

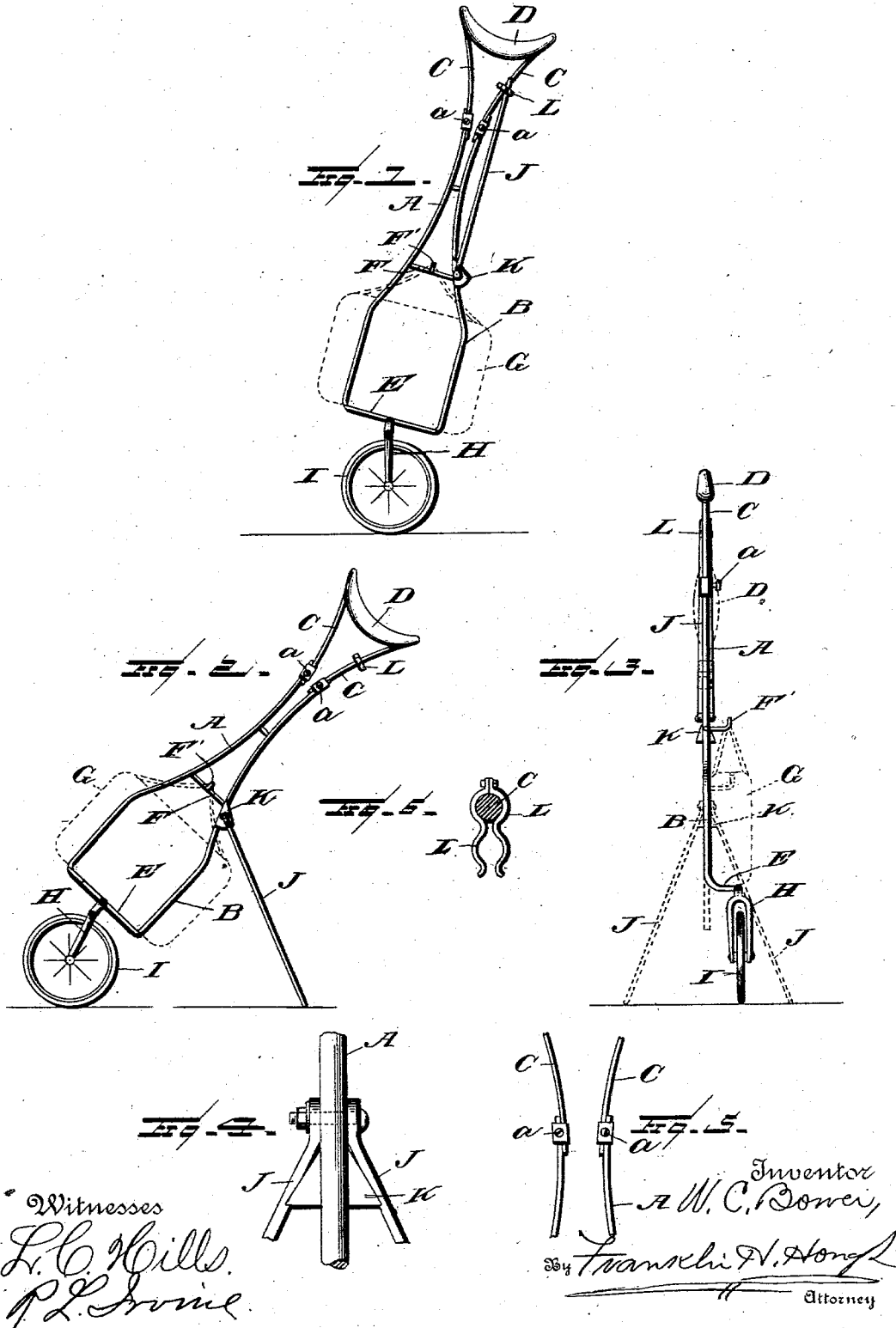
No. 634,799.

Patented Oct. 10, 1899.

W. C. BOWER.
LETTER CARRIER'S TRUCK.

(Application filed Aug. 17, 1899.)

(No Model.)



UNITED STATES PATENT OFFICE.

WILLIAM CECIL BOWER, OF BIRMINGHAM, ALABAMA, ASSIGNOR OF FOUR-FIFTHS TO OTTO MARX, OF SAME PLACE.

LETTER-CARRIER'S TRUCK.

SPECIFICATION forming part of Letters Patent No. 634,799, dated October 10, 1899.

Application filed August 17, 1899. Serial No. 727,552. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM CECIL BOWER, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented certain new and useful Improvements in Letter-Carriers' Vehicles; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in vehicles; and it has particular reference to the provision of a simple, inexpensive, and serviceable vehicle adapted to be propelled by hand and for carrying packages, bundles, &c.

The invention has for its specific object the provision of a device of this character which is specially adapted for mail-carriers' use in carrying mail pouches or bags in collecting and delivering mails.

To these ends and to such others as the invention may pertain the same consists in the peculiar construction and in the novel combination, arrangement, and adaptation of parts, all as more fully herein described, shown in the accompanying drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form part of this application, and in which—

Figure 1 is a side elevation of the device as it appears when being moved from place to place in actual use. Fig. 2 is a similar view of the invention as it appears when standing. Fig. 3 is a front view of the device, with the position of the mail bag or pouch, also of the supporting-braces in the position which they occupy when the vehicle is standing, shown in dotted lines. Fig. 4 is an enlarged detail view showing the construction of the upper end of the supporting braces or legs, and Fig. 5 is an enlarged detail showing the manner of adjustment of the main frame.

Reference now being had to the details of the drawings by letter, A designates the main

frame of the vehicle, which portion consists of a single rod, tube, or strip of metal A, bent as shown to form an enlarged and substantially rectangular base portion B. The upper ends of the said rod, strip, or tube A are adjustably connected with the rods or tubes C, which at their upper ends are connected with the concaved pad D. The lower portion of the rectangular base B of the frame is bent outwardly, as shown at E, and upon the cross-bar F, which connects the opposite sides of the frame at a point a short distance above the base portion, a hook F' is provided for engagement with the handle of the mail bag or pouch G, which bag or pouch is designed to rest upon the outwardly-extended portion E of the frame. Proper adjustment of the height of the vehicle is provided for by the adjusting-screws *a*. At the lower extremity of the body portion of the frame B is attached a fork H, within which is journaled a wheel I.

J J are brace-rods which are pivoted at their upper ends to the frame of the machine at a point above the base portion, these braces being designed for supporting the vehicle in an upright position when at rest. In order to assure the braces being held in proper position, I provide a block K, which is attached to the frame of the machine and has its outer edges recessed to receive the brace-rods J J and hold the same against lateral movement, and in order to provide a means for holding the brace-rods up out of the way when the vehicle is in use I provide suitable keepers L upon the upper portion of the main frame of the machine, these keepers consisting of spring-clips, (shown in detail in Fig. 6 of the drawings,) the free ends of the said clips being designed to be sprung over the braces J J when in engagement therewith.

The operation of the invention will be readily understood from the foregoing description. It will be noted that when the device is being propelled with its load the pad D is designed to be placed beneath the arm of the operator, and the vehicle is propelled by the forward movement of the operator in walking. The weight being substantially upon the wheel, the operator is relieved from the strain that would be incurred in carrying the

weight. It will be noted also that by means of the adjusting-screws *a* the length of the frame of the vehicle may be adjusted as to height of the operator. When it is designed to stop the vehicle for any purpose, the operator has simply to spring the ends of the brace-rods J J out of engagement with the keepers L, allowing the ends thus released to drop to the ground. He has then simply to spring the braces J J into engagement with the recesses in the outer edges of the block K in order to secure the rods against lateral displacement.

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

1. In a vehicle of the character described, the combination with the main frame carrying at its lower end a traction-wheel, of a handle or pad adjustably connected with the upper end of the frame, substantially as shown and described.

2. In a vehicle of the character described, the combination with the main frame and traction-wheel carried at the lower end of the frame, the pad adjustably connected with the upper end of the frame, and means as the hook F' attached to the frame, for attaching a bag or other weight to be carried, substantially as shown and described.

3. A parcel-carrying vehicle, consisting of a frame, a traction-wheel connected with the lower end of the frame, a shoulder-pad adjustably connected with the upper end of the

frame, a hook or other parcel-retaining device connected with the frame, and adjustable legs or supports J pivotally connected with the frame, substantially as shown and described.

4. In a parcel-carrying vehicle, a frame, a traction-wheel connected with the lower end of the frame, a handle or shoulder-pad having adjustable connection with the frame, legs or supports pivotally connected with the frame, and means as the recessed block K for retaining the legs against lateral displacement when the vehicle is at rest, substantially as shown and described, and for the purpose specified.

5. The main frame, the traction-wheel connected therewith, the handle or shoulder-pad adjustably connected with the upper end of the frame, parcel-retaining means as the hook F' carried by the frame, the legs or braces J pivotally connected with the frame, and means connected with the frame for retaining the legs against lateral displacement, in combination with a locking device carried by the frame and adapted to hold the legs out of engagement with the ground when the vehicle is being propelled, substantially as shown and described, and for the purpose specified.

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

WILLIAM CECIL BOWER.

Witnesses:

FRANCIS D. NABERS,
J. P. STILES.