

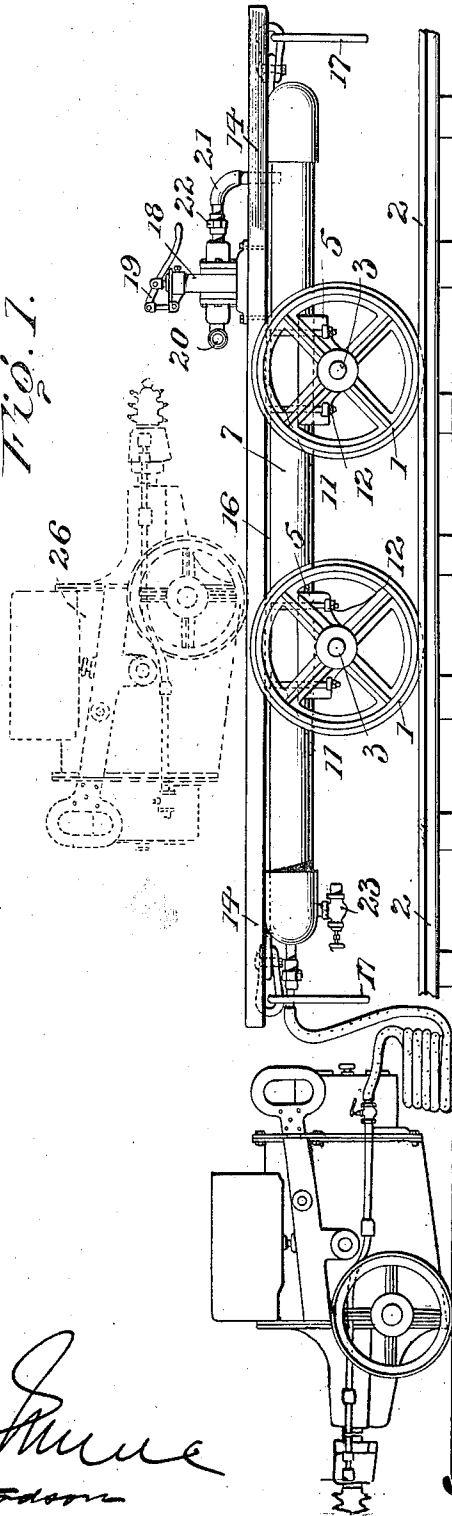
J. C. HIRST.
 TRUCK FOR MINING MACHINES.
 APPLICATION FILED DEC. 1, 1908.

960,923.

Patented June 7, 1910.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses

John C. Hirst
W. H. Woodson

Inventor

John C. Hirst

W. H. Woodson Attorneys

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2 SHEETS—SHEET 2.

Fig. 2.

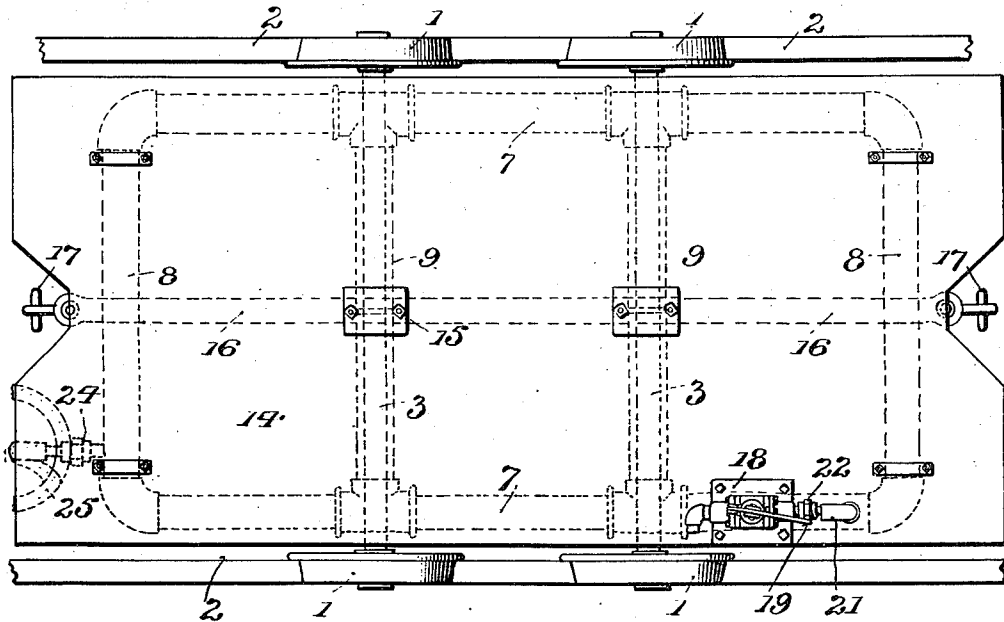


Fig. 3.

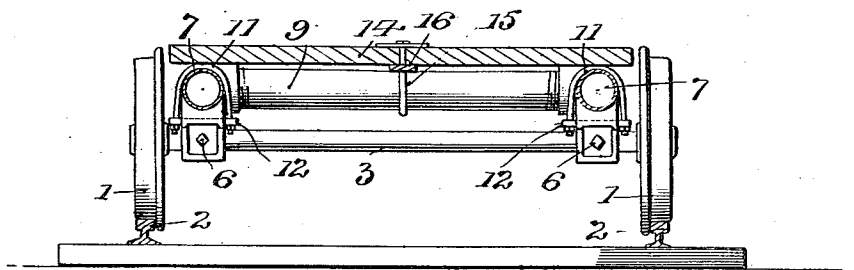
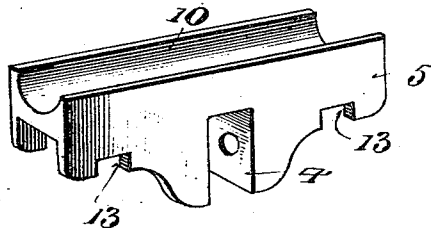


Fig. 4.



Witnesses

[Signature]
H. H. Hoadson

Inventor

John C. Hirst

By

[Signature]
H. H. Hoadson, Attorneys

UNITED STATES PATENT OFFICE.

JOHN C. HIRST, OF REYNOLDSVILLE, PENNSYLVANIA.

TRUCK FOR MINING-MACHINES.

960,923.

Specification of Letters Patent.

Patented June 7, 1910.

Application filed December 1, 1908. Serial No. 465,523.

To all whom it may concern:

Be it known that I, JOHN C. HIRST, citizen of the United States, residing at Reynolds-ville, in the county of Jefferson and State of Pennsylvania, have invented certain new and useful Improvements in Trucks for Mining-Machines, of which the following is a specification.

This invention has for its object an improved truck for use in mines designed to support the mining machine as it is carried from one room to another, the invention consisting essentially in an improved truck of this character embodying a supporting framework mounted on wheels and supporting a platform upon which the mining machine may be raised, the supporting framework being preferably tubular, clips connecting transversely extending intermediate portions of the framework to the platform, and a longitudinally extending draw bar extending over the framework and underneath the platform and connected thereto by the same clips which secure the platform to the transversely extending portion of the framework. And the invention also consists in certain constructions and arrangements of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a side elevation of a truck constructed in accordance with my invention, a mining machine being shown connected therewith in full lines and resting in an inoperative position thereon in dotted lines; Fig. 2 is a top plan view of the truck on a somewhat larger scale; Fig. 3 is a transverse sectional view of the truck; and Fig. 4 is a detail perspective view of one of the boxings arranged to connect the framework and the axles.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawing by the same reference characters.

My improved truck comprises preferably flanged wheels 1 that are four in number in the present instance and that are adapted to travel along the rails 2 of a mine heading track, said wheels being journaled on the spindle ends of front and rear axles 3. The axles 3 are received within a transversely extending and downwardly opening recess 4

of boxings 5, being secured to said boxings by bolts 6 or similar fastening devices. The supporting framework of the truck comprises side portions 7, transversely extending end portions 8, and transversely extending intermediate portions 9, which latter are in alinement with the axles, as clearly illustrated in Figs. 2 and 3.

The entire supporting framework is tubular and is preferably constructed of pipes and elbow couplings and T-couplings of any desired size. The longitudinally extending portions of the framework rest within longitudinally extending recesses 10 formed in the upper sides of the boxings 5 and are rigidly secured to said boxings by means of clips or stirrups 11 and tie-bars or glands 12, the latter fitting within the recesses 13 formed in the lower edges of the boxings near the ends thereof, as best illustrated in Fig. 4. The stirrups or clips 11 abut against the ends of the T-coupling that connect side portions 7 of the framework with the intermediate transverse portions 9 thereof, so as to hold the framework in rigid connection with the boxings as against longitudinal independent movement.

14 designates the platform of the truck which rests upon the supporting framework just described, and which may be secured thereto by clips 15, as clearly illustrated in Figs. 2 and 3.

16 designates a draw bar which extends longitudinally underneath the platform and which is secured thereto by two of the clips 15, as indicated in Fig. 3, the ends of said draw bar carrying draft links 17 so that the truck may be secured at either end to propelling means.

A pump 18 may be supported upon the platform 14 at any desired point, said pump being operated in any desired way, as by the handle 19, and being provided with an intake pipe 20 and a supply connection 21 which leads to the tubular framework, the latter being designed to constitute a water reservoir whereby the mining machine may be supplied with water to spray the dust as the machine is being operated. Preferably, the supply connection 21 contains a check valve, as indicated at 22, so that sufficient pressure may be obtained to secure the proper force of the spray.

23 designates a release valve which may be used whenever necessary to clean out the pipes of the supporting framework.

Having thus described the invention, what is claimed as new is:

A truck of the character described, comprising wheels, axles on which said wheels
5 are journaled, a framework secured to said axles, a platform resting upon said framework, the framework embodying transversely extending intermediate portions, clips connecting such portions to the plat-
10 form, and a longitudinally extending draw bar extending over the framework and

underneath the platform and connected thereto by the same clips which secure the platform to the transversely extending portions of the framework. 15

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

JOHN C. HIRST. [L. s.]

Witnesses:

FREDERICK S. STILL,
W. N. WOODSON.