No. 806,599. PATENTED DEC. 5, 1905.

O. THIBAULT.

TRUCK.

APPLICATION FILED JAN. 19, 1905.

Fig. 1

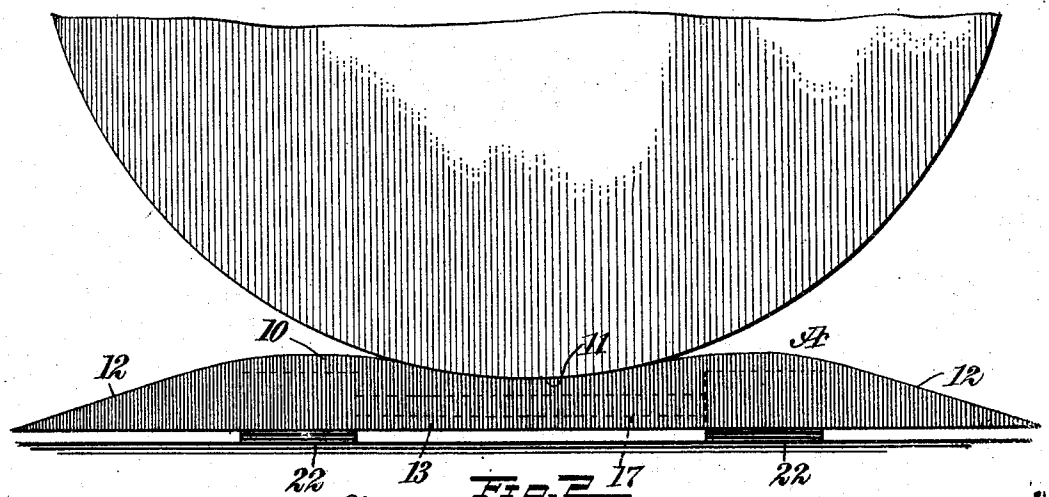


Fig. 2

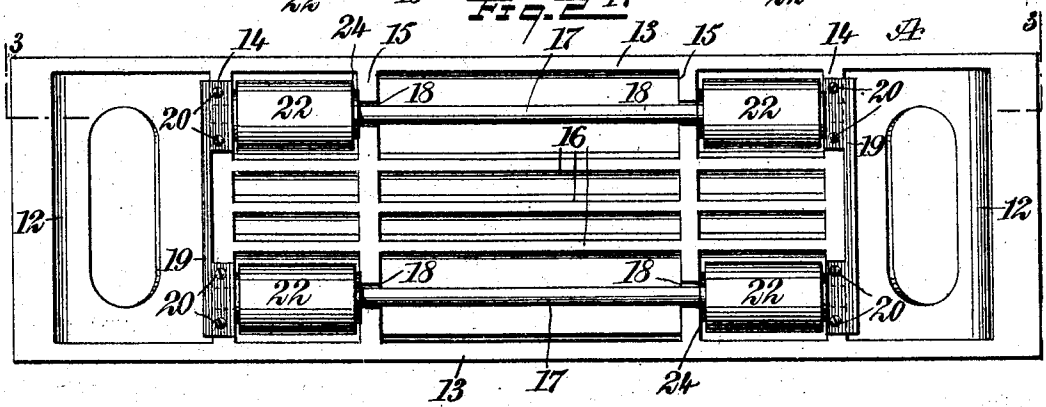


Fig. 3

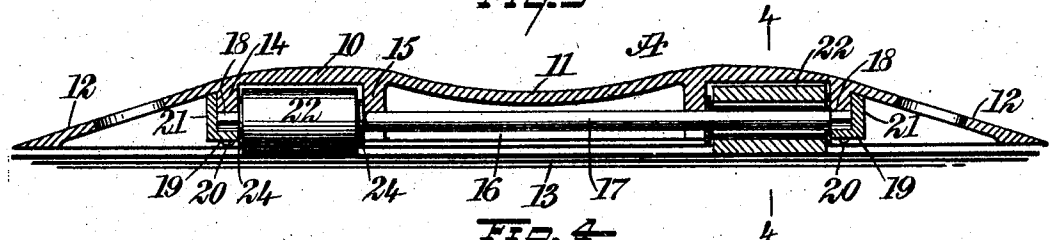
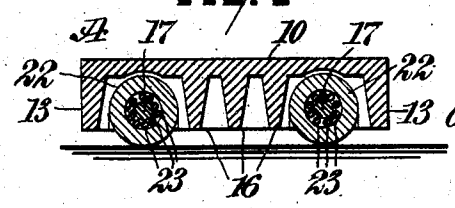


Fig. 4



WITNESSES:

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TRUCK.

No. 806,599. Specification of Letters Patent. Patented Dec. 5, 1905.

Application filed January 19, 1905. Serial No. 241,775.

To all whom it may concern:

Be it known that I, ONÉSIME THIBAULT, a citizen of the United States, and a resident of Fall River, in the county of Bristol and State of Massachusetts, have invented a new and Improved Truck, of which the following is a full, clear, and exact description.

My invention relates to trucks, and more particularly to those adapted for handling heavy rolls—such, for example, as those of paper employed upon printing-presses. Its principal objects are to provide such a device which will be strong and compact and upon which objects may be readily rolled, instead of requiring to be lifted, and then conveniently moved about.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of one embodiment of my invention, a portion of a roll being shown supported thereon. Fig. 2 is a bottom plan view of the truck. Fig. 3 is a longitudinal section on the line 3 3 of Fig. 2, and Fig. 4 is a transverse section on the line 4 4 of Fig. 3.

A designates an elongated frame comprising a platform 10, in which is a recess 11, extending transversely thereof. At each end of the platform is a downwardly-inclined portion 12, these inclines diverging from the platform. Depending from the platform and these end portions at each side are flanges 13, preferably having their lower edges lying in the same plane as the extremities of the end portions. Extending across the frame between the flanges are pairs of cross-bars 14 and 15, situated near each end of the platform. Between these cross-bars lie longitudinal strengthening-ribs 16, connecting the bars 15 15. All these elements constituting the frame are conveniently cast integrally from some such metal as iron.

Situated longitudinally of the frame and near its sides are shafts 17 17, lying in grooves 18 in the cross-bars, they preferably being supported upon the bars 14 by means of plates 19, secured to the under side of the bars by screws 20 and having upwardly-projecting arms 21, which may contact with the ends of the shafts to prevent longitudinal movement. The portions of the shafts within the bars 14 are shown as squared, fitting similarly-formed recesses in the bars and plates and being thus maintained against turning. Rotatable about the shafts between the bars 14 and 15 at each end are rolls 22, which preferably operate upon some such antifriction devices as interposed rollers 23. Washers 24 may be placed between the rolls and arms to furnish smooth and renewable contact-surfaces. The rolls are preferably of such diameter that they extend but slightly below the plane of the lower ends of the inclines and bottom of the flanges, thus bringing these elements into close proximity with the supporting-surface over which the rolls operate.

In use the objects which are to be handled may be rolled up either of the inclined portions of the platform into its recess, in which they remain cradled. The truck may then be easily moved by pushing upon the end of the roll and readily swung in any direction by pressing laterally of the roll, this being facilitated by the arrangement of the supporting-rolls and enabling the truck to turn in a very small area, it substantially pivoting about a vertical axis situated at the center of the recess. The structure is adapted to bear considerable loads, it being strengthened by the connecting-flanges between the platform and the inclines and by the longitudinal ribs, which act as girders extending beneath the point of greatest load.

If it is desired to employ my improved truck for handling such objects as barrels, the recess in the platform may be depressed at its center to furnish a proper resting-place therefor, and it will be obvious that many other changes may be made and still be within the spirit of my invention.

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

1. A truck comprising an elongated platform having a transverse recess, inclined end portions leading from points in proximity to the supporting-surface to points above the recess, and supporting-rolls journaled beneath the platform.

2. A truck comprising an elongated platform having a transverse recess, inclined end portions leading from points in proximity to the supporting-surface toward the recess, and supporting-rolls journaled beneath the platform and rotatable in planes extending transversely of said platform.

3. A truck comprising a platform, cross-bars depending therefrom, ribs connecting the cross-bars, shafts mounted upon the

cross-bars, and rolls rotatable about the shafts.

4. A truck comprising a platform having a recess, cross-bars depending from the platform, ribs connecting the cross-bars and extending beneath the recess, shafts mounted upon the cross-bars, and rolls rotatable about the shafts.

5. A truck comprising a platform having downwardly-inclined end portions, a depending flange formed integrally with the platform and its end portions, and supporting-rolls journaled beneath the platform between the flanges.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ONÉSIME THIBAULT.

Witnesses:
ALFRED R. LANGLAIS,
HUBERT LEGARE.