S. BOTTEESE.

TRUCK.

APPLICATION FILED MAY 17, 1911.

1,023,617.

Patented Apr. 16, 1912.

2 SHEETS—SHEET 1.

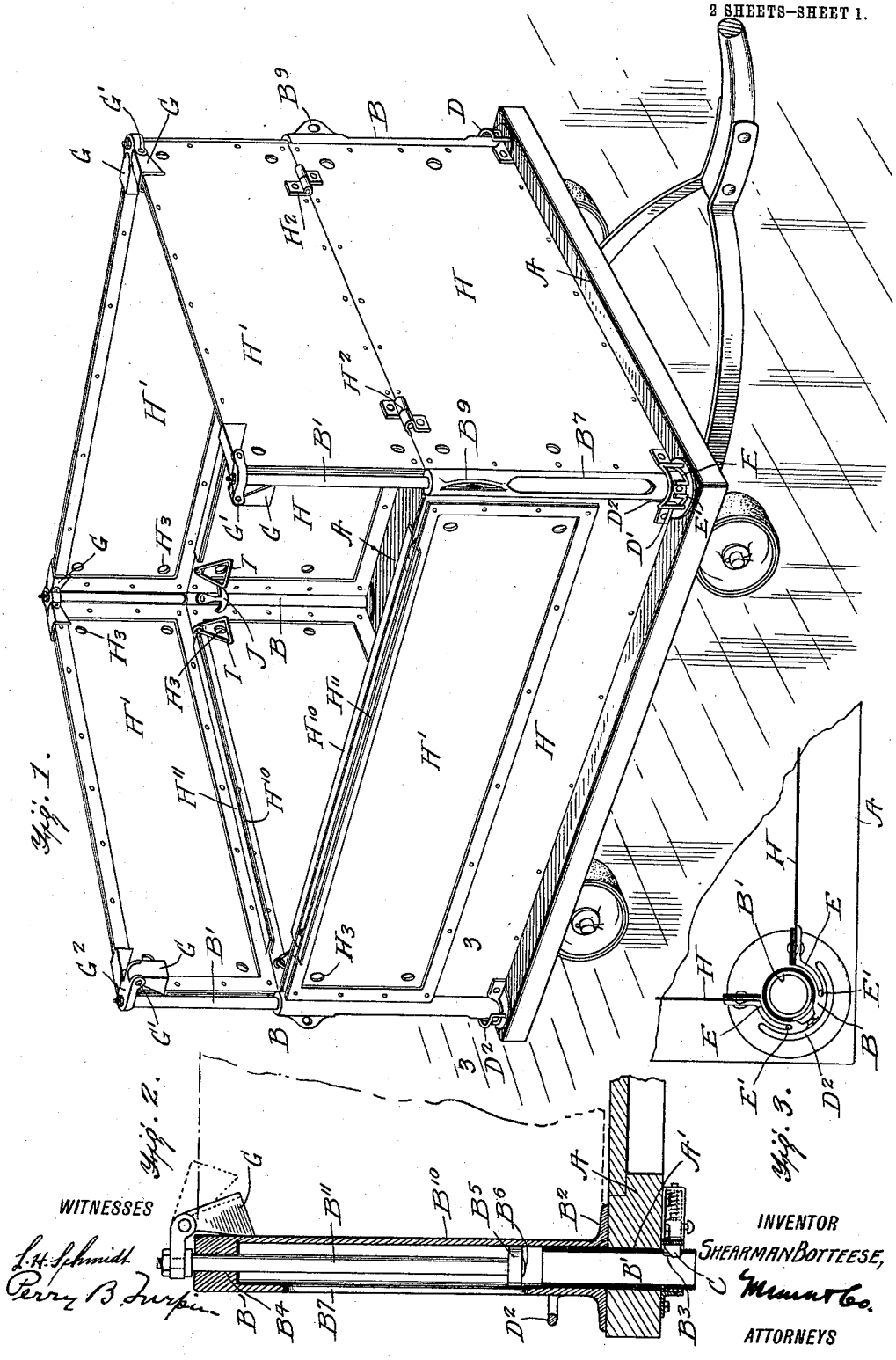

Fig. 1.

Fig. 3.

Fig. 2.

WITNESSES

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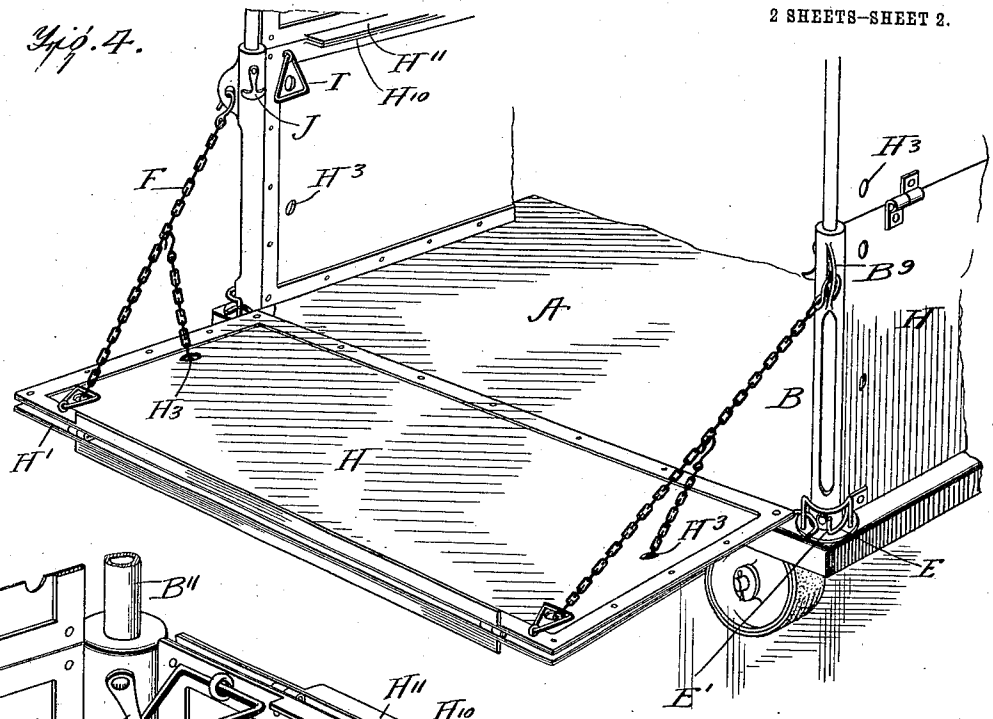
2 SHEETS—SHEET 2.

Fig. 4.



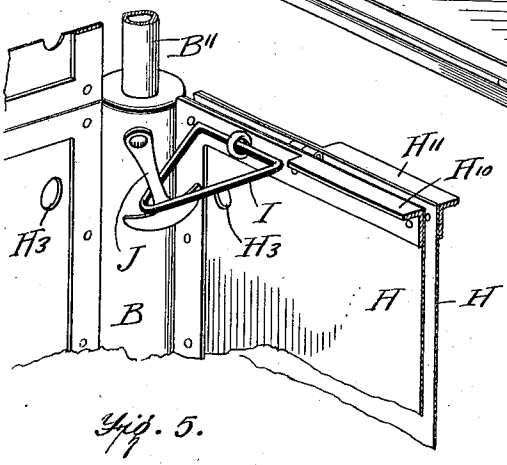


Fig. 5.

Fig. 8.

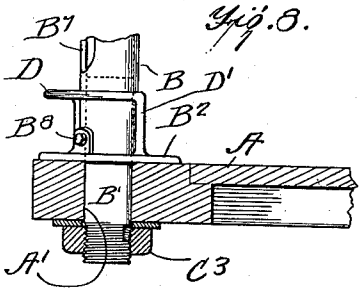


Fig. 7.

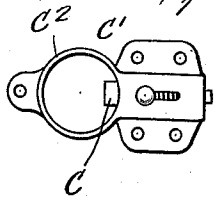
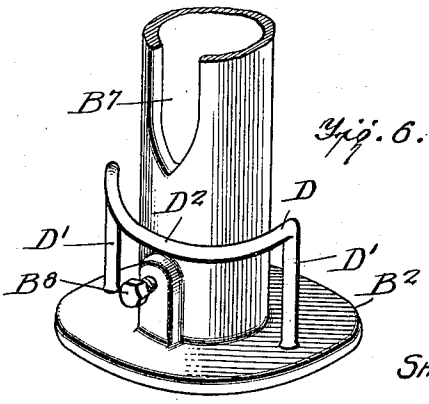


Fig. 6.



WITNESSES

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UNITED STATES PATENT OFFICE.

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TRUCK.

1,023,617. Specification of Letters Patent. Patented Apr. 16, 1912.

Application filed May 17, 1911. Serial No. 627,730.

To all whom it may concern:

Be it known that I, SHEARMAN BOTTEESE, a citizen of the United States, and a resident of Washington, in the District of Columbia, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

This invention is an improvement in vehicles which improvement may be embodied in wagons or trucks and is shown here embodied in a truck adapted for use in department and similar stores where it is desired to carry a number of packages from point to point; and the invention consists in certain novel constructions and combinations of parts as will be hereinafter described and claimed.

In the drawings Figure 1 is a perspective view of a truck embodying my invention, the upper section of one of the sides being lowered alongside the lower section of such side. Fig. 2 is a detail vertical longitudinal section drawn through one of the standards, the upper section of the standard being lowered into the lower or base section. Fig. 3 is a detail cross section on about line 3—3 of Fig. 1. Fig. 4 is a detail perspective view of the truck, parts being broken away, showing one of the sides lowered into approximately the plane of the platform. Fig. 5 is a detail perspective view showing one of the standards with the hook on the base section thereof engaged with the loop on the lower section of one of the sides. Fig. 6 is a detail perspective view of the lower portion of one of the standards, showing the bearing frame for the hinge pintles of the adjacent sides. Fig. 7 is a detail bottom plan view of one of the latches, and its frame, for securing the standard in place on the platform. Fig. 8 shows a slightly different construction of standard securing device from that shown in Figs. 2 and 7.

In carrying out the invention, the platform A may be mounted upon any suitable form of running gear to adapt it for use as a truck or wagon as the case may be. At the four corners of the platform A, I provide vertical openings A′ through which project the tenons at the lower ends of the standards B. The standards are provided at their lower ends with tenons B′ which project below the foot plates B^2 of the respective standards and extend through their respective openings A′ to a point below the platform A and are secured below the platform in such manner as to hold the standards B rigidly in position.

In the construction shown in Figs. 2 and 7, the fastening means comprise a sliding bolt C which enters an opening B^3 in the tenon B′, the said bolt being carried in a frame C′ which has a ring C^2 encircling the projecting end of the tenon and serving to reinforce the connection between the bolt C and the tenon in the use of the invention. By preference the lower end of the tenon B′ is threaded so that when desired, instead of using the bolt C and its frame, as shown in Figs. 2 and 7, a nut C^3 may be screwed on the lower end of the tenon to secure the same in position as will be understood from Fig. 8 of the drawings.

The standards, as shown, comprise a lower or base section B^{10} and an upper or sliding section B^{11}, the latter sliding through an opening B^4 in the upper end of the base B^{10}, which opening B^4 is elongated vertically to steady the sliding section B^{11} in position when it is raised and the said section B^{11} is provided on its lower end with a collar B^5 which fits and slides within the base B^{10} of the standard as shown in Fig. 2. This collar B^5 may be held on the lower end of the section B^{11} by swaging or riveting the end of the section B^{11} as shown at B^6 and the base section is slotted longitudinally at B^7 to permit access to the lower end of the sliding section B^{11} in applying the same or subsequent to the application for any desired purpose. At its lower end the base B^{10} is provided with the foot plate B^2 and the tenon is preferably made separate from the body of the base section and inserted at its upper end in the said body portion and secured by a set-screw B^8 as will be understood from Figs. 1, 3 and 6 of the drawings.

At the lower ends of the standards, I provide what, for convenience of reference, I term bearing frames D, which are adapted to receive the hinge pintles of the sides of the vehicle and are preferably mounted upon the foot plates B^2 and comprise the uprights D′ and the curved bars D^2 extending between the uprights of their respective frames and forming open frames within which the pintles E of the sides can be conveniently inserted and with which they will engage in both their upright positions as shown in Figs. 1 and 4 and their

lowered positions as shown in Fig. 4, the latter figure showing one side of the body lowered to a plane approximately level with that of the platform A. The base sections of the standards also have lugs B^9 to which are attached the chains F for supporting the sides when the latter are lowered as shown in Fig. 4.

The upper sections B^{11} of the standards are provided at their upper ends with pivoted latch devices in the form of pivoted drop latches G, box shaped and adapted, when adjusted as shown in Fig. 1, to secure the sides in position for use. These latches G are pivoted at G′ to a plate G^2 secured on the upper end of the section B^{11} and may be readily raised and lowered to release and secure the side sections as may be desired in the operation of the invention.

The four sides of the body are composed each of a lower section H and an upper section H′, the upper section being hinged at its lower edge at H^2 to the upper edge of the lower section and the two sections being provided at their meeting edges on their inner sides with projecting flanges H^{10} and H^{11}, see Figs. 1 and 5, which abut when the sides are raised to their full height as shown in Fig. 1 and brace the sections as against outward movement at the hinge joint. At their lower ends the sides are provided with the pintles E which are preferably in the form of rods suitably secured to and projecting from the sides and having at their outer ends the upwardly projecting arms E′ which form the pintles into hooks causing them to engage properly with the bearing frames D, especially when the side is lowered as shown in Fig. 4 of the drawings.

By the described construction of bearing frame and pintles, it will be noticed the bearing frames operate to secure the sides in place upon the platform, both when the sides are raised as shown in Fig. 1 and at the ends in Fig. 4 and when the side is lowered as shown in Fig. 4. At the same time the construction permits the convenient removal of any one or more of the side plates as may be desired at any time.

When the sides are to be extended to their full height as shown in Fig. 1, the sections B^{11} of the corner posts are raised and the latches G applied to the upper edges of the top sections H′ of the sides. If it be desired to lower the top section of one of the sides, the latch G for securing said side will not be in position to hold its said side and for this reason I provide the bottom section of the sides at their upper ends with rings or loops I for engagement by pivoted hooks J on the base sections of the standards so that when the top section of the side is turned down as shown in Fig. 5, the hook J may be engaged with the loop I to hold the side in an upright position as will be understood from Figs. 1 and 5 of the drawings. When the side is lowered to the horizontal position shown in Fig. 4, the top section H′ may be turned under the base section H and the chain F be passed through holes H^3 and disposed as shown in Fig. 4 to support the side in the lowered position. Manifestly the chain may be adjusted to secure the side at any suitable angle.

It will be noticed that the standards can be conveniently removed to leave the platform A flat and unobstructed or the standards can be applied at any two or more of the sides held in place by the appropriate standards or one or more of the sides may be lowered or be otherwise manipulated to suit the convenience of the person using the truck.

As best shown in Fig. 3, the bearing frames D curve around the outer sides of their respective standards and are spaced therefrom and the pintles E of the sides are curved so that they can operate between their respective bearing frames and standards. If all of the top sections of the sides be lowered, the top sections of the standards may then be lowered permitting the application of the box latches G to secure the folded sides as will be understood from Fig. 2 of the drawings.

Manifestly in the construction of the improvement, any suitable materials adapted for the purposes may be employed.

Manifestly any form of hinge connection may be employed between the upper and lower sections of the sides. I have shown the hinges as what might be termed open hinges so the sections can be readily detached from each other and these may be preferred for such reason.

I claim:

1. The combination, substantially as described, of a platform having openings formed through it at its corners, standards having base sections provided with foot plates and with tenons projecting below the same through the openings in the platform, means engaging said tenons for securing the standards in position, the standards being made tubular and provided with longitudinal slots and at their upper ends with axial openings, top sections sliding through the axial openings in the base sections and provided with collars fitting and sliding within the base sections, box latches carried at the upper ends of the top sections of the standards, bearing frames mounted on the foot plates of the standards, sides having upper and lower sections hinged together and adapted to be engaged by the latches at the upper ends of the sliding standard sections, pintles projecting from the lower sections of the sides and engaging with the bearing frames and fastening means carried by the main sections of the standards for engage-

ment with the lower sections of the sides, all substantially as and for the purposes set forth.

2. The combination of a platform, standards thereon, bearing frames at the lower ends of the standards, sides provided with pintles engaging with the bearing frames and movable freely into and out of such engagement and means carried by the standards for holding the sides, when raised, to upright position, substantially as set forth.

3. The combination, substantially as described, of a platform, sides hinged at their lower ends and composed of upper and lower sections adapted to be adjusted with the upper sections extended above or folded down against the lower sections, standards at the meeting ends of the sides and means carried by the standards for securing the sides in extended or folded position, substantially as set forth.

4. The combination of a platform, sides composed of upper and lower sections hinged together, standards composed of upper and lower sections slidable one along the other and fastening means for securing the sides in vertical position in connection with the standards, substantially as set forth.

5. The combination of the sides composed of sections adjustable relatively to each other and standards composed of base sections and upper sections sliding in the base sections and latch devices carried by the sliding section for engaging with the sides, substantially as set forth.

6. The combination of a platform, standards mounted thereon, bearing frames at the lower ends of the standards and sides having at their lower ends pintles engaging with said frames, substantially as set forth.

7. The combination of a platform, standards thereon, bearing frames at the lower ends of the standards and sides having lateral pintles engaging with the bearing frames and having up-turned ends forming the pintles into hook shape, substantially as set forth.

8. The combination of a platform, standards thereon and having base sections and upper sections sliding in the base sections, sides having lower sections and upper sections hinged together at their meeting edges and provided at said edges with inwardly projecting flanges and means carried by the sliding sections of the standards for securing the sides when raised, substantially as set forth.

9. The combination of a platform, standards mounted thereon and having foot plates, bearing frames mounted on said foot plates, sides having pintles movable freely into and out of said frames and engaging therewith in forming hinges for the sides and means carried by the standards for securing the sides, when raised, substantially as set forth.

10. The combination of a platform, standards thereon and having base sections and sliding sections, box like latches pivotally connected with the standards and adapted to engage with side sections and sides composed of upper and lower sections hinged together, substantially as set forth.

11. The combination of a platform, standards thereon and composed of upper and lower sections, sides hinged at their lower edges and composed of upper and lower sections hinged together, means for securing the upper edges of the sides in connection with the upper ends of the standards when the sides are extended to their uppermost position and means for securing the sides in connection with the standards when the top sections of the sides are folded down alongside the lower sections thereof, substantially as set forth.

12. The combination of the standards, bearing frames arranged at the lower ends of the standards and curving partially around the outer sides thereof and spaced from the standards, sides, and pintles projecting from the sides and curving between their respective bearing frames, and standards, substantially as set forth.

SHEARMAN BOTTEESE.

Witnesses:
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PERRY B. TURPIN.