No. 801,123. PATENTED OCT. 3, 1905.

F. C. WHEELER.

FREIGHT TRUCK.

APPLICATION FILED MAR. 3, 1904.

2 SHEETS—SHEET 1.

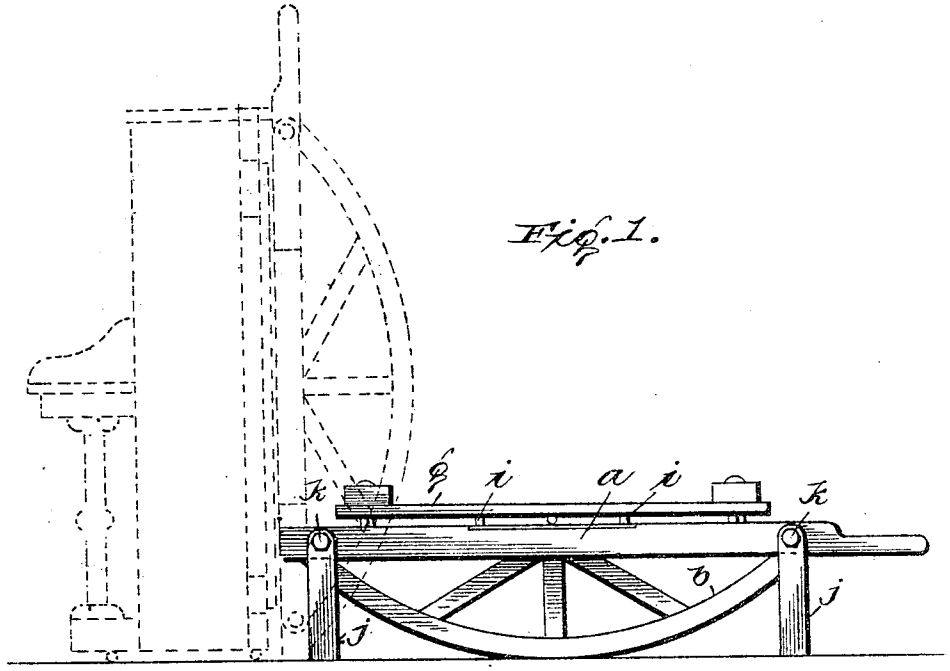


Fig. 1.

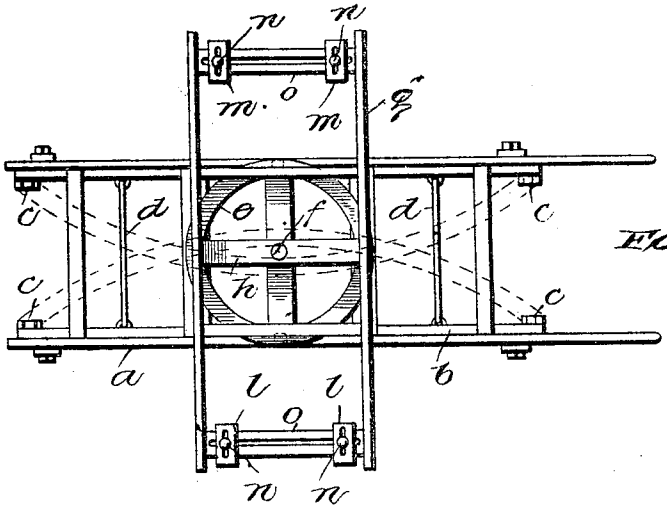


Fig. 2.

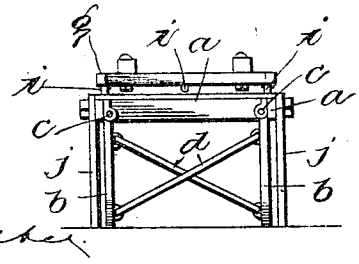


Fig. 3.

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2 SHEETS—SHEET 2.

Fig. 4.

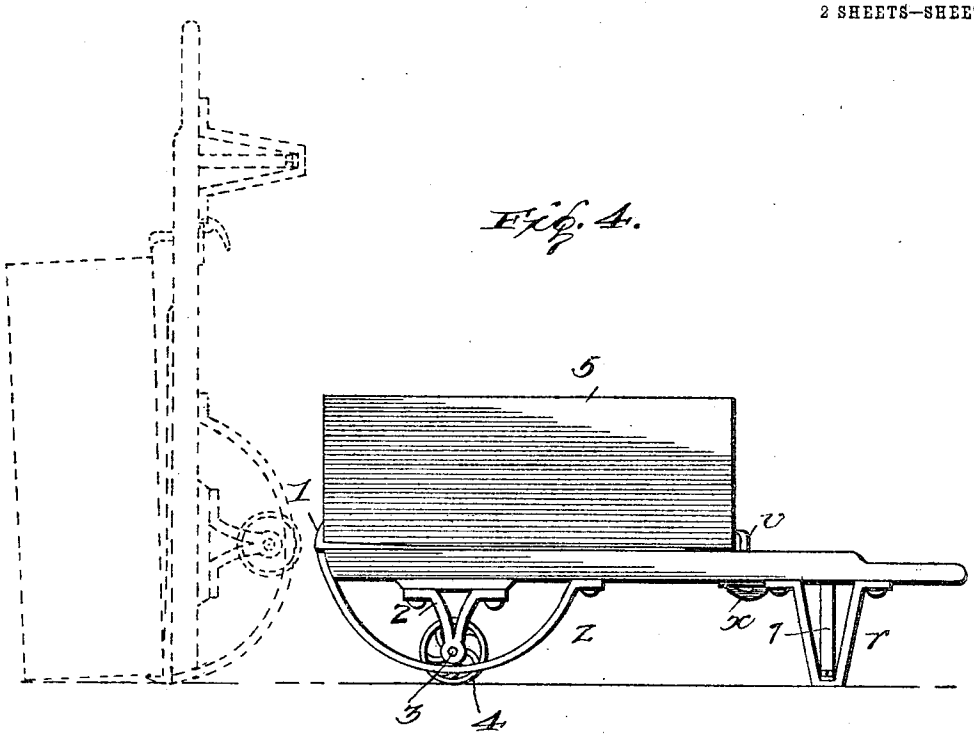


Fig. 5.

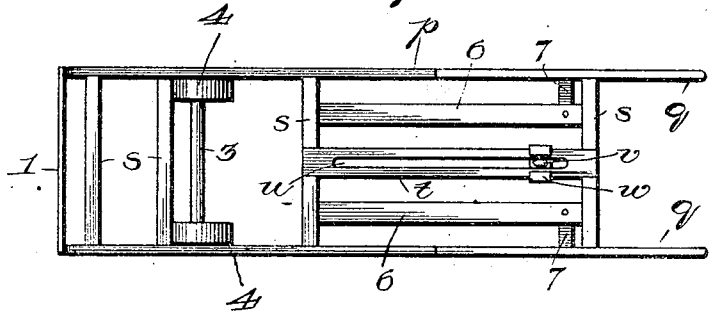


Fig. 6.

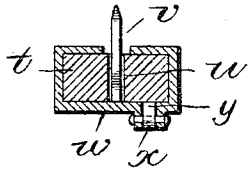
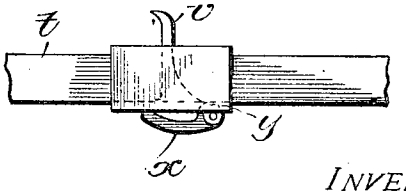


Fig. 7.



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FREIGHT-TRUCK.

No. 801,123. Specification of Letters Patent. Patented Oct. 3, 1905.

Application filed March 3, 1904. Serial No. 196,388.

To all whom it may concern:

Be it known that I, FRANK C. WHEELER, a citizen of the United States, residing at Montgomery, in the county of Montgomery and State of Alabama, have invented certain new and useful Improvements in Freight-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.

My invention relates to improvements in breakdown trucks for moving pianos, organs, or other large and heavy articles.

The objects of my invention are to provide a simple truck having means whereby the box, bale, crate, or other merchandise cannot slip off the truck until it is released and so arranged that there is practically but very little weight upon the operator.

With these objects in view my invention consists in the construction and combinations of parts, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a side elevation of my improved truck, the dotted lines indicating the way in which the same is used. Fig. 2 is a plan view of the same, but with the upper table swung around through ninety degrees from the position shown in Figs. 1 and 3. Fig. 3 is an end view of the truck. Fig. 4 is a side view of a simpler form of the truck. Fig. 5 is a top plan view of the same, and Figs. 6 and 7 show details of the locking device.

Referring to the form shown in Figs. 1 to 3, *a* represents the main frame, supported on the rockers *b*, which rockers are hinged to the frame by the hinges *c* and when in use are supported in position and stayed by the cross-rods *d*. On the center of the frame *a* is provided a circular wheel-track *e*, in the center of which is a pivot-bolt *f*, on which is pivoted the upper table *g* by means, for example, of the cross-piece *h*, which is preferred to receive the bolt *f*. This table is provided with casters or rollers *i*, adapted to travel on the track *e*, thus permitting the upper table to be swung around to any desired position on the frame *a*. Legs *j* are provided to firmly support the truck, which legs are pivoted upon the pins *k* and may be swung up out of the way when it is desired to tilt the truck, as shown in dotted lines in Fig. 1. *l* and *m* represent two pairs of blocks clamped, by means of the screws *n*, to the slotted cross-pieces *o* of the upper table. The blocks *l* and *m* are slotted for the reception of the screws *n*, and these blocks are so adjusted as to come between the posts of the back of the piano. These cross-pieces are spaced apart to correspond with the distance between the cross-pieces at the top of the back and the sill at the bottom of the back of the piano, and thus the piano is prevented from slipping when tilted. In order to get the piano on the truck, the latter is turned up into the position shown in dotted lines in Fig. 1, the blocks *l* and *m* projecting into the spaces between the framework and in rear of the sounding-board of the piano, and then the piano is tilted over backward, its weight being taken on the rockers *b* and held in position by turning down the legs *j*, or by simply using chucks under the rockers *b* the truck and piano may be tilted to any desired position and held there. Moreover, by swinging the upper table around the position of the piano may be altered and it may be brought to different and more convenient positions, thereby enabling the piano maker or repairer to secure convenient access to the various parts of the instrument. It will be seen that the rockers may be folded up. After unhooking the cross-rods *d* the legs *j* may be swung up longitudinally or parallel to the frame and the other table moved into the position shown in Fig. 1, thus bringing the truck into a convenient size and shape for shipment or storage.

In the modification shown in Figs. 4 to 7 a wheel-truck is shown, but the same principle is involved. *p* represents the frame provided with handles *q*, and a support *r*, preferably made of metal, is secured to each of the sides of the frame *p* near the handles. The frame *p* is provided with cross-pieces *s*, between two of which runs the stringer *t*, provided with a slot *u*. Through this slot projects the hooked fastener *v*, which is carried by a casting *w*, which loosely encircles the stringer *t*. A handle *x*, provided with an eccentric portion *y*, is pivoted on the casting *w* to fasten the hook *v* after it has been moved up against the box, bale, crate, or other merchandise. *z* represents the curved rockers passing to the main frame. 1 represents a projecting metal angle-iron the horizontal portion of which is bolted or otherwise fastened to the main frame. This angle-iron is extended upward to form a sharp edge, which is inserted under the article to be moved. 6 represents longitudinal braces connecting two of the cross-braces *s*, and 7 represents braces connecting the braces

6 and legs *r*. A bracket 2 is secured to each side member of the frame *p* and is fastened to the center of the rocker, at which point a shaft 3 is journaled, provided with wheels 4. 5 represents a box, bale, or crate of merchandise which it is desired to move by said truck.

In operation the point 1 is inserted under the box, the handle *x* drawn out, as shown in dotted lines in Fig. 4, and the point *v* brought firmly into connection with the box, whereupon the handle is turned back, as shown in Fig. 7, locking the point *v* in engagement with said box. The truck may then be brought to the horizontal position shown in full lines in Fig. 4 and may be easily moved from place to place. The curved shape of the rockers *z* offers a great advantage in tipping the truck from the position shown in dotted lines in Fig. 4 to its horizontal position. In ordinary practice the pivot-pins are on the wheels as the truck is being tipped back; but with my truck the curved rocker takes the weight until the truck has been tipped back a considerable distance. By reason of the fact that the articles are clamped to the truck they cannot slip or get off the truck until released. By the aid of the rockers merchandise weighing over one thousand pounds can be loaded and carted by one man. As the wheels in Figs. 4 and 5 are near the center of the rocker and back of the front end of the truck, this throws the greater portion of the weight directly upon the wheels, thereby making the truck very easy to handle and with no danger of kicking back. In fact, by the use of this truck one man can do the work formerly done by three men with the ordinary trucks if the goods to be handled are heavy and bulky.

While I have thus described my invention, it is obvious that many changes might be made without departing from the principle thereof, and I wish it to be understood that I do not limit myself to the exact details shown and described.

I claim—

In a truck, the combination of a frame provided with handles and with supports near said handles, rockers secured to said frame with a projection against which the article to be moved may rest, brackets on said frame, a shaft mounted in said brackets, wheels secured to said shaft, a slotted stringer carried by said frame, a casting slidably mounted on said stringer provided with a hook which projects upward through the slot in said stringer, and a handle provided with an eccentric portion pivoted on said casting whereby said casting and hook may be locked in any desired position, substantially as described.

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

FRANK C. WHEELER.

Witnesses:

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LUCILE DUNN.