No. 687,284. Patented Nov. 26, 1901.

A. C. STEBBINS.

BOX TRUCK.

(Application filed Sept. 17, 1900.)

(No Model.)

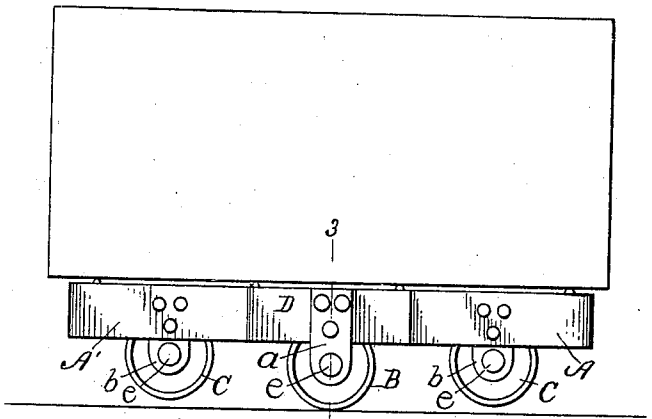


Fig. 1

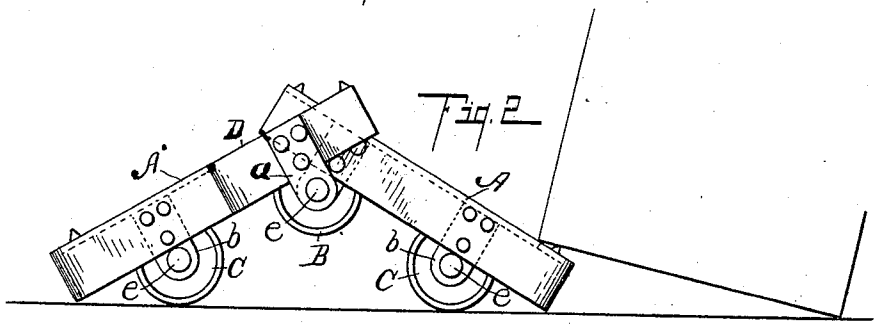


Fig. 2

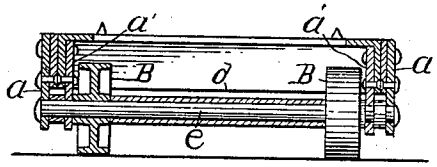


Fig. 3

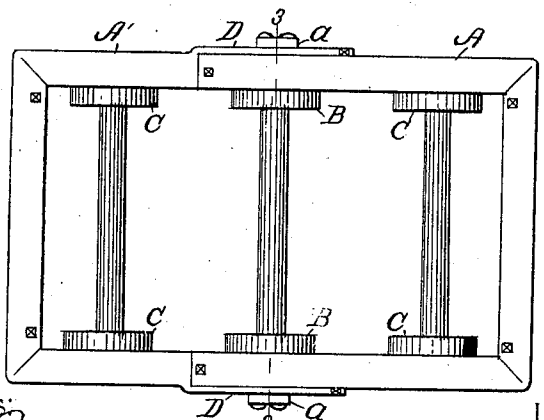


Fig. 4

Witnesses:
Bessie M. Scherer.
Otis A. Bay

Inventor.
Arthur C. Stebbins
By Fred L. Chappell
Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

ARTHUR C. STEBBINS, OF LANSING, MICHIGAN, ASSIGNOR TO THE LANSING WHEELBARROW COMPANY, OF LANSING, MICHIGAN.

BOX-TRUCK.

SPECIFICATION forming part of Letters Patent No. 687,284, dated November 26, 1901.

Application filed September 17, 1900. Serial No. 30,279. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR C. STEBBINS, a citizen of the United States, residing at the city of Lansing, in the county of Ingham and State of Michigan, have invented certain new and useful Improvements in Box-Trucks, of which the following is a specification.

This invention relates to improvements in trucks for carrying boxes and similar articles.

The object of the invention is to provide a truck which will be readily locked into position when loading the box onto the same and which will be easy of manipulation when the box or load is upon the same.

A further object is to provide an improved construction which shall be very strong and yet simple and easy to manufacture.

I accomplish the objects of my invention by the devices and means described in this specification.

The invention is clearly defined, and pointed out in the claim.

A structure fully embodying the features of my invention is clearly illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of my improved box-truck in use with a box loaded upon it. Fig. 2 is a side elevation of the same, showing the position of the truck when a box is being loaded upon it. Fig. 3 is a transverse detail sectional elevation showing the arrangement of parts, taken on a line corresponding to line 3 3 of Figs. 1 and 4. Fig. 4 is a detail plan view of my improved truck.

In the drawings similar letters of reference refer to similar parts throughout the several views.

Referring to the lettered parts of the drawings, A A′ are the sections of the frame. These are made up of angle-bars, the horizontal limb of the same being notched to permit the same to fold at right angles at the corners, the vertical limb extending downwardly from the same, this form being found to make as strong a platform as possible for the amount of material employed. The horizontal limb on the section A′ is cut away for a considerable distance at the end, and the vertical limb is offset slightly outwardly and extended along the outside of the inner ends of the angle-bars, making the section A as clearly appears at D in the drawings. To the outside of this portion D a downwardly-projecting ear *a* is secured by rivets, and to the inside of the vertical portion of the part A a corresponding ear *a′* is secured. A shaft *e* extends through these ears, thus pivoting the same together, so that the sections of the frame are joined together, as by a rule-joint. On the shaft E are supported a pair of wheels B B, the same being held separated to each side by a suitable sleeve, here consisting of a piece of gas-pipe. Ears *b* are riveted to the inside of the flange toward each end of the frame, said parts being exactly like the inner ears *a′*, already referred to. These also carry suitable shafts or rods *e*, which are provided with suitable wheels C C at each end. The ears *b* are slightly shorter than the ears *a′*, so that the wheels B project normally below the wheels C C, as clearly appears in Fig. 1.

The operation of my improved box-truck will be readily understood by examining the accompanying drawings. The box is loaded by running the truck up to the box and tipping it down upon it, which is the preferred method with a heavy box, or by raising the edge of the box and inserting the end of the truck under it, as appears in Fig. 2. When the box is tipped down, that end of the frame tips down into contact with the floor and securely holds the truck in position until the weight of the box is thrown over upon it. The box dropping upon the truck throws the frame straight, and the weight of the box holds the same in that position, when the box can be easily pushed or pulled to any position desired. (See Fig. 1.) The truck very readily turns owing to the fact that the center wheels B are the highest, it being thus possible to balance the load entirely on the two center wheels and turn it around, as on a two-wheeled cart, the wheels revolving independently facilitating this movement.

It will be noticed that I have described the various parts of my improved truck as being made up of several pieces riveted together. It is obvious that the results I have obtained might be obtained were the different parts made in a single piece or otherwise secured together. I, however, prefer the devices in

the form in which I have shown them on account of cheapness, ease of manufacture, and strength of construction.

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

In a folding box-truck, the combination of a frame made up of sections; a central hinge connection between the said sections to permit the outer ends thereof to fold downwardly; suitable truck-wheels at each end of said frame and a pair of suitable truck-wheels under the central portion thereof, projecting beneath the truck-wheels at the end, for the purpose specified.

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

ARTHUR C. STEBBINS. [L. S.]

Witnesses:
J. D. WALLACE,
J. FRED SCHULTZ.