

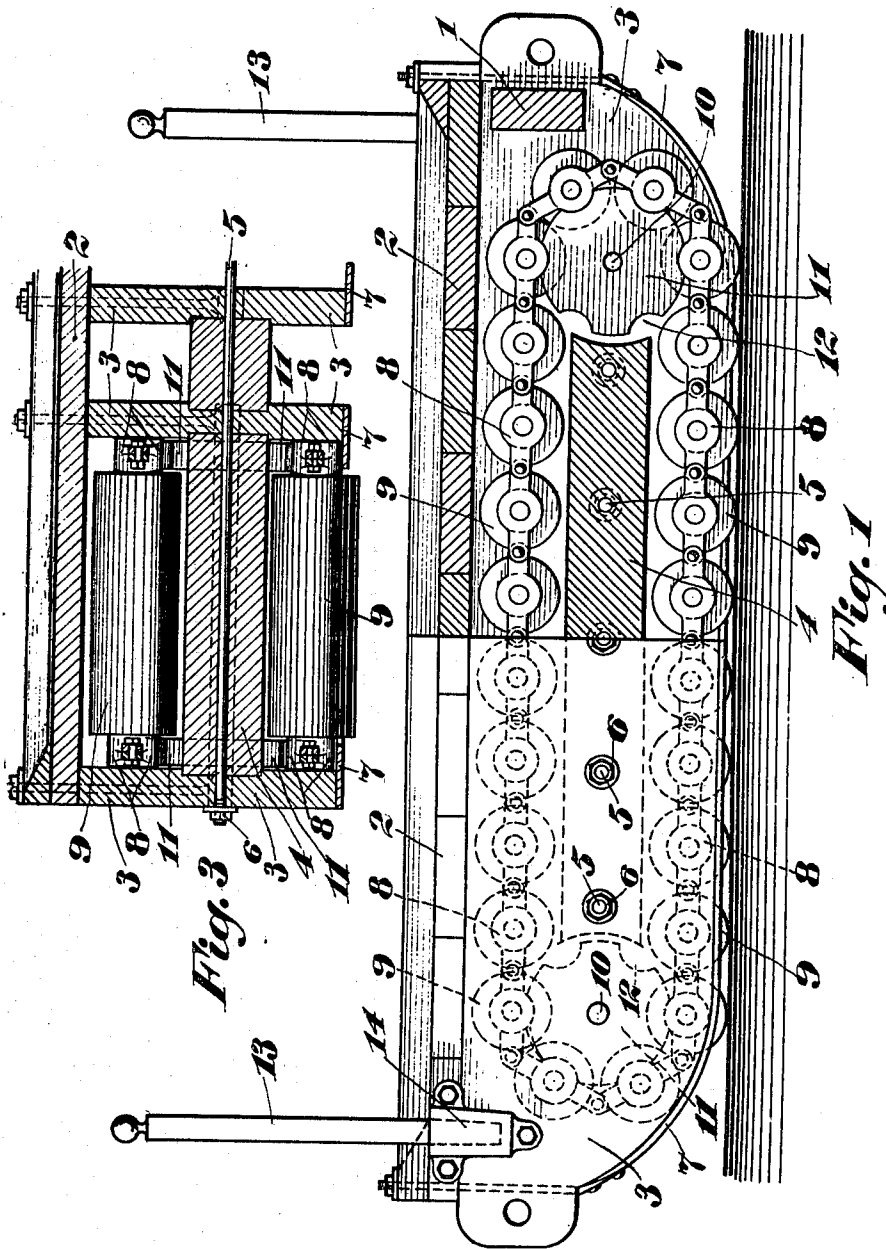
993,037.

S. CYR.
TRUCK.

APPLICATION FILED MAY 2, 1910.

Patented May 23, 1911.

2 SHEETS—SHEET 1.



Witnesses:

L. H. Gauvin
E. J. Gauvin

SIMÉON CYR

Inventor

By

Marion Marion

Attorneys

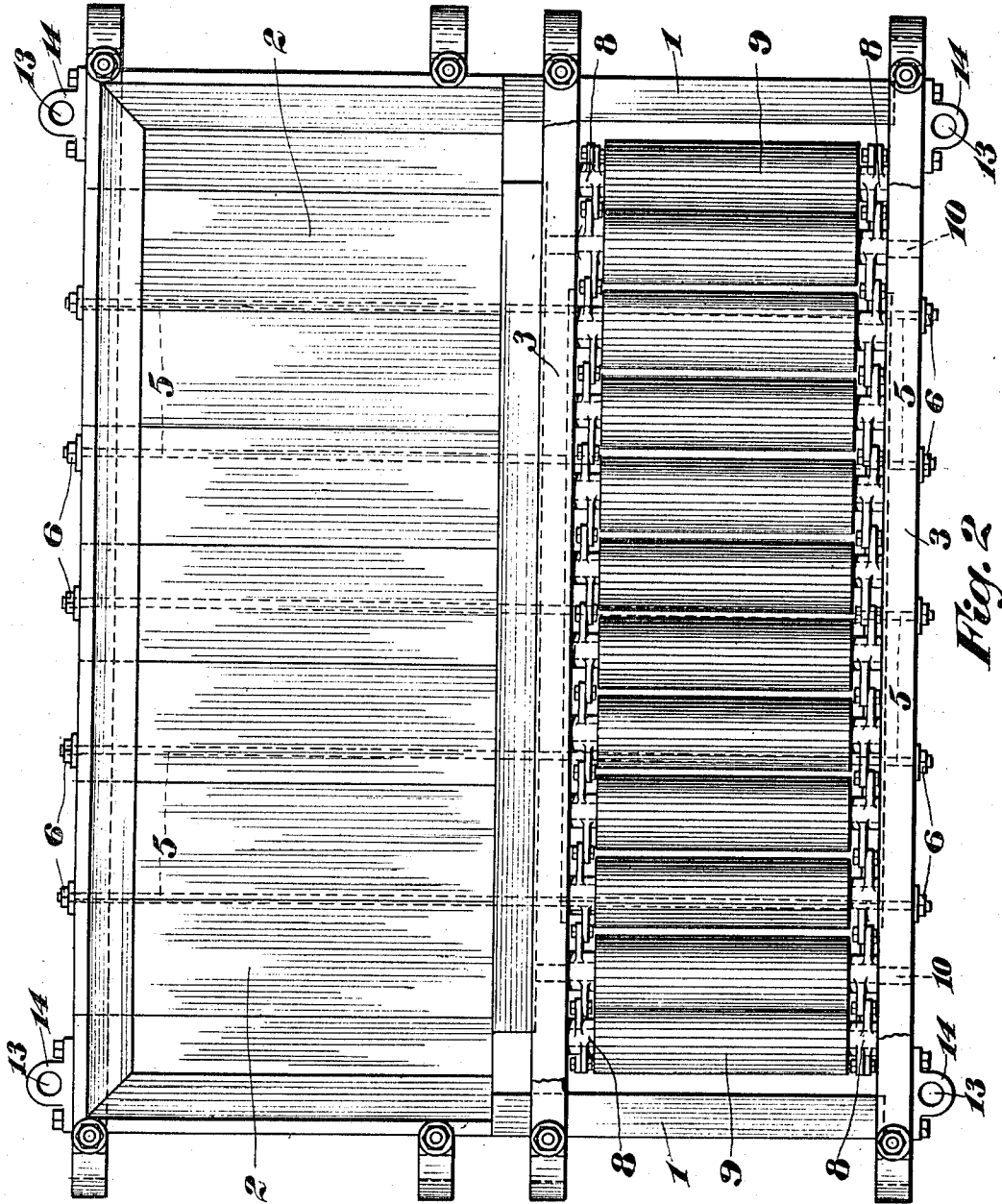
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UNITED STATES PATENT OFFICE.

SIMÉON CYR, OF VALLEYFIELD, QUEBEC, CANADA.

TRUCK.

993,037.

Specification of Letters Patent.

Patented May 23, 1911.

Application filed May 2, 1910. Serial No. 558,877.

To all whom it may concern:

Be it known that I, SIMÉON CYR, a subject of the King of Great Britain, residing at Valleyfield, county of Beauharnois, 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.

The invention to be hereinafter described relates to vehicles, and more particularly to trucks for moving heavy loads or cumbersome machines, or the like.

Broadly speaking, it comprises a strong supporting framework, a plurality of flexibly connected rollers arranged in independent sets and mounted to travel through the framework in the manner of a continuous chain or belt and support the frame, means for guiding the rollers, and means for retaining a load on the framework.

In order to more clearly disclose the construction, operation and use of the invention, reference should be had to the accompanying drawings forming part of the present application.

Throughout the several figures of the drawings, like reference characters designate the same parts.

In the drawings: Figure 1 is a side elevation of the invention, one-half being shown in vertical longitudinal cross section; Fig. 2 is a plan view with the flooring of one-half removed; and, Fig. 3 is a central lateral cross section through one-half of the truck.

The main object of the invention is to provide a truck of simple, durable and economical construction, which can be moved or operated with the least possible effort and easily steered or turned in any desired direction.

Referring to the drawings in detail, 1 indicates a strong, durable frame of well known construction. The upper part or top of the frame is covered with a heavy flooring 2, adapted to support the load. The side members 3 extend downwardly from the flooring to within a very short distance of the ground or surface over which the truck moves. These side members are solidly and rigidly connected by spacing means 4 extending longitudinally of the frame and reaching from one side member to another. In order to make the connection

more positive, the side members are grooved on their inner faces to receive the edges of beams 4, and thus prevent accidental movement between the beams and side members.

In order to draw the beams and side members snugly into operative position, clamping rods 5 have been provided. These rods are passed clear through the side members and beams from one side of the truck to the other and drawn tightly into position by means of the nuts 6 threaded on their opposite or projecting ends. The beams are placed about midway between the flooring 2 and the lower edges of the side members. The side members are provided with plates or roller guides 7, extending throughout their lengths and adapted to support the links 8 in which the supporting rollers 9 are journaled and by which they are connected. These links connect the rolls in the form of a continuous chain or belt, the upper run of which is over the upper face of the beam 4 and the lower run of which is beneath the beam. In the ends of the side members are journaled shafts 10, on the opposite ends of which are fixed the disks 11 provided with notches 12 adapted to receive the links 8. A push on the truck frame will serve to put it in motion with the least possible effort. The rolls 9 connected in chain fashion to travel about the disks 11, act as roller bearings, practically overcoming all friction.

Stakes 13 may be mounted in sockets 14 on the frame, if desired, to aid in retaining the load.

One very important feature of the invention is the arrangement or disposition of the rollers 9 in independent sets so that one or more sets may move independently of the other sets. As shown in Fig. 2, there are two sets of rollers. One set is shown in full lines and the other is mounted beneath the boards 2 at the left of Fig. 2. According to this construction, one set can move faster than the other in rounding a curve, or the two sets may move in opposite directions as the vehicle is turned around its center.

It is thought that the operation and use of the invention will be clear from the preceding detailed description.

Changes may be made in the construction, arrangement and disposition of the several parts of the invention, without in any way

departing from the field and scope of the same, and it is meant to include all such within this application, wherein only a preferred form has been disclosed.

5 Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

10 A truck of the character described comprising a frame work, a supporting flooring extending across the top of the same, side members connected to the frame work and extending from the flooring to within a short distance of the surface over which the truck travels, a longitudinal spacing beam
15 having its edges seated in the inner faces of the side members and adapted to act as a support for the roller bearings of the truck, means for clamping said side members and

beam together, a plurality of roller bearings adapted to support said truck, endless chains 20 extending longitudinally around the aforesaid beam and flexibly connecting the ends of the aforesaid roller bearings, roller guides extending from the lower edges of said side members and adapted to receive and guide 25 the links of the connecting chains, and notched guide disks revolubly mounted between the aforesaid side members and adapted to receive and guide the roller bearings from their upper to their lower run. 30

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

SIMÉON CYR.

Witnesses:

L. A. GAUVIN,
G. M. COLOMB.