frame, side wheels journaled thereon, a spindle secured to the truck-frame parallel to the axis of the side wheels, and a loose wheel mounted on the spindle, substantially as described.

3. In a device of the character described, a truck-frame, side wheels journaled thereon, a front and back spindle secured to the truck-frame parallel to the axis of the side wheels, and loose wheels mounted on the spindles, substantially as described.

4. In a device of the character described, a truck-frame, a series of trays secured together and to the truck-frame in a vertical tier by having their rear ends hinged to standards projecting upward from the lower trays and the bottom of the frame, and depending legs on the front ends of the trays, substantially as described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

HARRY CROWTHER SLINGSBY.

Witnesses:
ELI MITCHELL,
FOSTER GRANGE.