

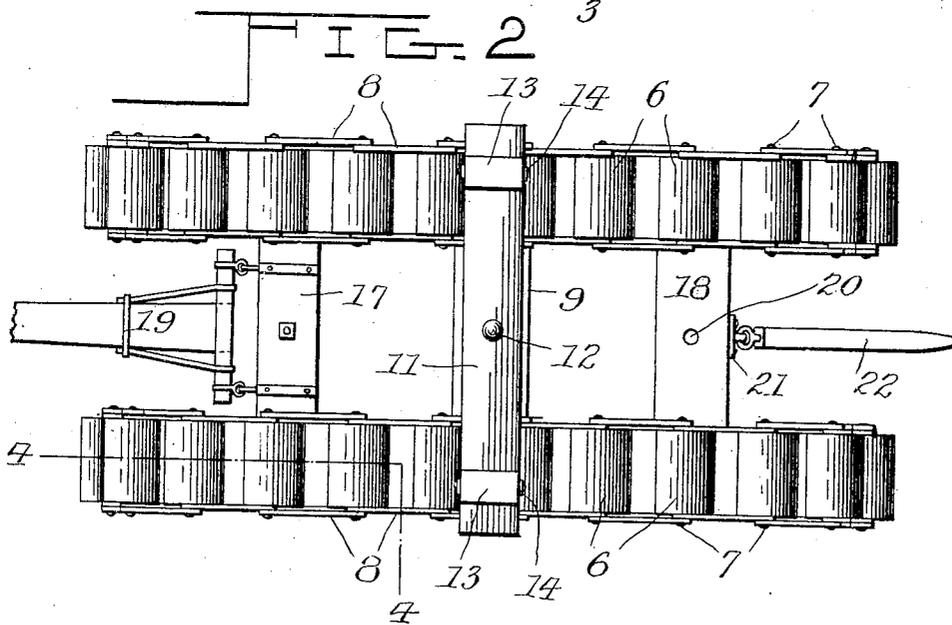
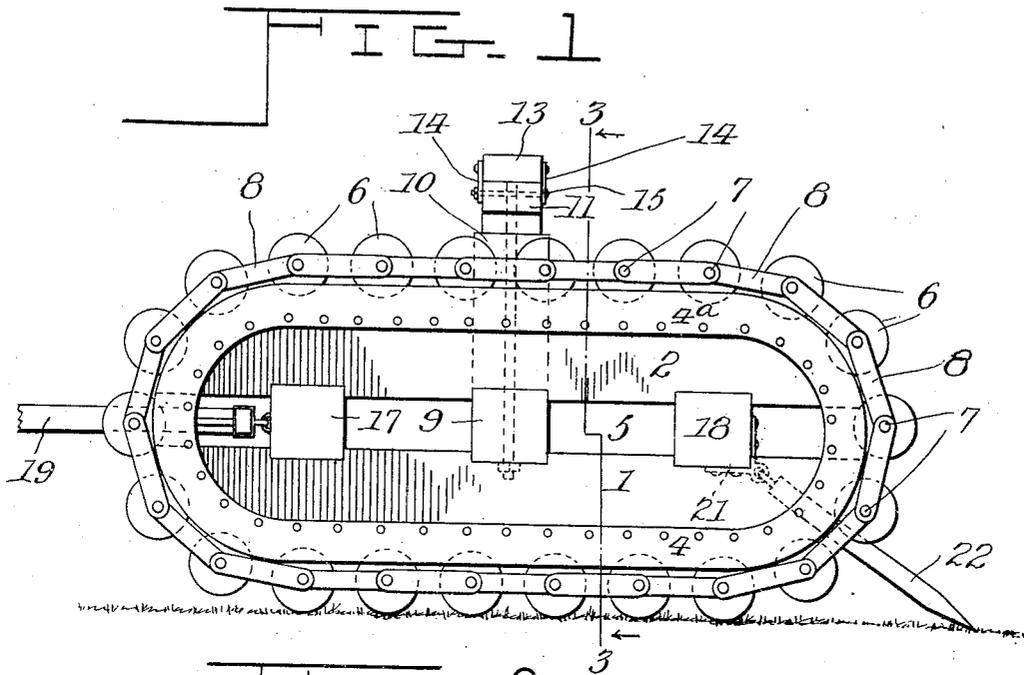
No. 784,792.

PATENTED MAR. 14, 1905.

G. HUTTON.
TRUCK.

APPLICATION FILED MAY 9, 1904.

2 SHEETS—SHEET 1.



Witnesses:

Ed. Page
J. H. [unclear]

George Hutton, Inventor,

By

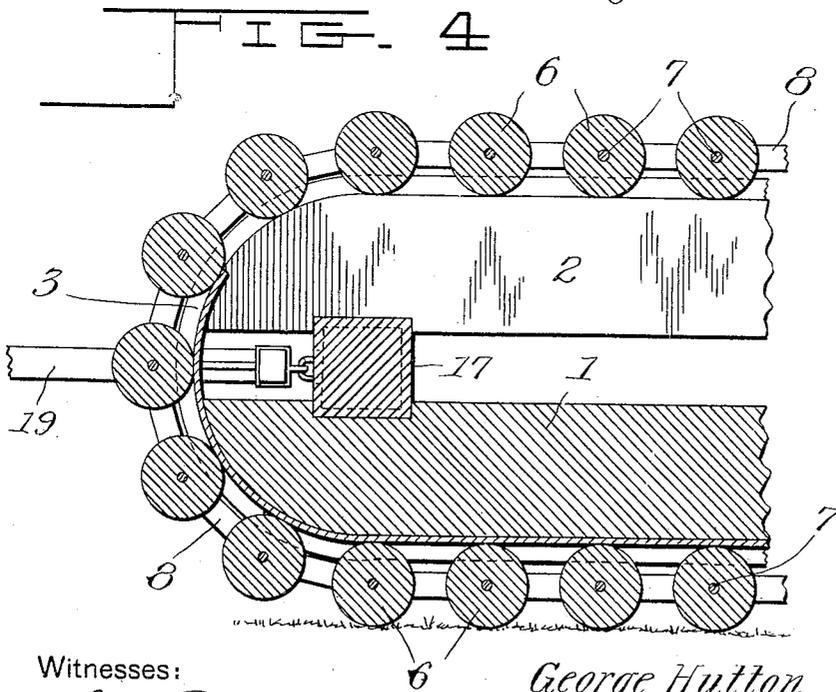
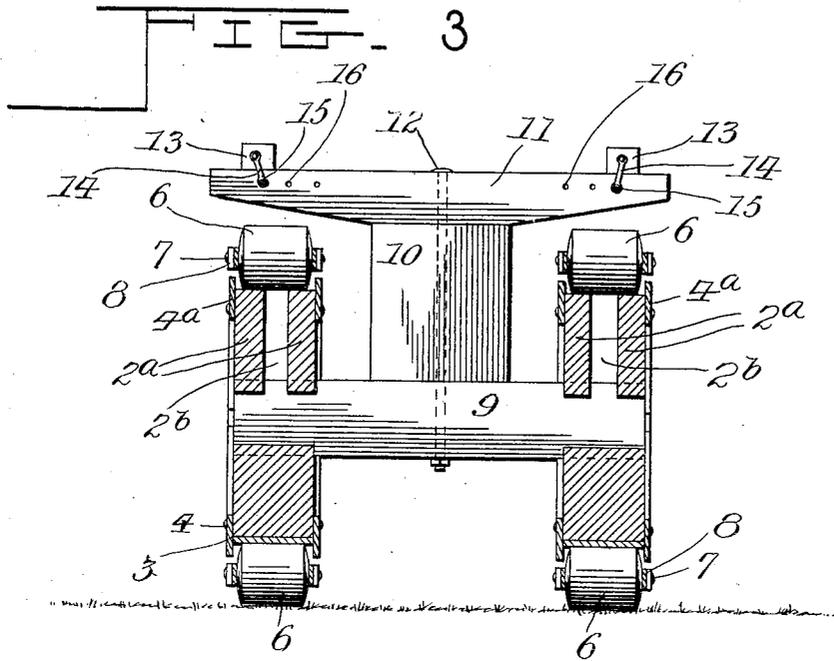
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APPLICATION FILED MAY 9, 1904.

2 SHEETS—SHEET 2.



Witnesses:

J. Ed. Page's
J. H. Gibbs

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UNITED STATES PATENT OFFICE.

GEORGE HUTTON, OF RICHMOND, CANADA

TRUCK.

SPECIFICATION forming part of Letters Patent No. 784,792, dated March 14, 1905.

Application filed May 9, 1904. Serial No. 207,135.

To all whom it may concern:

Be it known that I, GEORGE HUTTON, a subject of the King of Great Britain, residing at Richmond, county of Richmond, in the Province of Quebec, Canada, have invented certain new and useful Improvements in Trucks; and I do hereby declare that the following is 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 new and useful improvements in roller-bearing trucks adapted to be used for the purpose of transporting heavy bodies from place to place, as for moving large steam-boilers, &c., and comprises certain features of novelty in the detail construction and arrangement thereof, all as hereinafter more fully described and specifically pointed out in the claims.

The object of the invention is to provide a structure of the class described which will be so simple in construction and which will be so connected and supported that a minimum expenditure of power only will be necessary to move the same from place to place when loaded; and the structure is provided with a stop for the purpose of preventing rearward movement thereof when in use, as in climbing hills.

Referring to the drawings, in which similar numerals of reference indicate corresponding parts in all the views, Figure 1 is a side elevational view of my improved vehicle. Fig. 2 is a plan view thereof. Fig. 3 is a sectional view taken on line 3 3 of Fig. 1 looking in the direction indicated by the arrow, and Fig. 4 is a longitudinal sectional view taken on line 4 4 of Fig. 2.

Referring to the parts, 1 is a base member, which with the corresponding member 2, supported above the same, constitute what are hereinafter known as the "supporting" members of the structure. Upon the peripheral faces of the members 1 and 2 are channels 3, which, as will be seen in the sectional view, Fig. 3, comprise vertical flanges and a transverse web portion, the upper extension of such vertical flanges 4 being connected with the base member 1 by suitable rivets or other securing means and said channel extending,

as best shown in the sectional view, Fig. 4, above a plane drawn through the middle of the structure. In addition to the channels 3 a plate 4^a, comprising an extension of the vertical flange 4, is connected with the upper supporting member 2, which upper member is divided longitudinally, as shown in Fig. 3, above the opening 5, which extends horizontally approximately centrally of the structure. Traveling in the channel provided by the members 3 and plates 4^a are rollers 6, which, as will be noted, are short sections, which are rotatable upon journals or axles 7, which axles are connected together in series by means of links 8, whereby the said rollers are connected in continuous series extending entirely around the peripheral face of such supporting member and at the lower side thereof serving as a friction-reducing supporting means upon which the supporting members may travel.

Extending transversely between the supporting members is a rigid beam 9, which, it will be noted, is set into non-circular recesses in the contiguous faces of the members 1 and 2, whereby such beam 9 is rigidly supported in position and serves as a connecting means for the supporting members. Above the beam 9 is a supporting-block 10, and resting upon the supporting-block 10 is a bolster 11, which by means of the king-pin 12 is pivotally supported in position. At each side of the median line of the bolster 11 are adjustable blocks 13, connected with such bolster by means of links 14, while pins 15, passing therethrough, are adapted to project through perforations 16 in the bolster, so that such blocks may be adjusted longitudinally of the bolster 11. As will be noted, the bolster is supported approximately midway the length of the supporting members, while at each side of the bolster nearer the ends of such supporting members are other beams, 17 and 18. To the beam 17 is connected a tongue or reach 19, which in the event of its being used as a reach would be provided with a perforation on its outer end adapted to be brought into coincidence with a perforation, as 20, on a companion beam 18 of the next adjacent truck, so that a connecting-pin might be projected through such perforation for the purpose of

connecting a plurality of such trucks together. Supported by means of the bracket 21 upon the beam 18 is a stop 22, which is preferably provided with a pointed outer end adapted to engage with the surface of the ground over which the truck may pass, the stop being a gravity-stop adapted to drag while the truck is being moved from place to place, so that the point of such stop will be brought into engagement with the ground in the event of the truck moving against the draft thereon and slipping rearwardly.

The upper member 2 may comprise a solid portion, if desired, or may comprise the parallel plates 2^a, between which is provided a channel 2^b, through which may pass downwardly any material adhering to the rollers 6 when such rollers reach an elevation to travel upon the upper face of such plates 2^a, and it will be evident that where the channel 2^b is provided such material will fall from the rollers in their passage over the upper portion of the supporting member and will be freed by passing out through the opening 5, before referred to.

It is evident that while but one truck is shown a number of such trucks may be connected together by means of the reach or reaches 19 and such trucks may be used in series for carrying large bodies. Any suitable means of draft may be used, and where convenient the reach 19 may be utilized as a tongue and whiffletrees, &c., connected therewith, so that draft-animals may be connected to the truck when desired.

In operation a load is placed upon one or more of the bolsters 11, whereupon the entire weight will be transmitted to the supporting-rollers 6, and when the structure is moved from place to place such rollers will travel upon the ground and at their upper perimeter within the channel-irons connected with the supporting members, thereby materially reducing friction and draft as the structure with its load is moved from place to place, and it will be evident that when the stop 22 is used such stop will serve as a convenient means for preventing backward movement of the structure with its superposed load when climbing hills, &c.

While I have shown in the accompanying drawings the preferred form of my invention, it will be understood that I do not limit my-

self to the precise form shown, for many of the details may be changed in form or position without affecting the operativeness or utility of my invention, and I therefore reserve the right to make all such modifications as are included within the scope of the following claims or of mechanical equivalents to the structures set forth.

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

1. In a vehicle, a plurality of supporting members, each in separate sections, channels on the peripheral faces thereof, a series of connected rollers in said channels, transverse connecting-beams secured between the sections of said members and seated in recesses in the adjacent faces thereof, a bolster supported by one of said beams, and a gravity-stop.

2. In a vehicle, supporting members, each in longitudinally-separated sections, channels on the peripheral faces of said members, a series of connected rollers in said channels, transverse connecting-beams secured between the sections of said members, a draft-tongue connected with one of said beams, a stop, a rigid bolster-supporting beam, a bolster and blocks removably connected to said bolster near its ends by links.

3. In a vehicle, supporting members, channels on the peripheral face of said members, each in longitudinally-separated sections, a series of rollers adapted to travel in said channels, links connecting said rollers, a connecting-beam, a rigid bolster-supporting beam, a bolster supported thereby and blocks removably secured to the bolster near its ends by links.

4. In a vehicle, supporting members, each in sections separated, with the upper section provided with vertical channels, channels on the peripheral face of said members, rollers movable in said channels, a rigid bar connecting the supporting members, a supporting-block on said bar, and a bolster on said supporting-block.

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

GEORGE HUTTON.

Witnesses:

W. J. EWING,
DONALD M. ROWAT.