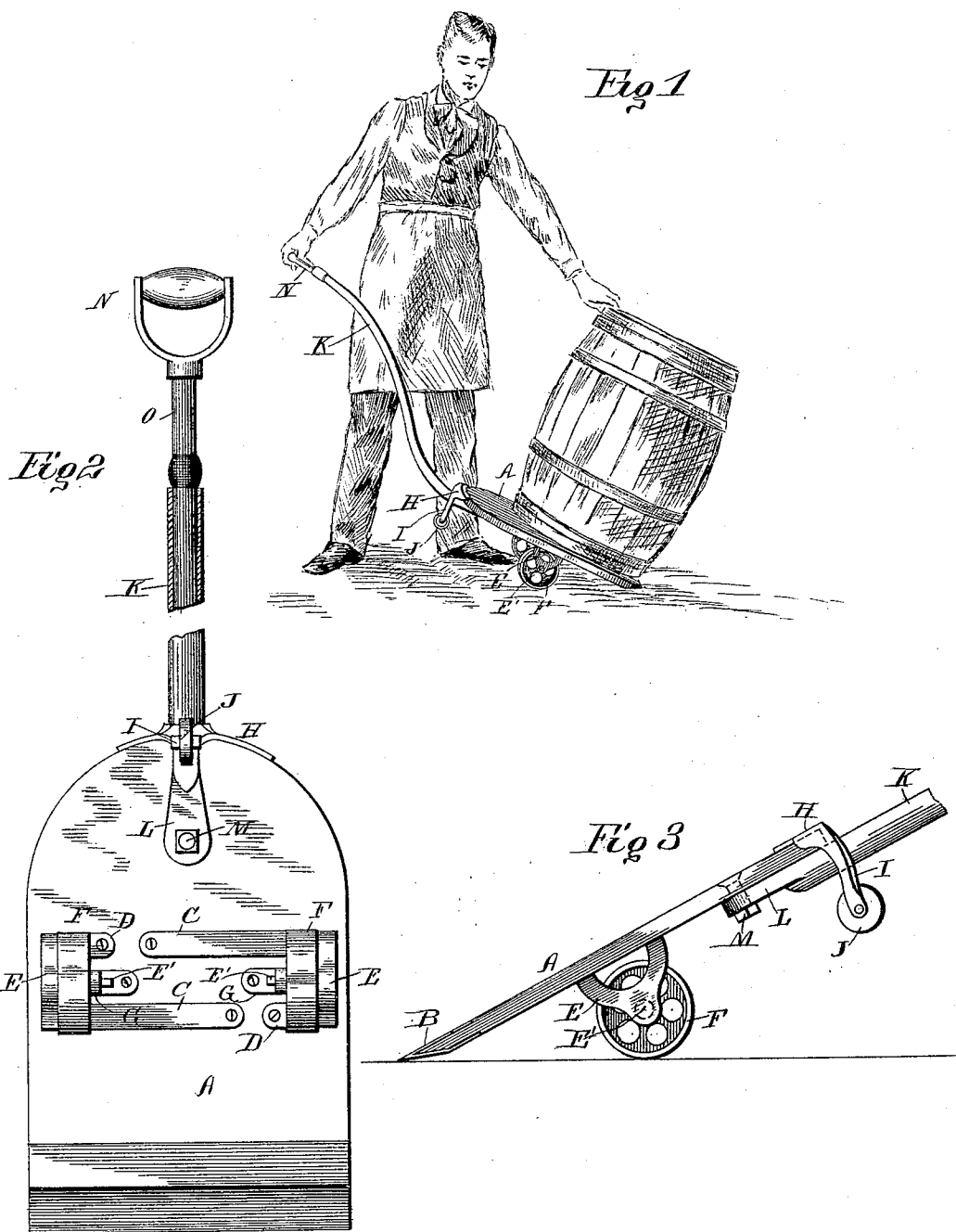


(No Model.)

G. L. CHADBORN.
TRUCK.

No. 460,741.

Patented Oct. 6, 1891.



Witnesses
C. C. Burdine,
J. P. Davis,

Inventor,
George L. Chadborn
P. E. T. R. Davis,
his atty.

UNITED STATES PATENT OFFICE.

GEORGE L. CHADBORN, OF NEWBURG, NEW YORK.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 460,741, dated October 6, 1891.

Application filed October 24, 1890. Serial No. 369,190. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. CHADBORN, a citizen of the United States, residing at Newburg, in the county of Orange and State of New York, have invented certain new and useful Improvements in 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.

My invention has special reference to that class of trucks used in handling barrels, boxes, &c.; and the principal object sought to be accomplished is to produce a more simple and cheap arrangement of parts than has hitherto been known, which will yet retain great strength and durability, and can be more readily manipulated, whereby the articles to be transported can be handled with more convenience and dispatch than heretofore.

With these ends in view my invention consists in certain peculiar features of construction and combinations of parts, more fully described hereinafter, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is a view representing the mode of using my truck; Fig. 2, a bottom view, and Fig. 3 a side elevation.

The platform of the truck consists of a plain board A, having the shape of a flat shovel, with its straight edge beveled on its under side and covered by a suitable metal plate B. At the center of this board are secured in juxtaposition a pair of castings, each consisting of a long and short arm C and D, and a hanger E, having a stud E' cast integral with it and projecting inward, on which the truck-wheel F is mounted. These castings are so arranged that their long arms C pass each other across the board, and thus will prevent the latter from splitting, while the short arms act to hold the castings securely in position. After the wheels F have been fitted on the studs E' small hangers G, having perforations in their lower ends, are slipped over said studs and then secured to the board A, whereby the wheels are confined on the studs and rotate freely.

On the rear end of the platform a cast-plate H is secured and has a depending portion I,

constituting a hanger for a small wheel or roller J, mounted in its lower end and adapted to travel in a plane about two inches above the ground surface when the truck is in motion and the platform is in a horizontal position.

The handle of the truck consists of a wrought-iron pipe K, which is inserted through an opening cast in the plate H and provided with a flattened end L, through which the bolt M is introduced, securely fastening it to the board A. The pipe K is bent up, as seen in Fig. 1, so that it can be readily manipulated, and has on its outer end a handle-piece N, which is made with a solid shank O, and the two parts are secured together by inserting said shank in the pipe after the latter has been heated and expanded, and then as the pipe cools it contracts and binds upon the shank of the handles, and the parts are thus inseparably connected. This mode of connection has been found most cheap and effective, and is therefore employed in preference to other well-known methods.

In using my truck the barrel or box will be tipped with the left hand and the handle lifted with the right, so that the lower beveled end of the platform will rest upon the floor and can be run under the barrel, which is then let down upon said platform and the handle forced down to lift the load and bring the platform to a horizontal position when the truck is put in motion. In this operation the position of the wheels at the center greatly aids, as they not only form the fulcrum for the lever, (consisting of the platform and handle,) but also properly support and balance the load while transporting the same, and thus relieve the operator of the weight and downward strain. The small rear wheel acts as a guard to prevent the truck from tipping back too far and losing its load during the motion of the truck.

I am aware that numerous trucks have heretofore been in use in which the wheels constitute the fulcrum in raising the load to the platform; but I am not aware that a shovel-truck has before been produced in which the wheels are mounted at the center of a plain board having a straight lower end and are adapted to carry the load balanced upon them, and the arrangement and con-

struction of the handle are also believed to be novel.

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

1. In a truck, the combination of a platform, castings secured thereto on its under side, long arms to said castings extending transversely of the platform and passing each other, hangers depending from the castings, and wheels mounted in said hangers, substantially as and for the purpose set forth.

2. In a truck, a platform consisting of a plain board, castings secured to the underside of the same, each having a long and short arm, the long arms passing each other across said board, hangers depending from said castings, and wheels mounted in said hangers

and constituting the fulcrum in raising the load, the latter being balanced upon said wheels during transportation, as described.

3. In a truck, the combination of a platform, a pair of wheels beneath the platform, a plate at one end thereof having a hanger provided with a transverse opening, a caster-wheel mounted in a hanger, a handle passing through the opening in the hanger, and means for securing the handle to and against the under side of the platform, substantially as and for the purpose set forth.

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

GEORGE L. CHADBORN.

Witnesses:

CHAS. L. CHATTERTON,
P. C. STANTON.