(No Model.)

P. H. WALSH.

TRUCK.

No. 280,975. Patented July 10, 1883.

Fig. 1.

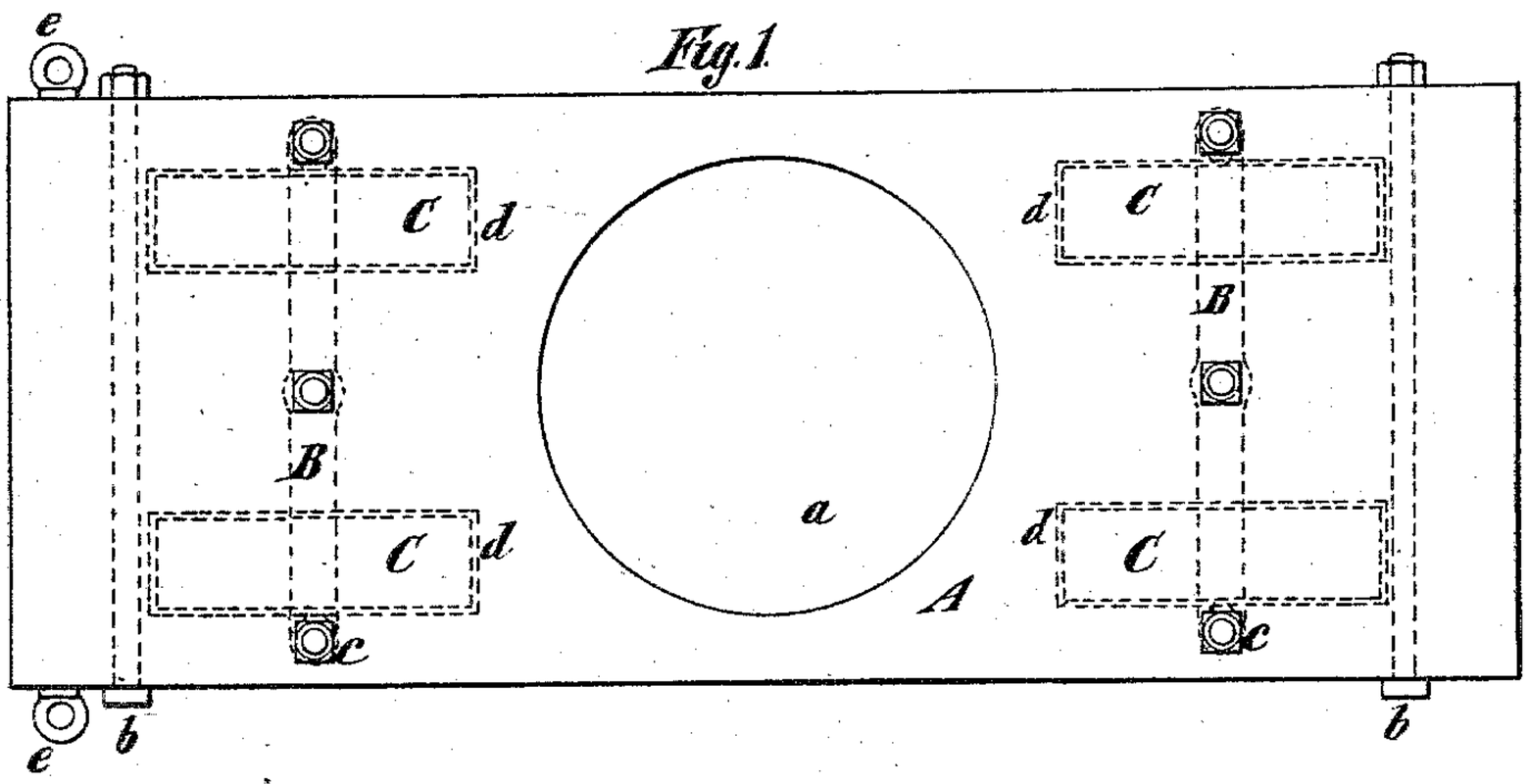
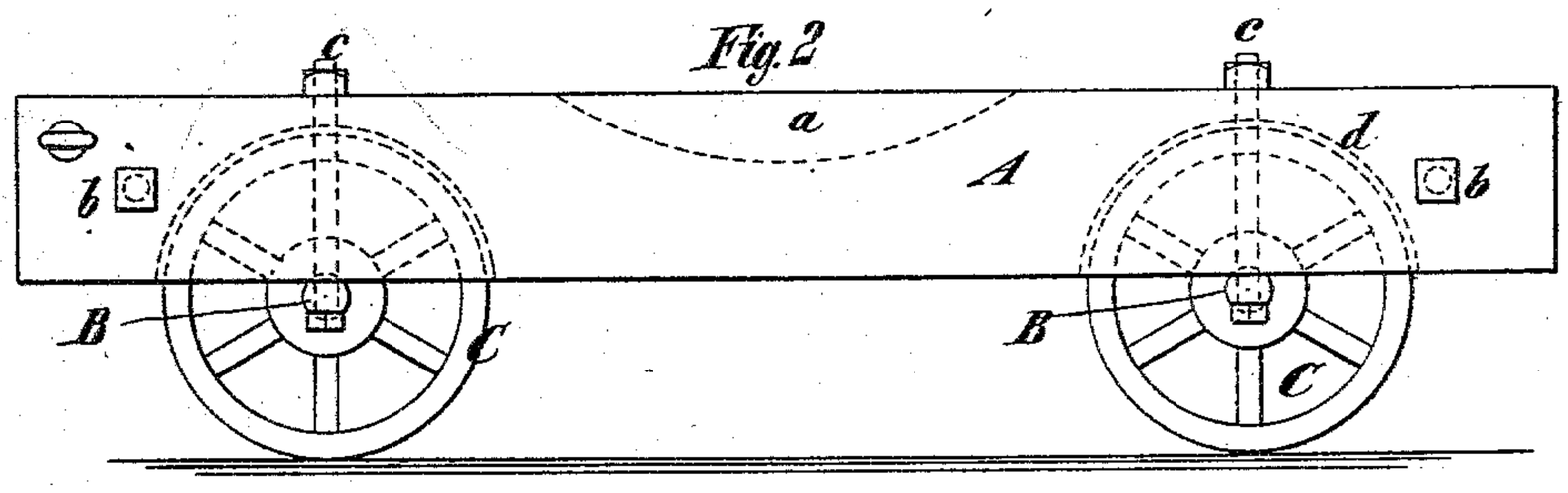


Fig. 2.



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UNITED STATES PATENT OFFICE.

PETER H. WALSH, OF NEW YORK, N. Y.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 280,975, dated July 10, 1883.

Application filed May 8, 1883. (No model.)

To all whom it may concern:

Be it known that I, PETER H. WALSH, of New York, in the county and State of New York, have invented a certain new and useful Improvement in Trucks, of which the following is a specification.

The object of my improvement is to produce a truck which can be used in unloading timbers, rails, girders, and like articles from ships.

In the accompanying drawings, Figure 1 is a plan or top view of a truck embodying my improvement, and Fig. 2 is a side view of the same.

Similar letters of reference designate corresponding parts in both figures.

A designates the body of the truck. It consists of a platform having in the middle a cavity, *a*, in which the end of a timber, rail, girder, or like article may engage. Preferably I make it of a solid block of oak—say, for example, about two feet nine inches long, one foot one inch wide, and four inches thick—and I pass through it transversely, near the ends, bolts *b*, having heads at one end and nuts screwed on them near the other end. These bolts keep the block from splitting. I form the cavity *a* by hollowing or cutting out the middle portion of the top of the block. The cavity may be circular and of a concave dish shape.

To the under side of the body A axles B are secured. They are shown as consisting of bars of iron or steel having their end and middle portions flattened and the intermediate portions rounded to receive the wheels C. The end portions may be flattened after the wheels are in place. The flattened portions fit against the under side of the body, and are secured thereto by bolts *c*, passing through them and the body, and having heads on one end and nuts applied to them at the other end.

In the under side of the body are cavities *d*, into which the wheels C extend.

The wheels may be held in place lengthwise of the axles by means of the side walls of these cavities *d*, or they may be held in place by shoulders or collars formed or secured on the axles. The wheels may be made of cast-iron, and will preferably be of about seven inches in diameter, two inches wide on the tread, and of about one inch in the diameter of the bore of the hub.

The timbers, rails, girders, or like articles to be unloaded with the aid of this truck have one end lowered into the cavity *a* of the truck, and the latter will then roll away in the direction in which the force due to the weight of the article is exerted, and the other end is then lowered to the dock or ground. In this way the unloading of articles of the kind is greatly facilitated and expedited, to say nothing of the saving in labor effected.

I have shown the body of the truck provided with ring-bolts *e*, so that ropes may be conveniently attached to it for the purpose of retarding its speed when it moves away under an impulse imparted to it by the weight of the timber, rail, girder, or like article let down on it, and also for the purpose of drawing it back to its original position.

The cavity *a* prevents the article let down into the truck from slipping off, and therefore insures the engagement of the article with the truck.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A truck having a platform-like body provided with a cavity, into which the end of a timber, rail, or girder may be inserted, and with which it may engage, substantially as specified.

2. The truck consisting of the block of wood A, having in the middle of its upper surface the cavity *a*, and the wheels C, substantially as specified.

3. The truck consisting of the block A, provided with the cavities *a d*, the axles B, secured to the under side of the block, and the wheels C, extending into the cavities *d*, substantially as specified.

4. The truck consisting of the block A, provided with the cavities *a d*, the axles B, secured to the under side of the block by bolts *c*, and the wheels C, extending into the cavities *d*, substantially as specified.

5. The truck consisting of the block A, provided with the cavities *a d*, the bolts *b*, the axles B, secured to the under side of the block, and the wheels C, extending into the cavities *d*, substantially as specified.

6. The truck consisting of the block A, provided with the cavities *a d*, the ring-bolts *e*, the axles B, and the wheels C, substantially as specified.

Witnesses: PETER H. WALSH.

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