

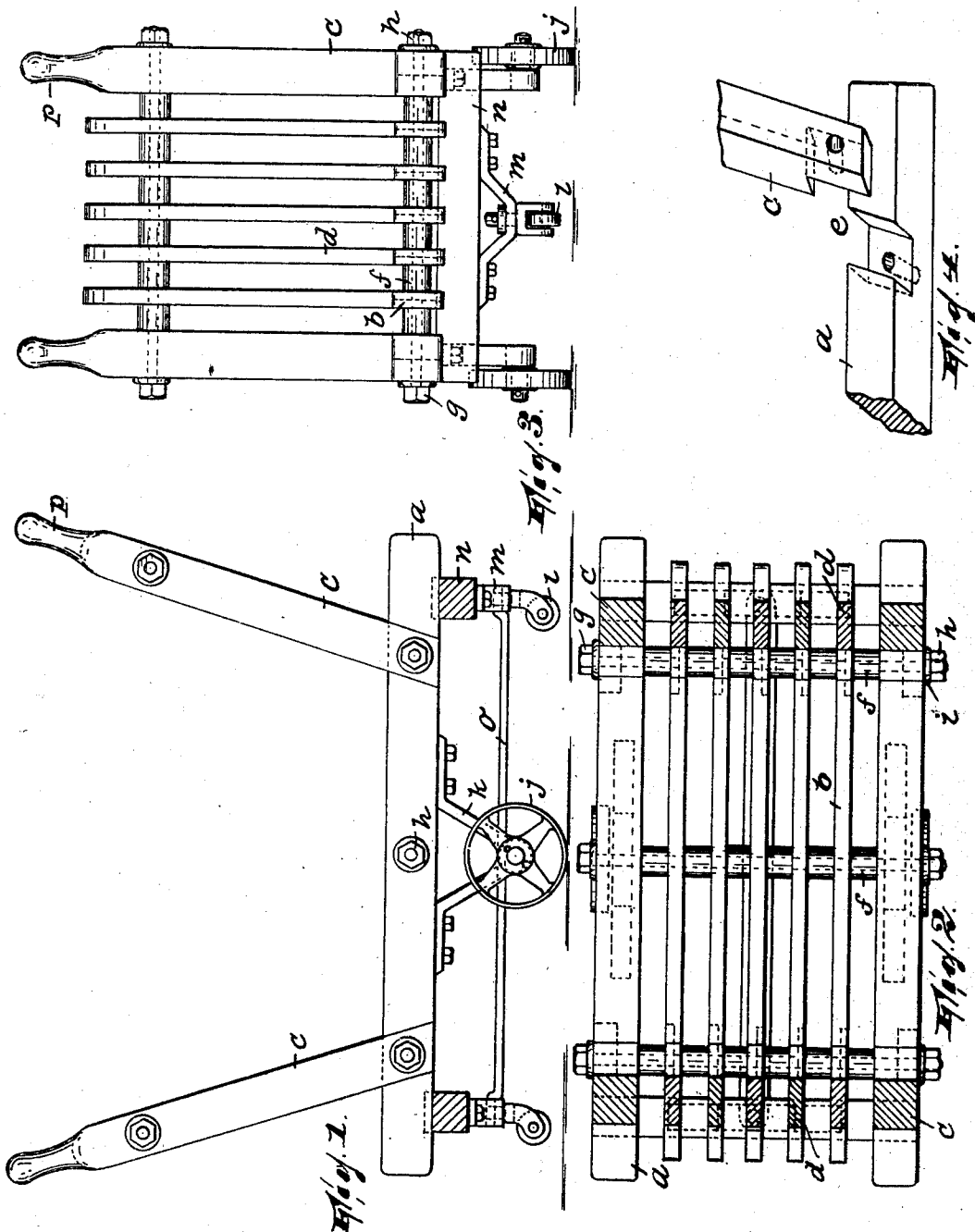
No. 716.640.

Patented Dec. 23, 1902.

J. KNOTT.  
DYER'S TRUCK.

(Application filed Sept. 30, 1902.)

(No Model.)



WITNESSES:

*Wm. S. Bell.*  
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# UNITED STATES PATENT OFFICE.

JACOB KNOTT, OF PATERSON, NEW JERSEY.

## DYER'S TRUCK.

SPECIFICATION forming part of Letters Patent No. 716,640, dated December 23, 1902.

Application filed September 30, 1902. Serial No. 125,425. (No model.)

*To all whom it may concern:*

Be it known that I, JACOB KNOTT, a citizen of the United States, residing in Paterson, in the county of Passaic and State of New Jersey, have invented certain new and useful Improvements in Dyers' 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to trucks employed in dye-houses; and it has for its principal object to so construct trucks of this nature as to avoid as far as possible the formation of crevices or recesses in which the materials from the wet dyed goods carried on the truck can lodge. Heretofore the joints between certain parts of these trucks have been generally of the mortise-and-tenon form, and owing to the fact that in this form of joint a tight or close fit could not always be insured the dyeing materials were likely to collect in the joint and rot the wood.

The invention will be found fully illustrated in the accompanying drawings, in which—

Figure 1 is a view in side elevation of my improved dyeing-truck. Fig. 2 is a horizontal sectional view taken just above the body of the truck. Fig. 3 is an end view of the truck, and Fig. 4 shows one of the joints.

The body of the truck comprises as its essential parts two side beams *a* and rails or slats *b*, disposed between and parallel with said beams. Near the ends of the two beams are disposed upright beams *c*, which are inclined so as to diverge and between which are disposed rails or slats *d*, forming practically a continuation of the rails or slats *b*. These several parts are secured together in the following manner: Between the uprights *c* and the beams *a* and between the horizontal rails or slats *b* and the inclined rails or slats *d* are formed lap-joints *e*. That shown in Fig. 4 is a lap-joint between one of the beams *a* and one of the uprights *c*. The

parts being thus jointed together, they are arranged substantially as they stand in their final assembling or as seen in the drawings, the rails or slats and the beams being uniformly spaced, as seen in Fig. 2. Between them are then interposed alined blocks *f*, these being disposed not only at the joints above referred to, but also preferably across the middle portion of the body as well as across the inclined rails and beams near their upper ends. It may be remarked that the blocks are preferably cylindrical in form. Through the thus-assembled beams, rails, or slats and blocks are then passed bolts *g*, the parts mentioned being of course previously provided with openings to receive these bolts, whereupon the nuts *h* on the bolts are screwed up tight to bind the various parts all securely together. Washers *i* are interposed between the heads of the bolts and the nuts thereof and the adjacent beams.

*j* represents the usual supporting-wheels, arranged centrally of the truck and journaled in brackets *k*, secured to the beams *a*.

*l* represents the auxiliary rollers or casters, mounted in brackets *m*, which are secured across-beams *n*, which afford an additional brace for the beams *a*. The last-mentioned brackets *n* are secured together by a brace *o*.

In previous constructions a bar was secured across the tops of the upright rails or slats as a handle. In the present construction I substitute for this bar handles *p*, which are preferably carved out of the upper ends of the beams *c*.

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

1. In a dyer's truck, the combination of horizontal parallel spaced rails or slats, two sets of upwardly-extending parallel rails or slats intersecting said first-named rails or slats, spacing devices between said rails or slats at the intersections thereof, and bolts extending through said rails or slats and the spacing devices and securing the whole together, substantially as described.

2. In a dyer's truck, the combination of horizontal parallel spaced rails or slats, two

sets of upwardly-extending parallel rails or  
slats having lap-joint connections with said  
first-named rails or slats, spacing devices be-  
tween said rails or slats at the joints therein,  
5 and bolts extending through said rails or slats  
and the spacing devices and securing the  
whole together, substantially as described.

In testimony that I claim the foregoing I  
have hereunto set my hand this 27th day of  
September, 1902.

JACOB KNOTT.

Witnesses:

JOHN W. STEWARD,  
JAMES B. NEWTON.