

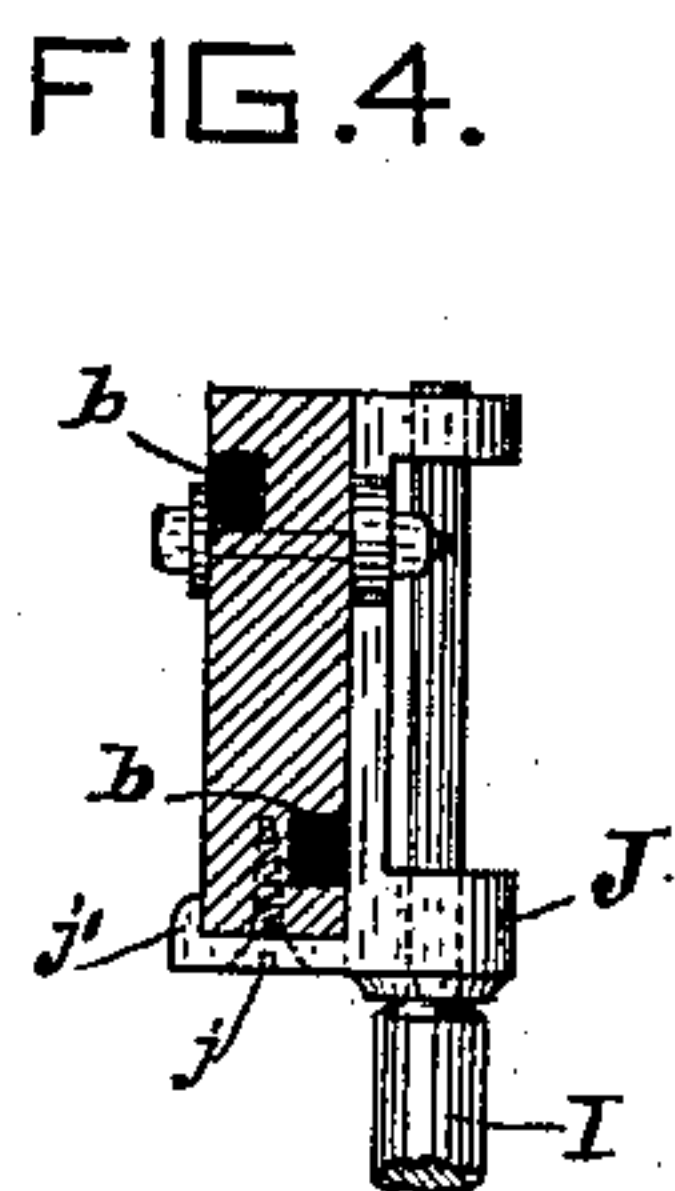
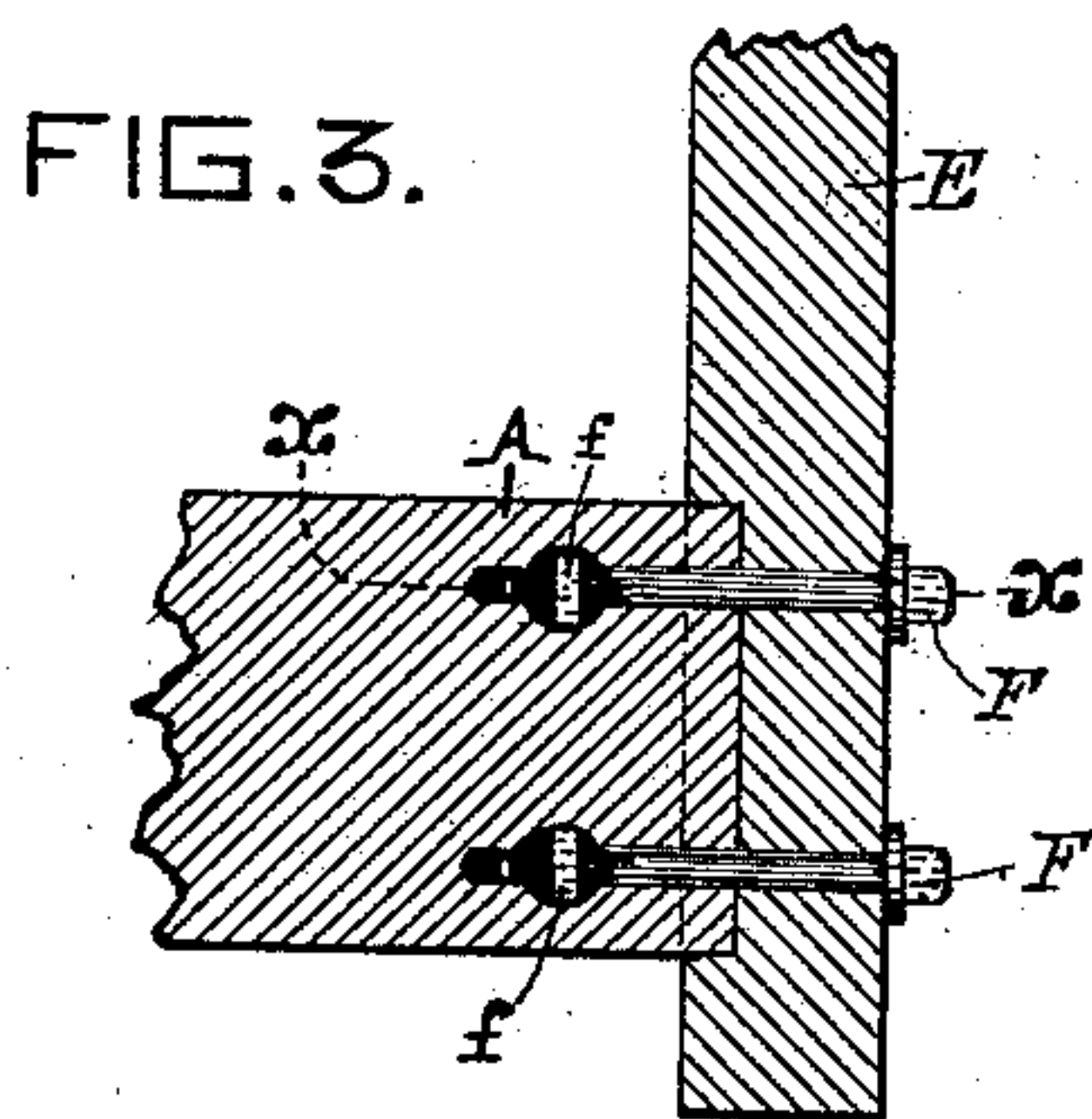
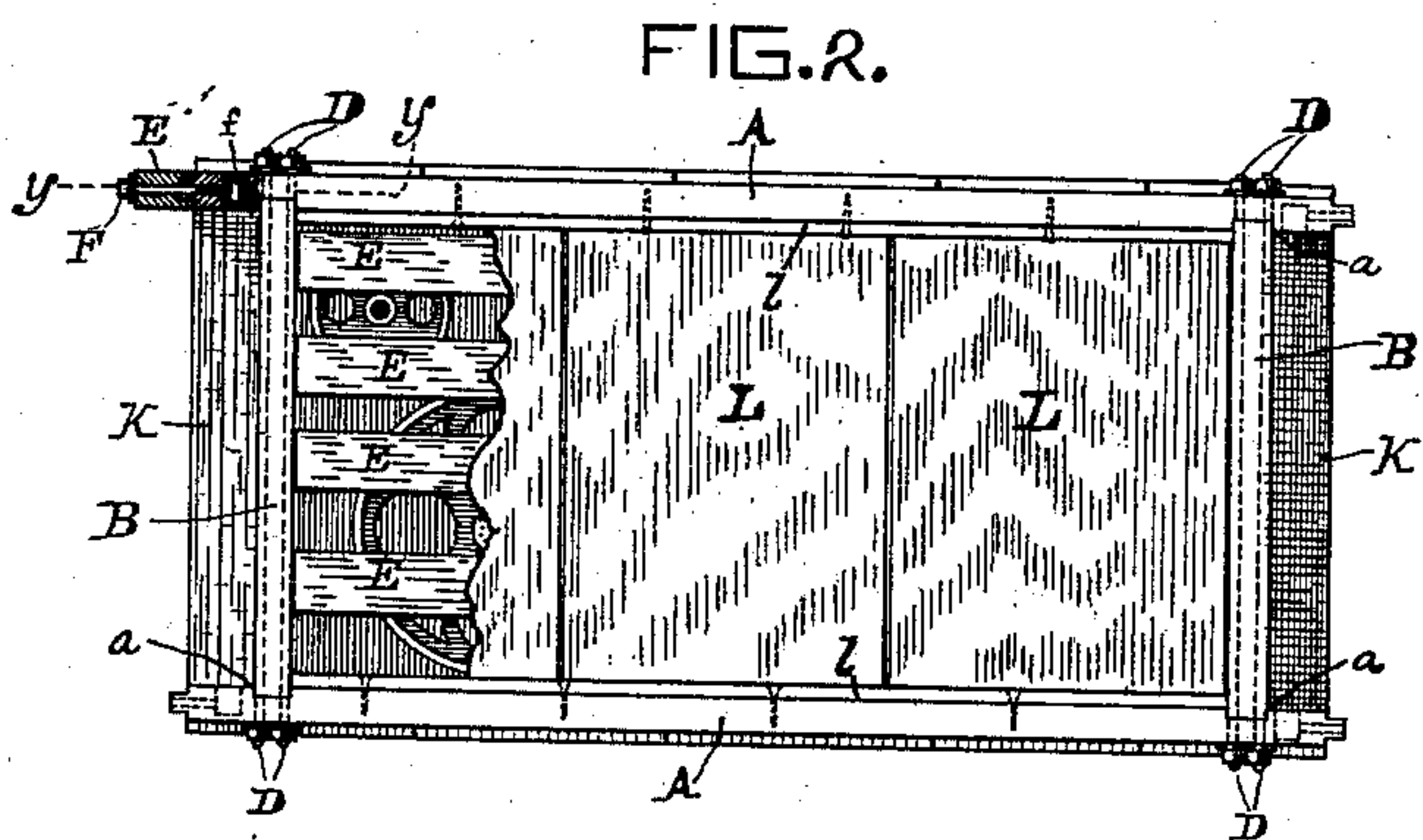
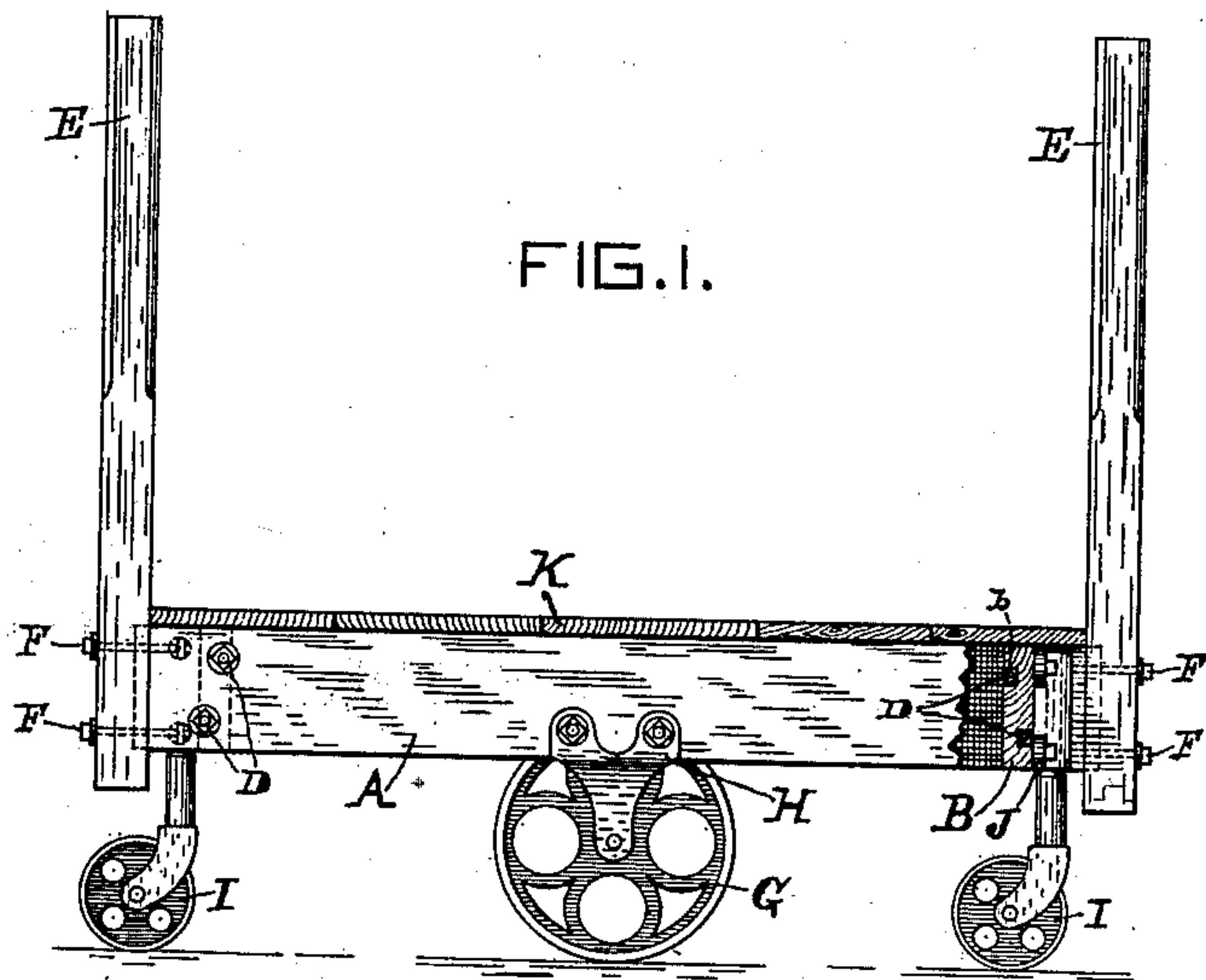
(No Model.)

J. T. TOWSLEY.

TRUCK.

No. 389,674.

Patented Sept. 18, 1888.



Witnesses
Frank L. Milward.
Mary E. Murray

Inventor
John T. Towsley
By his Attorney Geo. J. Murray

UNITED STATES PATENT OFFICE.

JOHN T. TOWSLEY, OF CINCINNATI, OHIO.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 389,674, dated September 18, 1888.

Application filed January 23, 1888. Serial No. 261,567. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. TOWSLEY, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My invention is an improvement in warehouse and factory trucks. The principal object of the invention is to construct a cheap, durable "knockdown" truck that can be readily taken apart for shipment and readily set up for use, the body of the truck itself serving as a packing-box for the other members.

The invention will be first fully described in connection with the accompanying drawings, and then particularly referred to and pointed out in the claims.

In the drawings, in which like parts are indicated by similar reference-letters wherever they occur throughout the various views, Figure 1 is a side elevation of the truck set up for use. The side piece at one corner is broken away, the broken-away part and the corner-post attached to it being removed to expose the parts back of them. Fig. 2 is an inverted plan view of the truck knocked down and packed for shipment. In this view one of the corner-posts is shown attached and in transverse section, the section being taken through line *x x* of Fig. 3, which figure is an enlarged detail view in vertical section. Fig. 4 is a detail view in vertical section of the truck end through line *y y* of Fig. 2.

The truck-body is composed of the side pieces, A, and end pieces, B. The side pieces are transversely grooved, at *a*, near each end, to receive the ends of the end pieces, B. The end pieces are longitudinally grooved upon opposite sides, at *b*, to receive the bolt-rods D, which clamp the body-frame, consisting of the side and end pieces, together. The bolts D, passing through both side pieces, A, and being seated snugly in the grooves *b* in the end pieces, more firmly secure the parts against vertical movement than if the end pieces were mortised into the sides, and the construction is much cheaper. The ends of the side pieces, A, are tenoned to enter mortises in the up-

right corner-posts E, the said corner-posts being securely held in place by bolts F, which pass through the posts and into the ends of the side pieces, where they engage nuts *f*, which are embedded in said side pieces.

The large center wheels, G, of which there are two, one upon each side, are mounted upon a transverse shaft which has its bearings in the hangers H, which hangers are bolted to the side pieces, A. Upon each end piece, B, is secured a caster-wheel, I, which has its bearings in the bracket-frame J. This bracket-frame has a laterally-projecting arm, *j*, which passes underneath the lower edge of the end piece and has an upwardly-projecting spur, *j'*, which passes back of the end piece, and which, in connection with a screw in the bottom and bolts through the frame and end pieces, secures the frame firmly in place.

The floor or platform K of the truck is secured on the side pieces by screws or nails in the usual manner.

To pack the truck for shipment, the posts E and the wheels, with their bearings, are removed and placed within the truck-frame and covered with packing-boards L, as seen in Fig. 2. The packing-boards are held in place by strips *l*, which are placed over them and nailed to the inside of the side pieces, A.

It will be seen that the truck-body also serves as the packing-box for the truck when shipped, thus saving the expense of a separate box, and by reason of the compact manner in which the device is put up a lower freight-rate is secured.

What I claim is—

1. In a truck, the combination of the sides A, transversely grooved upon their inner sides to receive the ends of the end pieces, the end pieces, B, having longitudinal grooves *b* upon opposite sides near the top and bottom edges, and the securing-bolts D, passing through the side pieces and seated in the grooves in the end pieces, substantially as hereinafore set forth.
2. In a truck, the combination of the side pieces, A, having tenoned ends and transversely grooved at *a*, the mortised posts, and bolts F, to secure the same upon the ends of the side pieces, the end pieces longitudinally

grooved at *b*, and the bolts *D*, to secure the end and side pieces together, substantially as hereinbefore set forth.

3. A truck-body composed of side and end 5 pieces, framed together as described, in combination with the truck-wheels *G*, the hangers *H*, in which said wheels are mounted, and the caster-wheels and brackets *Jjj'*, in which

they are mounted, substantially as hereinbefore set forth.

JOHN T. TOWSLEY.

Witnesses:

GEO. J. MURRAY,

FRANK L. MILLWARD.