No. 608,898. Patented Aug. 9, 1898.

E. G. NUTTING.

TRUCK.

(Application filed June 26, 1896.)

(No Model.) 2 Sheets—Sheet 1.

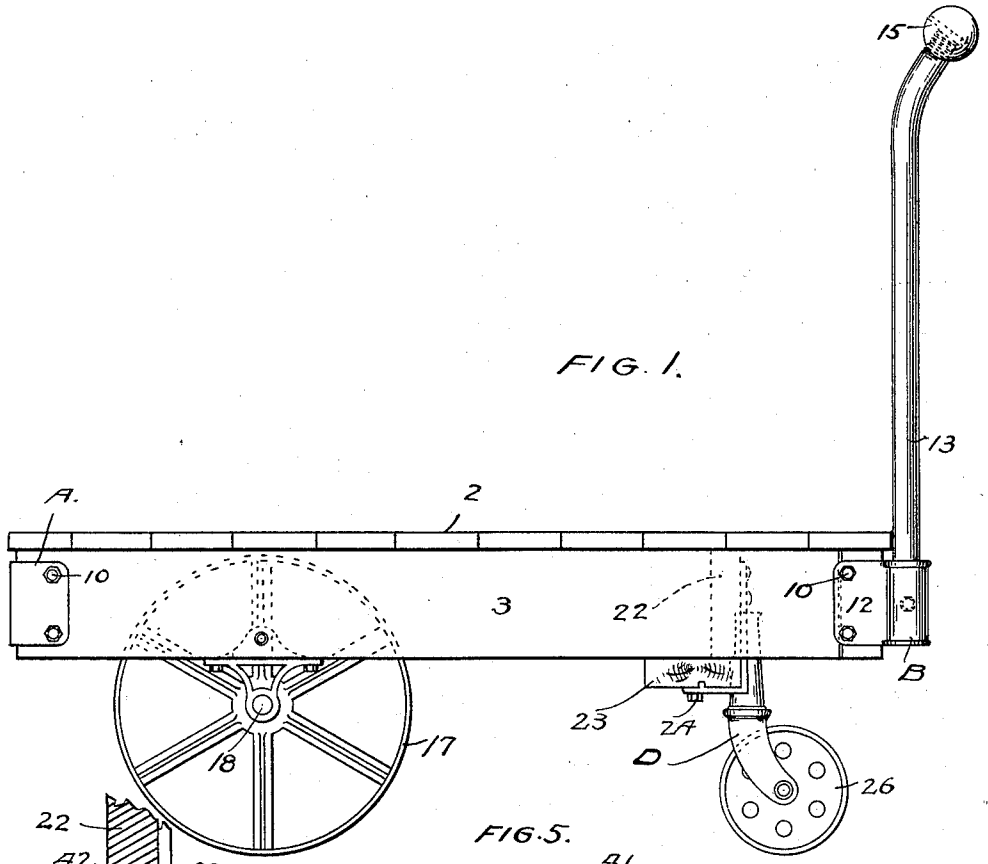


FIG. 1.

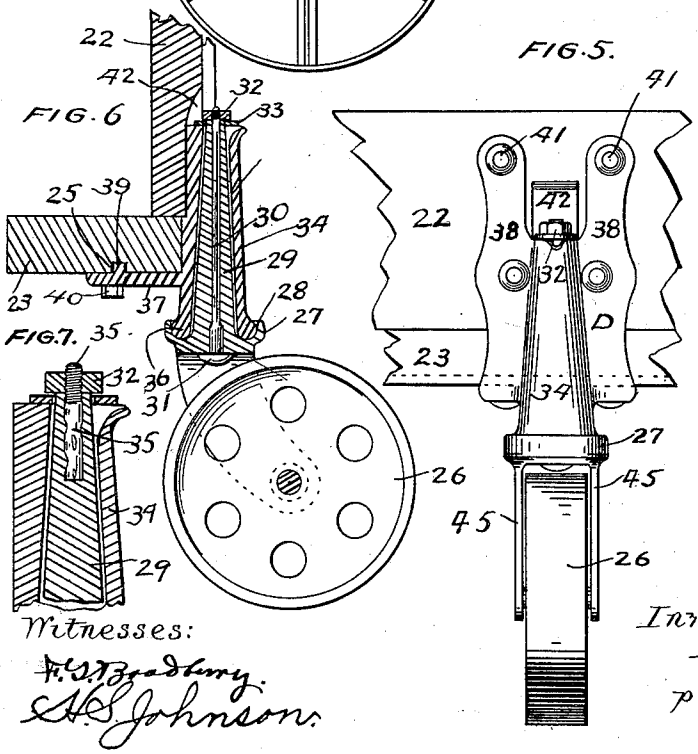


FIG. 6.

FIG. 7.

FIG. 5.

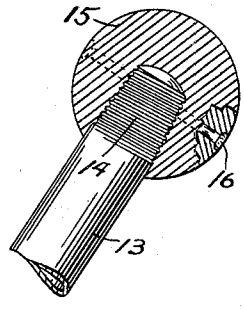


FIG. 8.

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

No. 608,898. Patented Aug. 9, 1898.

E. G. NUTTING.

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(No Model.) (Application filed June 26, 1896.) 2 Sheets—Sheet 2.

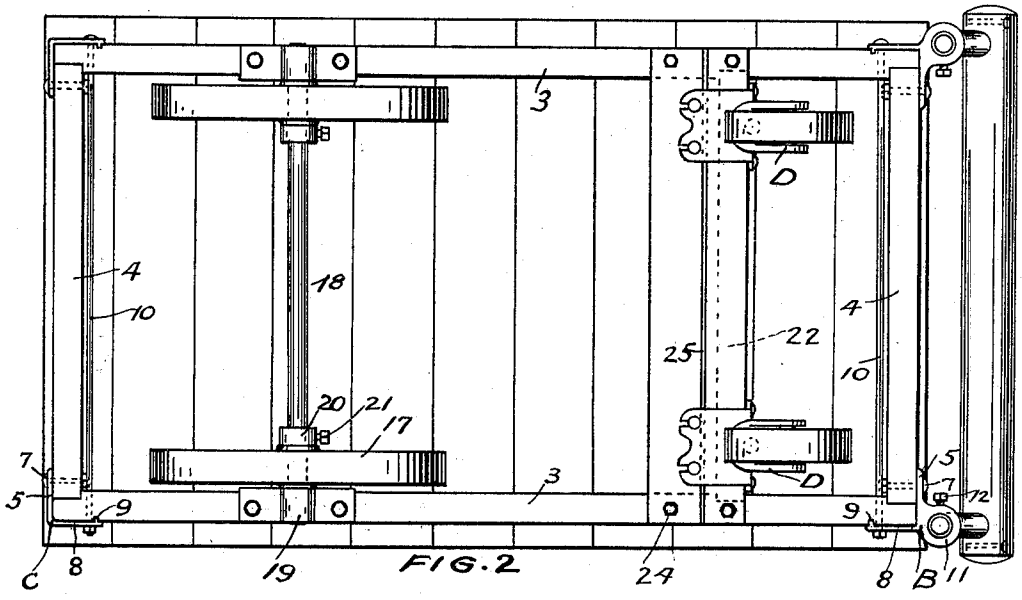


FIG. 2.

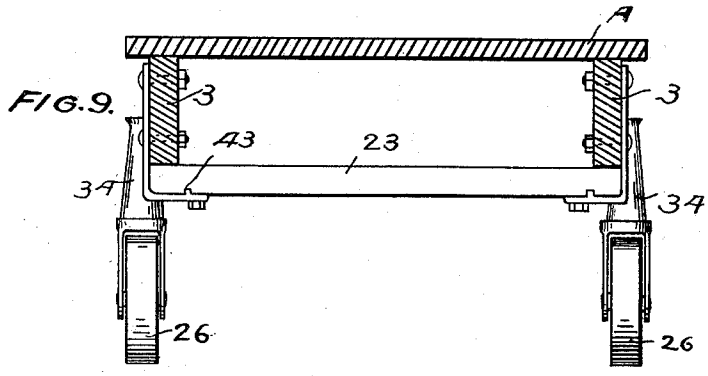


FIG. 9.

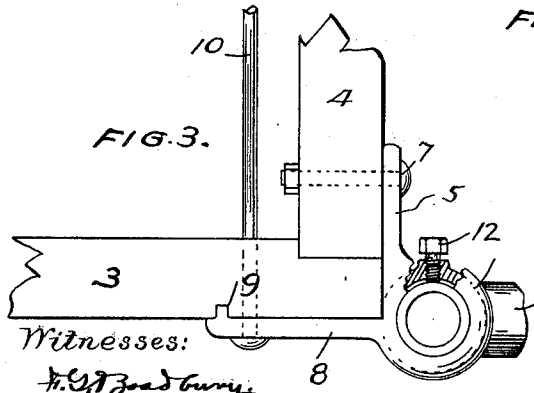


FIG. 3.

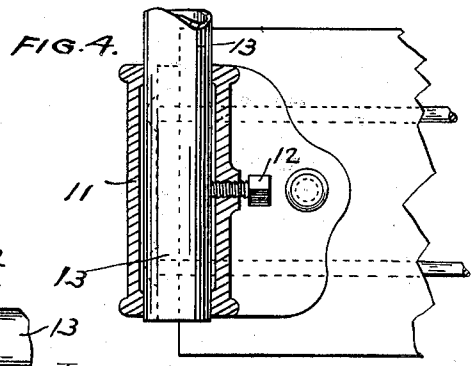


FIG. 4.

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

UNITED STATES PATENT OFFICE.

ELIJAH G. NUTTING, OF FARIBAULT, MINNESOTA.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 608,898, dated August 9, 1898.

Application filed June 26, 1896. Serial No. 597,014. (No model.)

To all whom it may concern:

Be it known that I, ELIJAH G. NUTTING, of Faribault, Rice county, Minnesota, have invented certain Improvements in Trucks, of which the following is a specification.

My invention relates to improvements in trucks; and it consists in the features of construction hereinafter described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of my improved truck, showing the removable handle bar and standards and the method of attachment of the casters thereto. Fig. 2 is a bottom plan view of the same. Fig. 3 is a detail bottom plan view of one of the corners, showing the handle-standard socket. Fig. 4 is a sectional detail of said socket. Fig. 5 is a detail elevation of one of the casters fitted to the cross-bar of truck. Fig. 6 is a sectional detail of the same. Fig. 7 is a sectional detail of a modified form of caster spindle or stem. Fig. 8 is a sectional detail of the handle, showing the top of one standard secured therein; and Fig. 9 is a detail cross-section of a modified form of truck, showing the casters connected to the outside of the cross-beam.

In the drawings the body A of the truck is made up of the platform 2, the side rails 3, and the end rails 4. The rails are secured together by means of corner-irons B and C, one wing 5 being secured to the end rail 4 by means of bolts 7, and the other wing 8 having a vertical rib 9 set into a corresponding channel in the outer face of the rail 3, the whole being bound together by tie-rods 10, passing through the side rails and the wings 8 of the corner-irons.

The corner-irons B are formed with standard-sockets 11, preferably cylindrical in form, slightly cored out between the top and bottom, as shown best in Fig. 4, and provided with set-screws 12 for securing therein the tubular standards 13, the tops of which are slightly bent outward, as shown in Fig. 1, and have screw-threaded tips 14 to enter corresponding sockets in the hand-rail 15, the rail being strengthened by means of rivets 16, passing through the ends beyond the standards.

The carrying-wheels 17 are fitted upon the axle 18, the ends of which are arranged in bearings 19 on the under edge of the rails 3, the wheels being secured in place by means of collars 20, fixed on the axle by set-screws 21.

Casters D are fitted to the truck in the following manner: A supplementary rail 22 is set between and abuts against the rails 3 at a convenient distance from the front end of the truck, as shown in Figs. 1 and 2. A bar 23 is then laid thereon to overlap both the rails 3 and the rail 22, as shown, and is secured to the rails 3 by bolts 24, the bar being also provided with the longitudinal channel 25 on its under side. The casters D are made up of the fork 45, the wheel 26, journaled between the same, the shoulder 27, having an annular groove 28, substantially semicircular in cross-section. The spindle 29 is provided with a screw-threaded axial bolt 30, the end 31 of which bears against the under side of the fork and the tip of which is screw-threaded to receive the nut 32, which bears upon the washer 33 and serves to hold the spindle in place in the socket 34.

In some cases I prefer to cast into the spindle a bolt 35 to receive the nut 32. (See Fig. 7.) The socket 34 is formed with a round flange 36 at its lower end, fitted to the annular groove 28.

Formed integral with the socket are the wings 37 and 38, the wing 37 having a rib 39, which is slidably adjustable in the channel 25, by means of which the caster may be inset from the platform any desired distance and is there secured by means of the lag-screws 40, entering the bar 23, the other wing being secured, by means of bolts 41, to the rail 22, the rail being preferably provided with sockets or grooves 42 to receive the inwardly-projecting part of the socket 34, as shown best in Fig. 6.

If it is desired to have the casters set outside the side rails of the truck, I modify the construction, as shown in Fig. 9, dispensing with the supplementary rail 22 and providing the bar 23 with transverse channels 43, the casters being secured thereon, with the rib 39 engaging this groove and the web 38 bolted to the side rail 3.

It will thus be seen that the standards, handle-bar, carrying-wheels, and casters may be all readily and quickly detached from the body of the truck and crated or otherwise

packed for convenient shipment and also that the casters may be adjusted in their position to and from the side rails and the height of the handle-bar varied at will by merely adjusting the position of the standards in their sockets and securing them by their set-screws.

I claim—

1. A knockdown truck of the class described, made up of the platform, the removable axle, the detachable, inset carrying-wheels adjustable thereon, the intermediate rail upon the bottom of the platform, the casters detachably secured thereto, the corner-irons upon said platform having cylindrical, open-end sockets, the tubular standards removably and adjustably fitted to said sockets, and the hand-roll screw-threaded upon the tops of said standards.

2. In a truck of the class described, the combination with the platform, of the intermediate rail on the under side thereof, and the caster-bracket and caster adjustably secured thereto by means of securing-bolts, and a rib upon said bracket engaging a groove in said rail extending in the line of adjustment.

3. In a truck of the class described, the combination with its platform and sills of the transverse rail secured to said sills, and the casters near the ends of the rail and secured thereto by means of wings bolted to the under side of the rail, whereby strains upon the casters are sustained by both the sills.

4. In a truck of the class described, the combination with the platform, of the inset, adjustable carrying-wheels, the rail underneath said platform having a longitudinal groove, and the inset casters having angle-iron brackets secured upon said rail, and provided with ribs engaging said groove.

5. In a truck of the class described, the combination with the platform, of the inset carrying-wheels adjacent the side rails, the intermediate or inset cross-bar, the angle-iron brackets and their casters, fitted to said cross-bar, and the engaging means between said brackets and cross-bar, consisting of projections upon one entering corresponding depressions in the other.

6. In a truck of the class described, the combination with its platform, of the angle-irons secured to the corners thereof, and having ribs engaging channels in said frame, and formed with open-end cylindrical sockets, the securing-bolts and tie-rods, the tubular standards adjustably and removably secured in said sockets, and the handle-bar screw-threaded upon the tops of said standards.

7. The combination with the truck, of the cross-bar upon the under side thereof, the channel in the under face of said cross-bar, the angle-iron fitted to said cross-bar, and having a rib engaging said channel, the securing-bolts, the conical socket formed integral with said angle-iron, the caster fitting in said socket, its axial bolt, and the nut threaded upon the end of said bolt.

8. The combination with the truck and the transverse bar secured to the bottom of the rails thereof, of the angle-iron caster-socket secured upon said cross-bar and rail, the rib upon one part of said angle-bar engaging a channel in said cross-bar, permitting adjustment of said angle-iron along said channel, and the caster fitted to said socket.

9. A truck-caster, comprising in combination the conical socket, the right-angled wings formed integral therewith, the rib upon one of said wings adapted to engage a channel in the frame to which it is attached, the conical spindle fitted to said socket, and having an annular groove to receive the lower end of the socket, the axial bolt arranged in said spindle, and the means secured to the projecting end of the bolt to secure the spindle in the socket.

10. The combination with a truck of the class described, of the handle-bar, the standards screw-threaded therein, the open-end sockets to receive said standards, said sockets being chambered or cored out intermediate of their ends, and the set-screws for adjustably and removably securing the standards therein.

11. A knockdown truck comprising in combination the platform, the detachable axle, the carrying-wheels removably mounted thereon, the intermediate or inset rail upon the bottom of the platform, the casters detachably secured thereto, the sockets upon the edge of the platform, the standards adjustably and removably secured therein, and the hand-rail detachably secured upon the tops of said standards.

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

ELIJAH G. NUTTING.

Witnesses:
R. A. MOTT,
ALICE J. MOTT.