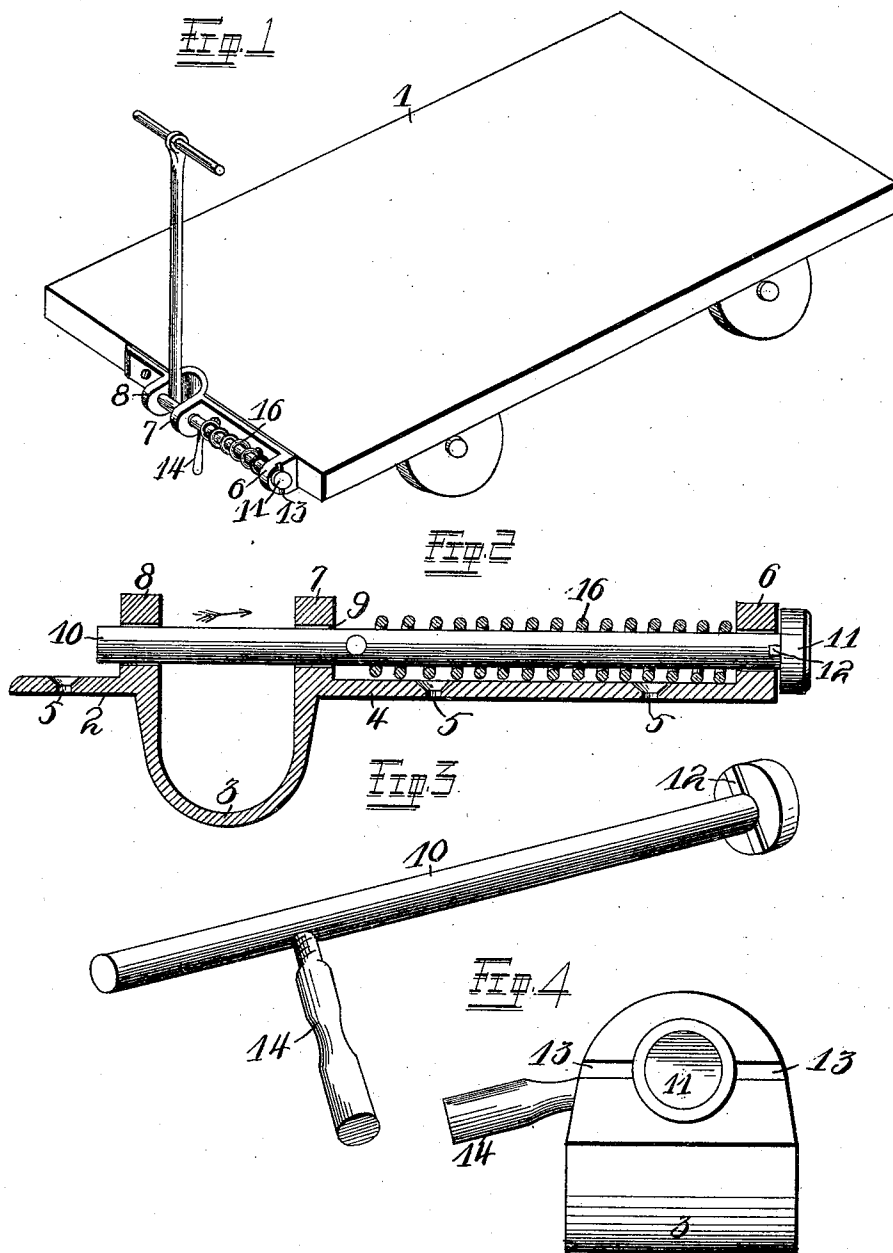


(No Model.)

C. F. WOESSNER.
TRUCK HANDLE SUPPORT.

No. 479,542.

Patented July 26, 1892.



Witnesses
A. A. Eicks
C. D. Keller.

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UNITED STATES PATENT OFFICE.

CHARLES F. WOESSNER, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF
TO LOUIS C. KOCH, OF SAME PLACE.

TRUCK-HANDLE SUPPORT.

SPECIFICATION forming part of Letters Patent No. 479,542, dated July 26, 1892.

Application filed March 21, 1892. Serial No. 425,792. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. WOESSNER, of the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Devices for Holding Truck-Handles in an Elevated Position, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in devices for holding truck-handles in an elevated position; and it consists in the novel arrangement and combination of parts, as will be more fully hereinafter described, and designated in the claims.

In the drawings, Figure 1 is a perspective view of a truck having my invention applied thereto. Fig. 2 is a longitudinal section of my complete invention with the bolt carried thereby in its normal position. Fig. 3 is a perspective view of the bolt detached, and Fig. 4 is an end view of the invention with the bolt in its normal position.

The object of my invention is to construct a device that will effectually hold the tongue of the truck in a vertical position when the said truck is placed upon an elevator or when not in use, thereby preventing accidents, which are of general occurrence.

Referring to the drawings, 1 represents a truck of the ordinary construction, to which my invention is easily applied and secured to the front end of the same, as clearly shown in Fig. 1.

2 represents a casting, which is provided with a rounded portion 3, which portion is adapted to snugly fit in a suitable depression formed in the front edge of the truck 1. The base portion 4 of said casting is provided with three holes 5, through which screws are adapted to be passed and into said truck for securing the said casting to the truck. Formed integral with the said truck are three ears 6, 7, and 8, each of which is provided with horizontal circular openings 9, through which a round bolt 10 is adapted to be passed. The ears 7 and 8 are in alignment with the inner surface of the curved portion 3 of the casting and the ear 6 located at one end of the said casting. The said bolt 10 is of sufficient length in order to be received by the said

openings and is provided with a head 11, the inner surface of which, or that portion which comes in contact with the ear 6, is provided with oppositely-located projections 12, which are adapted to be received by the correspondingly-shaped depressions 13, formed in the outer surface of the ear 6, for locking the said bolt against movement when in its normal position. The said bolt is provided with a handle 14, which is screwed into the same and is adapted to be removed at any time should any of the parts become broken. Encircling the said bolt and interposed between the ear 6 and the handle 14 is a coil-spring 16, which is adapted to hold the said bolt in a position, as shown in Figs. 1 and 2, for holding the handle of the truck in a vertical position when the same is located in the curved portion 3 and behind the bolt 10, as shown in Fig. 1. Should it be desired to remove the handle of the truck from its locked position, the bolt 10 is moved in a horizontal direction, as indicated by the arrows, Fig. 2, in which operation the coil-spring 16 is depressed and the projections 12, formed on the head of the bolt, removed from their locked position, allowing the bolt to be turned in either direction. When the bolt is in its normal position, as shown in Fig. 1, for supporting and holding the handle of the truck in a vertical position, the same is prevented from turning by the lugs 12 being engaged by the depressions 13 in addition to the coil-spring 16, bearing against the handle 14, which operates to hold the said projection in said depression 13.

Having fully described my invention, what I claim is—

1. A device for holding truck-handles in an elevated position, having a bolt adapted to be held in its normal position by means of a spring, behind which the said handle is adapted to be located, substantially as described.

2. A device for holding truck-handles in an elevated position, consisting of a casting having a curved portion, such as 3, into which the said handle is adapted to be placed, a bolt carried by said casting for holding the said handle within said curved portion, and a spring for holding said bolt in a locked position, substantially as described.

3. A device for holding truck-handles in an

elevated position, consisting of a casting, such as 2, having a curved portion 3, ears formed integrally with the said casting, a bolt, such as 10, adapted to move in said ears, a head 5 formed on said bolt and provided with projections, such as 12, adapted to be received by corresponding depressions 13, formed in one of the said ears, a handle fixed to the said bolt for operating the same, and a coil-spring 10 encircling said bolt and interposed between one of the ears and the said handle for holding the same in a locked position, substantially as described.

4. A device for holding truck-handles in an 15 elevated position, consisting of a casting adapted to be secured to one end of the truck, a curved portion 3, formed with the said casting, openings 5, formed in the same, through which screws are adapted to be passed for se- 20 curing the same to said truck, ears, such as 6,

7, and 8, formed with the said casting and provided with horizontal openings 9, a bolt 10, adapted to be passed through said openings, a head 11, formed on said bolt and provided with projections 12, depressions 13, 25 formed in one side of the said ears 6 and adapted to receive the said projections, a handle 14, fixed to said bolt, and a coil-spring encircling said bolt and interposed between the ears 6 and the said handle for preventing the 30 said bolt from turning and holding the same in a locked position in front of the truck-handle, substantially as described.

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

CHARLES F. WOESSNER.

Witnesses:

ED. LONGAN,
C. K. JONES.