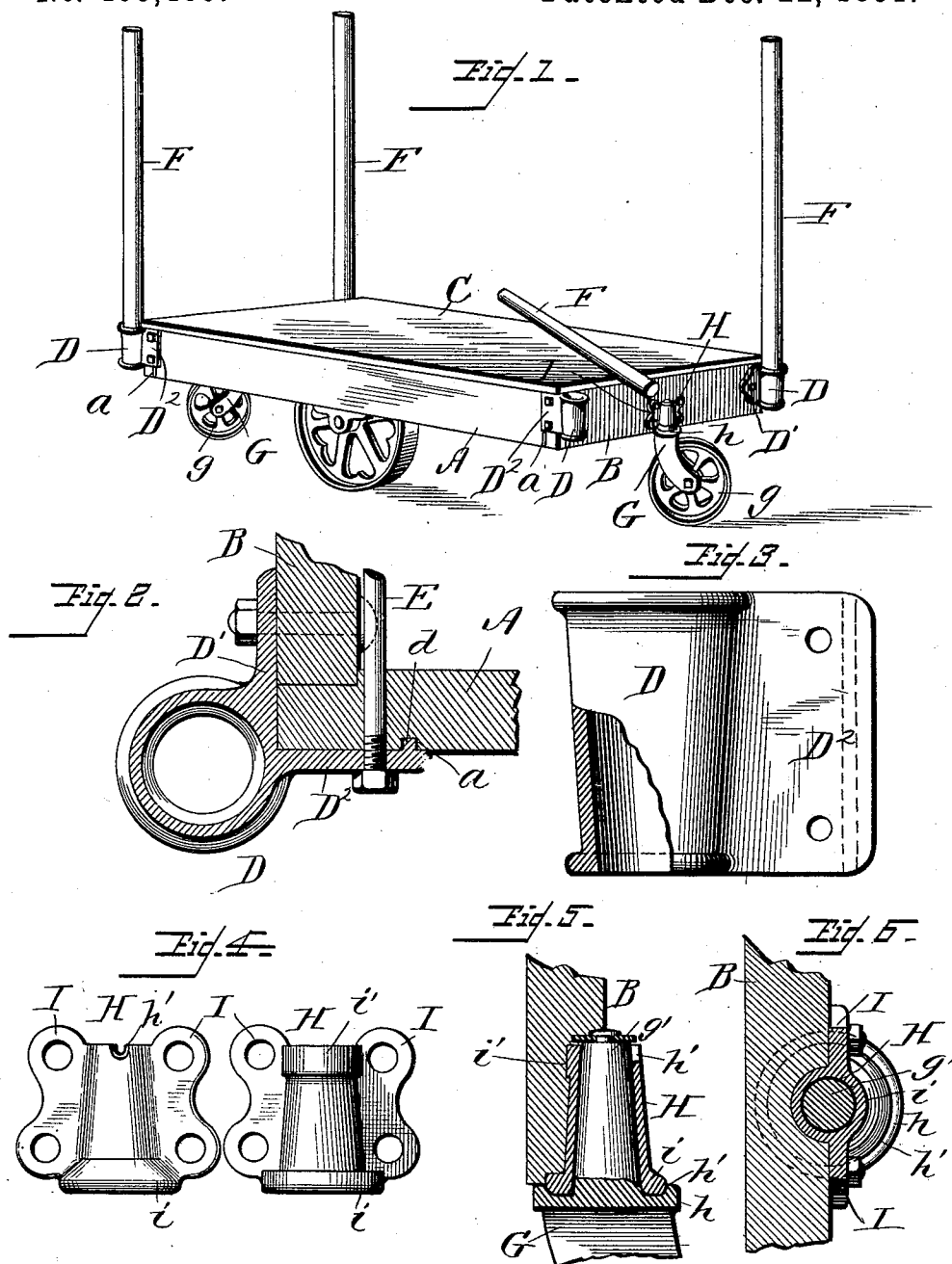


(No Model.)

E. G. NUTTING. TRUCK.

No. 465,489.

Patented Dec. 22, 1891.



Witnesses
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UNITED STATES PATENT OFFICE.

ELIJAH G. NUTTING, OF FARIBAULT, MINNESOTA.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 465,489, dated December 22, 1891.

Application filed July 21, 1891. Serial No. 400,244. (No model.)

To all whom it may concern:

Be it known that I, ELIJAH G. NUTTING, a citizen of the United States, residing at Faribault, in the county of Rice and State of Minnesota, have invented certain new and useful Improvements in Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to trucks of that class which are supported midway of their ends on wheels and at their ends on casters.

The object of the invention is to secure the maximum amount of platform-surface and provide firm joints at the corners by means of angle-irons, which will also be provided with circular sockets to receive the lower ends of the stakes or standards.

A further object of the invention is to provide a caster which will automatically compensate for wear and be provided with a lubricant-channel to retain sufficient oil to keep the wearing parts lubricated.

The improvement consists of the novel features and the peculiar construction and combination of the parts, which will be hereinafter more fully described and claimed, and which are shown in the annexed drawings, in which—

Figure 1 is a perspective view of a truck embodying my invention. Fig. 2 is a horizontal section of one corner of the truck-frame on a larger scale. Fig. 3 is a detail view of a corner-iron, showing the tapering form of the stake-socket. Fig. 4 is a front and a rear view of the caster-socket. Fig. 5 is a vertical section of the caster-socket and the upper portion of the frame, showing the shank in full lines. Fig. 6 is a horizontal section of the caster-socket, showing it applied to the end sill of the truck-frame.

The truck-frame is composed of the side sills A and the end sills B, the end sills fitting between the side sills. The platform C is fastened on the sills in any approved manner. The corner-irons, by means of which the sills A and B are secured together, are each composed of a tapering circular socket D and two wings D' and D², which are dis-

posed relatively at right angles to each other. The wing D² is provided with a rib *d*, which enters a groove *a* in the sill A near the edge thereof. The corner-irons are applied exteriorly to the corners of the sills, and the wing D' is bolted to the sill B and the wing D² to the sill A by tie bolts or rods E, which extend from one sill A to the other, thereby holding the sills A together and binding them on the ends of the sills B. The stakes F are round, and the lower ends are tapering to fit the sockets D. By having the lower ends of the stakes and the sockets D tapering a close joint is obtained and the stakes prevented from moving about, and a slight blow from below will release the stakes when it is desired to remove them.

The caster-wheel *g* is journaled in the fork of the frame G of the caster in the usual manner, and the shank *g'* of the frame is tapering. The shoulder *h* at the base of the tapering shank is provided with an annular groove or channel *h'* to receive the lower end of the caster-socket H. This socket H is tapering and is provided with lateral ears or wings I, which are apertured to receive the fastening bolts or screws. The flange *i* at the lower end of the socket is sloping on the front side of the socket and straight on the rear side of the said socket to obtain a firm purchase on the sill B, into which it is let. The flange *i'* at the top of the socket on the rear half thereof strengthens the same and obtains a purchase on the end sill. The ears or wings I are set nearer to the front of the socket and rest against the side of the end sill, to which the socket is secured. The groove *h'* receives the lubricant. Obviously as the shank and the lower end of the socket wear the shank *g'* will enter farther into the socket and preserve a close joint.

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

1. In a truck, the combination, with the sills forming the frame, of corner-irons composed of tapering circular sockets having wings integrally formed therewith, which are fitted against the sides of and secured to the said sills, substantially as described.

2. In a truck, the combination, with the sills forming the frame and the sill A, having a groove *a*, of the corner-irons, each composed of a tapering circular socket and wings integrally formed with the socket, one of the wings having rib *d* to enter the said groove *a*, bolts for securing the wings D' to the sills B, and tie rods or bolts E for securing the wings D² to the sills A and binding the said sills A on the end sills, substantially as described. 10

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

ELIJAH G. NUTTING.

Witnesses:

STEPHEN JEWETT,
S. E. PHERIS.