

S. B. MINNICH.

TRUCK.

APPLICATION FILED JAN. 15, 1909.

949,774.

Patented Feb. 22, 1910.

2 SHEETS—SHEET 1.

Fig 1

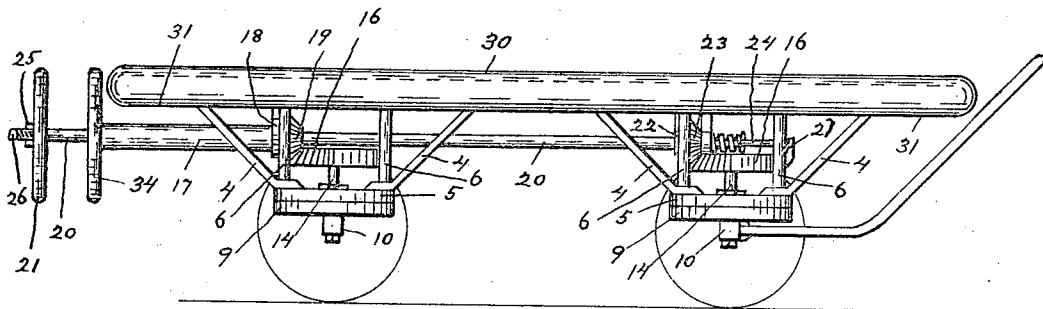
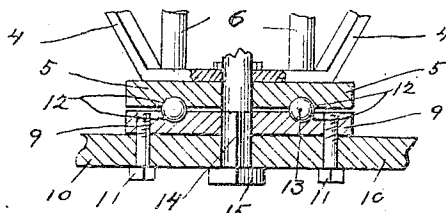
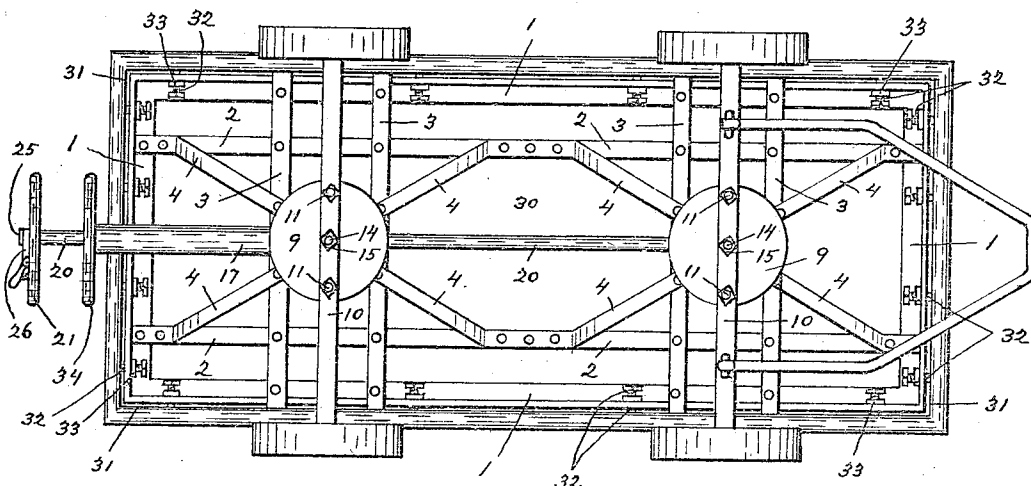


Fig 2



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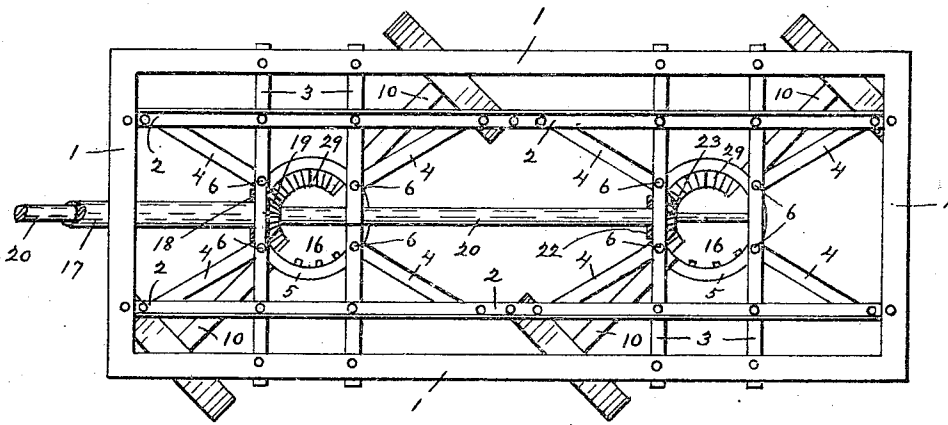


Fig 4

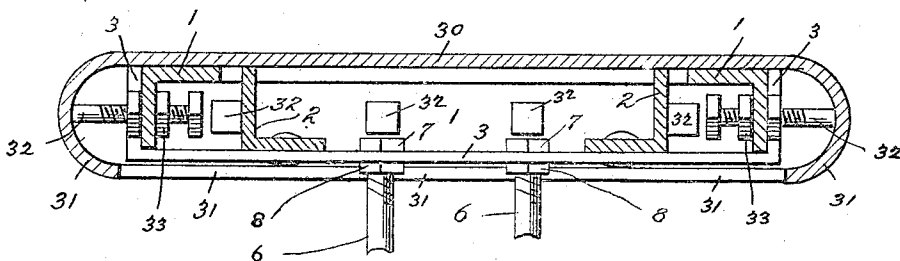


Fig 5

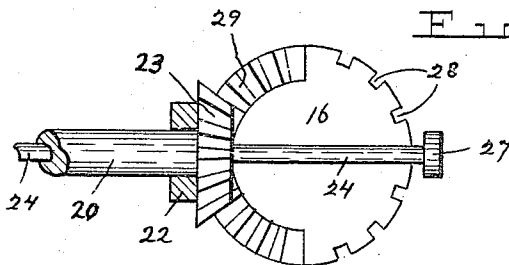


Fig 6

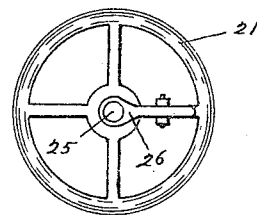


Fig 7

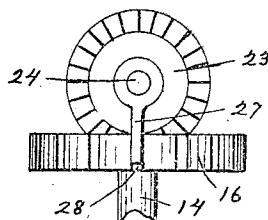


Fig 8

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TRUCK.

949,774.

Specification of Letters Patent.

Patented Feb. 22, 1910.

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To all whom it may concern:

Be it known that I, SIMON B. MINNICH, a citizen of the United States, residing at Landisville, in the county of Lancaster and State of Pennsylvania, have invented certain new and useful Improvements in Trucks, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to trucks of that class which are designed for use in warehouses and at railway stations for transporting baggage, etc., and in packing and slaughter houses, hospitals, and the like, as by my novel construction I provide a perfectly sanitary truck.

The objects of the invention are to produce a simple, durable and sanitary truck, constructed preferably entirely of metal, with a novel construction of sanitary detachable platform formed of one piece of material, and formed with rolled edges and containing no screw, bolt or other holes or perforations.

With these and other objects in view my invention consists in certain construction and combination of parts as will hereinafter be fully described and claimed in the following specification and illustrated in the accompanying drawings forming a part of this application and in which like figures of reference indicate corresponding parts in all of the views, but it is fully understood that while I have here described and claimed my invention as herewith illustrated, I do not confine myself to the exact construction as shown, as slight changes may be made without departing from the spirit of the invention.

In the drawings:—Figure 1, is a side elevation of my improved truck. Fig. 2, is a bottom plan view of the same, showing the method of attaching the platform. Fig. 3, is a detail sectional view of the turntable. Fig. 4, is a top plan view of the truck with the platform and draw-bar removed, and showing the axles in a swiveled position. Fig. 5, is a detail cross sectional view of the platform and supporting frame, showing means for attaching the platform. Fig. 6, is a detail top plan view of the swiveling device. Fig. 7, is an end view of the outer controlling wheel, showing the finger lever for operating the locking lever. Fig. 8, is an end view of Fig. 6.

Referring to the drawings:—the platform supporting framework consists of the rectangular frame 1, here shown as constructed of angle iron, and to which are secured the ends of the longitudinal beams 2, which are parallel to each other and to the sides of said frame 1. Said frame is further braced by the transverse or cross rods 3, which have their ends secured to the sides of said frame 1, and are also secured to said beams 2, at their intersections therewith. Extending downward, with their upper ends secured to said beams 2, are the truss rods 4, which have their lower ends secured to the upper portion of the turntable or fifth wheel 5, by the vertical rods or posts 6, which are formed at their lower ends with a reduced portion which is passed through said truss rods 4, and screw-threaded into said turntable member 5; while the upper ends of said posts 6, are passed through the transverse rods 3, and are rigidly secured therein by the nuts 7, and 8, screw-threaded thereon above and below.

I provide turntables for the purpose of swiveling both pairs of wheels, either independently of each other or not, as desired, and for this purpose I provide a turntable comprising the upper member 5, which is secured to the trusses 4, as described and the lower member 9, which is secured upon the axles 10, by the bolts 11; while the inner or contact faces of said members 5, and 9, are formed with a ball race 12, for the reception of balls 13, to facilitate the ease of operation. Said turntable members 5, and 9, are pivoted to each other by the vertical shaft 14, the lower end of which is passed through the axle 10, and is secured thereto by the nut 15; while the upper end of said shaft 14, is provided with a shoulder above the member 5, to limit its downward passage, and upon the upper end of said shaft 14, is rigidly secured the combination bevel gear 16, which is formed with the bevel gear teeth 29, upon one-half of its circumference and the notches 28, in its other half. Under one end of the frame of said truck is rotatably mounted the hollow shaft 17, in the bearing 18, which is secured to one of the cross rods 3, and to the outer end of said hollow shaft 17, is secured the hand wheel 34, while the inner end of said shaft 17, has secured thereon the bevel gear 19, which meshes with the teeth 29, upon the combina-

tion gear 16, and is designed to operate the same.

Rotatably mounted within the hollow shaft 17, is the hollow shaft 20, which extends through said shaft 17, and the gear 19; while to the forward end of said shaft 20, is rigidly secured the hand wheel 21, and the rear end of said shaft 20, is mounted in the bearing 22, which is secured to one of the cross rods 3, and upon the end of said shaft 20, beyond said bearing 22, is rigidly secured the bevel gear 23, which meshes with and operates the combination gear 16, mounted above the other axle.

Within the hollow shaft 20, is slidably mounted the locking rod 24, with its forward end extending slightly beyond the hand wheel 21, and provided with a head 25, adapted to be engaged by a yoke handle 26, which is pivoted to one of the spokes of said wheel 21; thus sliding the rod 24, within the shaft 20; while the rear end of said locking rod 24, is provided with a downwardly extending locking catch 27, which when the rod 24, is brought forward by the action of the yoke 26, will engage one of the notches 28, in the combination gear 16, thus restraining the axle from swiveling.

The platform 30, is constructed of one piece of suitable material with its sides rolled over to form the lip 31, and the frame 1, is provided in the sides thereof with the bolts 32, screw-threaded therethrough and provided with the lock-nuts 33. Said bolts 32, being designed to have their extending ends engage the rolled over lip 31, of the platform 30, and thus secure said platform upon the framework in a secure and detachable manner.

It will thus be seen from the foregoing description that either or both of the axles may be swiveled, and one axle locked in place, thus allowing of great adjustment in

moving the truck, and by the novel means for securing the platform upon the framework, the platform is free from holes, thus making it sanitary, and may be readily removed.

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

1. A truck of the class described, comprising a supporting frame, axles pivotally mounted below said frame, a platform formed with rolled edges detachably secured upon said frame, means for detachably securing said platform upon said frame.

2. A vehicle of the class described, comprising a supporting frame mounted upon a running gear, a platform formed with downwardly and inwardly curved edges and adapted to rest upon said frame with its edges surrounding said frame, bolts screw-threaded through the sides of said frame and with their ends in engagement with the inner side of the curved edges of said platform.

3. In a truck of the class described, the combination with the axles, of a frame pivoted upon said axles, a platform formed without perforations and designed to rest upon said frame, means for detachably securing said platform upon said frame.

4. A vehicle of the class described, comprising a supporting frame, a platform formed with overhanging edges, means for detachably securing said platform to said frame, and a running gear secured to said frame.

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

SIMON B. MINNICH.

Witnesses:

WM. J. COULTER,
MABEL L. LEFEVRE.