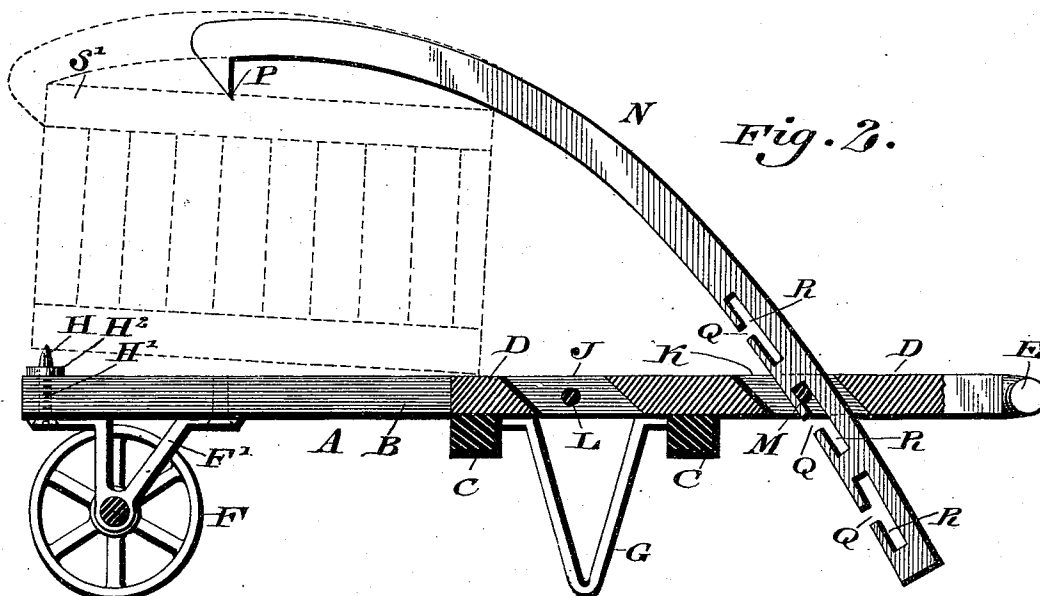
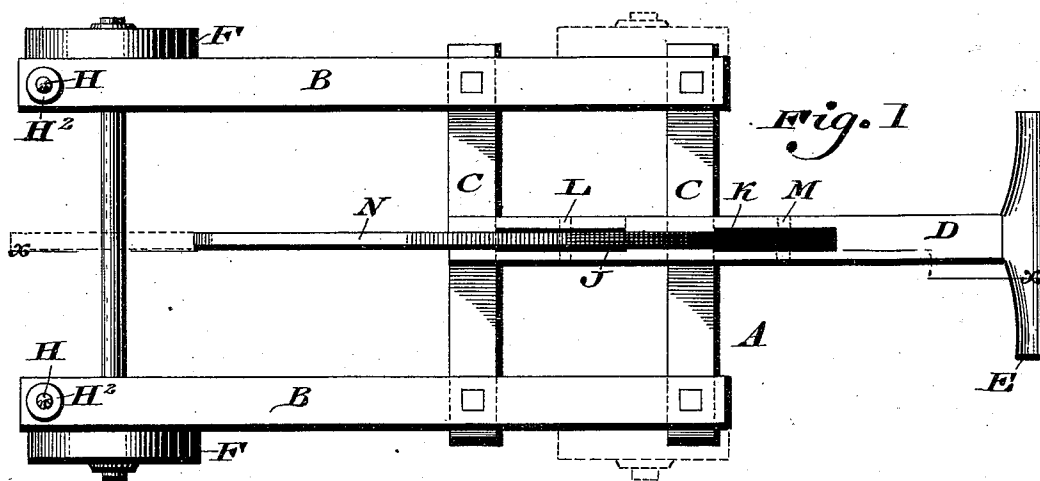


(No Model.)

W. RICHMAN.
TRUCK.

No. 553,661.

Patented Jan. 28, 1896.



WITNESSES:

P. F. Hagler.
L. Douville.

INVENTOR

BY *Wilhelm Richman*
John A. Diederich
ATTORNEY.

UNITED STATES PATENT OFFICE.

WILBERT RICHMAN, OF SALEM, NEW JERSEY, ASSIGNOR OF THREE-FOURTHS, BY DIRECT AND MESNE ASSIGNMENTS, TO HARRY J. RICHMAN, OF SAME PLACE, AND WILLIAM H. STEHLE AND SOMERS L. DOUGHTY, OF ATLANTIC CITY, NEW JERSEY.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 553,661, dated January 28, 1896.

Application filed June 20, 1895. Serial No. 553,400. (No model.)

To all whom it may concern:

Be it known that I, WILBERT RICHMAN, a citizen of the United States, residing in the city and county of Salem, in the State of New Jersey, have invented a new and useful Improvement in Trucks, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a novel construction of trucks and appliances therefor, whereby a box or package can be readily held thereupon and thus transported to any desired point, a suitable cant-hook or holding device being adjustably mounted on stationary supports secured to the body of said truck, whereby great rigidity and strength are attained, which are especially desirable in devices of this character.

It further consists of novel details of construction, all as will be hereinafter set forth.

Figure 1 represents a plan view of a truck embodying my invention. Fig. 2 represents a section on line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in both figures.

Referring to the drawings, A designates a truck, the same consisting of the longitudinally-extending bars B, which are connected at their ends by means of the braces C C, the opposite ends of said truck being provided with wheels F, which are journaled in suitable hangers F' attached to the truck, the other extremity of the latter being provided with suitable legs G.

H designates spurs which are attached to the ends of the truck adjacent the wheels, it being noted that in the present instance the pointed ends of the forward screws H', which hold the hangers in position, are extended through the bars B, and held in place by the nuts H², the projecting pointed portion of the screw H' forming the spurs H.

D designates a longitudinally-extending brace, to which a suitable handle E may be attached, said brace being in the present instance mounted and supported upon the cross-pieces C C and provided with one or more slots J and K, in which are located the pins

L and M, said pins being adapted to be engaged by the cant-hook N, which has a body of curved form, and its forward end P pointed, as will be understood from Fig. 2, so as to readily engage the adjacent surface of a box or parcel S', the opposite extremity of said hook N being provided with a series of slots or recesses therein, each of the same consisting of the inlet portion Q, which extends thereinto a short distance and meets the longitudinally-extending portions R, the slots being in the present instance three in number, although it is evident that the number may be varied according to requirements.

The operation is as follows: The truck is placed in upright position against the side of an article to be carried, in the present case a box, and the spurs H pierce the lower portion of said side. Then the cant-hook is thrown over the opposite side of the box, and the truck is then lowered, whereby the pin M draws down the cant-hook and forces its point P into the side of the box opposite to the spurs H, so that the box is firmly clamped by said point and spurs and securely held on the truck. When the box is to be removed from the truck, the latter is raised, and as the pin M rises with the handle it moves forwardly in the portion R of the slot, whereby the cant-hook is released, and may be thrown up, thus removing its point from the box, and the latter may then be landed on the floor, sidewalk, &c., and the truck may be run back from the box.

I am aware that it has heretofore been proposed to employ a movable cant-hook in combination with a truck, the said hook being provided with a continuous longitudinally-extending slot and adjustable upon a suitable pin or pivot, which is itself movable; but this construction has been found to be open to grave defects in practice, since it is essential that the pin or pivot L or M upon which the holder N rocks must be absolutely rigid, and great importance is attached to this feature of my invention, it being further apparent that the walls of the slots in the cant-hook engage whichever pin they are in contact with,

so that the same is rigidly and firmly supported, the hook being applicable to the top or edge of the box, as is evident.

It is evident that the truck can be mounted
5 on one, two, four or more wheels, as desired.

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

A truck having a transverse stationary pin
10 on the handle thereof, and a cant hook, which

is formed with a T-shaped slot consisting of the inlet portion Q and the longitudinally extending portion R, the latter adjustably receiving said pin, and having its walls interlocked with said pin, substantially as described. 15

WILBERT RICHMAN.

Witnesses:

OLIVER H. WRIGGINS,
EDWARD M. ATKINSON.