

(No Model.)

C. M. SPENCER.  
SLEIGH TRUCK.

No. 469,507.

Patented Feb. 23, 1892.

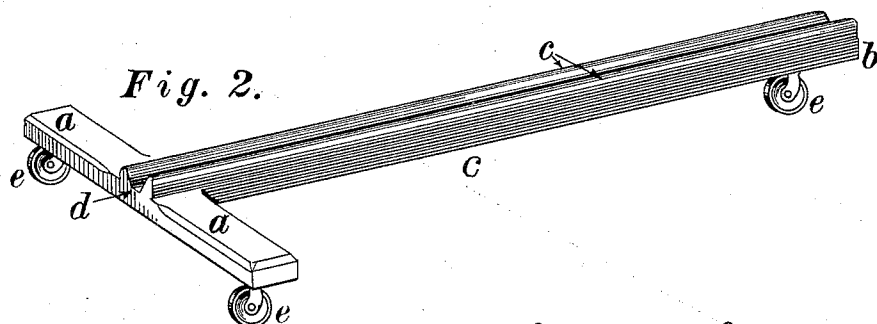
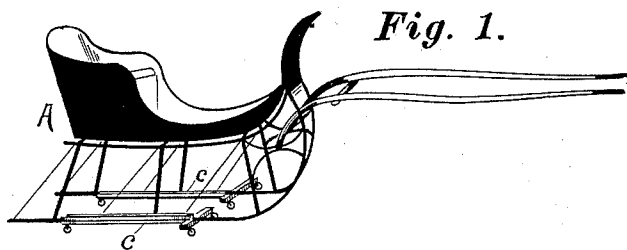


Fig. 3.

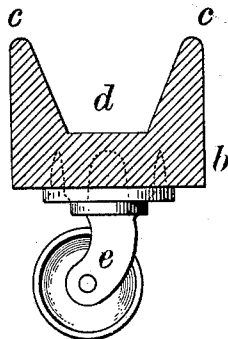


Fig. 4.

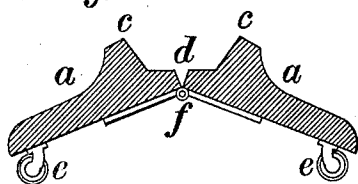
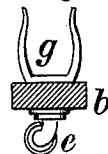


Fig. 5.



Witnesses,

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# UNITED STATES PATENT OFFICE.

CARL M. SPENCER, OF ST. JOHNSBURY, VERMONT.

## SLEIGH-TRUCK.

SPECIFICATION forming part of Letters Patent No. 469,507, dated February 23, 1892.

Application filed October 19, 1891. Serial No. 409,114. (No model.)

*To all whom it may concern:*

Be it known that I, CARL M. SPENCER, a citizen of the United States, residing at St. Johnsbury, in the county of Caledonia and State of Vermont, have invented certain new and useful Improvements in Sleigh-Trucks, of which the following is a description, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention relates to an improvement in trucks, and is designed particularly for use in connection with sleighs for transferring them from one place to another. The great difficulty experienced in lifting sleighs when desired to move them from one part of a barn or warehouse to another portion is well known, and also the amount of power necessary to be exerted in dragging the same across the ground or floor; and it is the object of my invention to provide a truck upon which the runners can be placed and the sleigh transferred, with but a slight expenditure of power, to any desired locality.

Heretofore many trucks for moving various machines from one place to another have been designed—such, for example, as those for transferring harvesters from one portion of a field to another, as well as for numerous other purposes; but never, so far as I am aware, has a truck of similar construction or for a similar purpose as mine been proposed. All these devices are, however, of rather complicated construction and objectionable by reason of the great amount of space occupied, while my apparatus is exceedingly simple and takes up a minimum amount of room.

My invention therefore consists in the matters hereinafter described and referred to in the appended claims.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a view of two of my trucks placed in position for use. Fig. 2 is a perspective of one of the trucks. Fig. 3 is a cross-section showing the means for holding the sleigh-runners. Figs. 4 and 5 are views similar to Fig. 3, showing modifications.

In the drawings I have shown the invention as applied to a sleigh, and for such use I have particularly designed it; but it will be obvious that it might be applied to other arti-

cles which it is desired to move from one place to another.

Referring by letter to the drawings, A represents a sleigh supported by my trucks. The truck C consists of two pieces of wood *a* and *b* joined at right angles. In one end of longitudinally-extending piece *b* and on each end of the piece *a* are placed caster-wheels *e*. The upper part of the piece *b* is provided with a longitudinal groove *d*, the sides *c* of said grooves tapering on one side toward the top, thereby making the groove beveled, as shown in cross-section in Fig. 3. Each runner is dropped into the groove of a truck, and the sleigh can then, by means of the caster-wheels on the trucks C, be moved from one place to another, the weight of the sleigh preventing the runners being drawn out of the truck when pushed or pulled over an uneven floor or from one building to another.

In Figs. 4 and 5 I have shown modifications of the arrangement for securing the truck upon the runner.

Referring first to Fig. 4, the longitudinal piece *b'*, instead of being made in one and joined to or made integral with the piece *a'*, as is the piece *a*, (shown in Fig. 2,) is joined in the center by means of the hinge *f*, the piece *a'* being also made in two parts and hinged together. It will be understood, of course, that the pieces *a'* and *b'* may be separately formed and secured first to each other and then hinged to the corresponding parts, or each part *a' b'* may be formed in one piece and then hinged to the other part *a' b'*. The two pieces *b' b'* and *a' a'* are both cut away, so that when placed together a beveled groove will be formed, in which the runner will rest and be held, the weight of the sleigh keeping the parts closed and the sides of the grooves pressed against the runners.

In Fig. 5, instead of providing the part longitudinal piece *b* with the beveled groove *d*, I secure upon the upper side thereof two or more clips, as may be necessary, to firmly secure the runner to the truck, as *g*, having sides of spring metal flaring at the top to allow of the ready insertion of the runner, the latter being held in position by pressure of the spring sides against it. It will be seen that when one of the trucks C is applied to

each of the runners of the sleigh, the same can be moved from place to place without difficulty, and when the transfer has been made the two trucks can be taken off the runners and put away in a comparatively small space.

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

- 10 1. A truck for sleighs and the like, comprising a suitable frame and supporting-wheels therefor, said frame being provided with a groove for the reception of the vehicle, substantially as described.
- 15 2. A truck for sleighs and the like, comprising a suitable frame having supporting-wheels and composed of the longitudinal and transverse pieces *b a*, the longitudinal piece

*b* being provided with a groove in which the runner fits, substantially as described. 20

3. A truck for sleighs and the like, comprising a suitable frame having supporting-wheels and composed of longitudinal and transverse pieces, the longitudinal piece having a groove adapted for the reception of the runner, the sides of said groove being formed of spring material and adapted to clamp the runner between the same, substantially as described. 25

In testimony whereof I affix my signature in presence of two witnesses. 30

CARL M. SPENCER.

Witnesses:

WM. C. TYLER,

CHAS. H. HORTON.