

(No Model.)

J. T. TOWSLEY.  
TRUCK.

No. 414,344.

Patented Nov. 5, 1889.

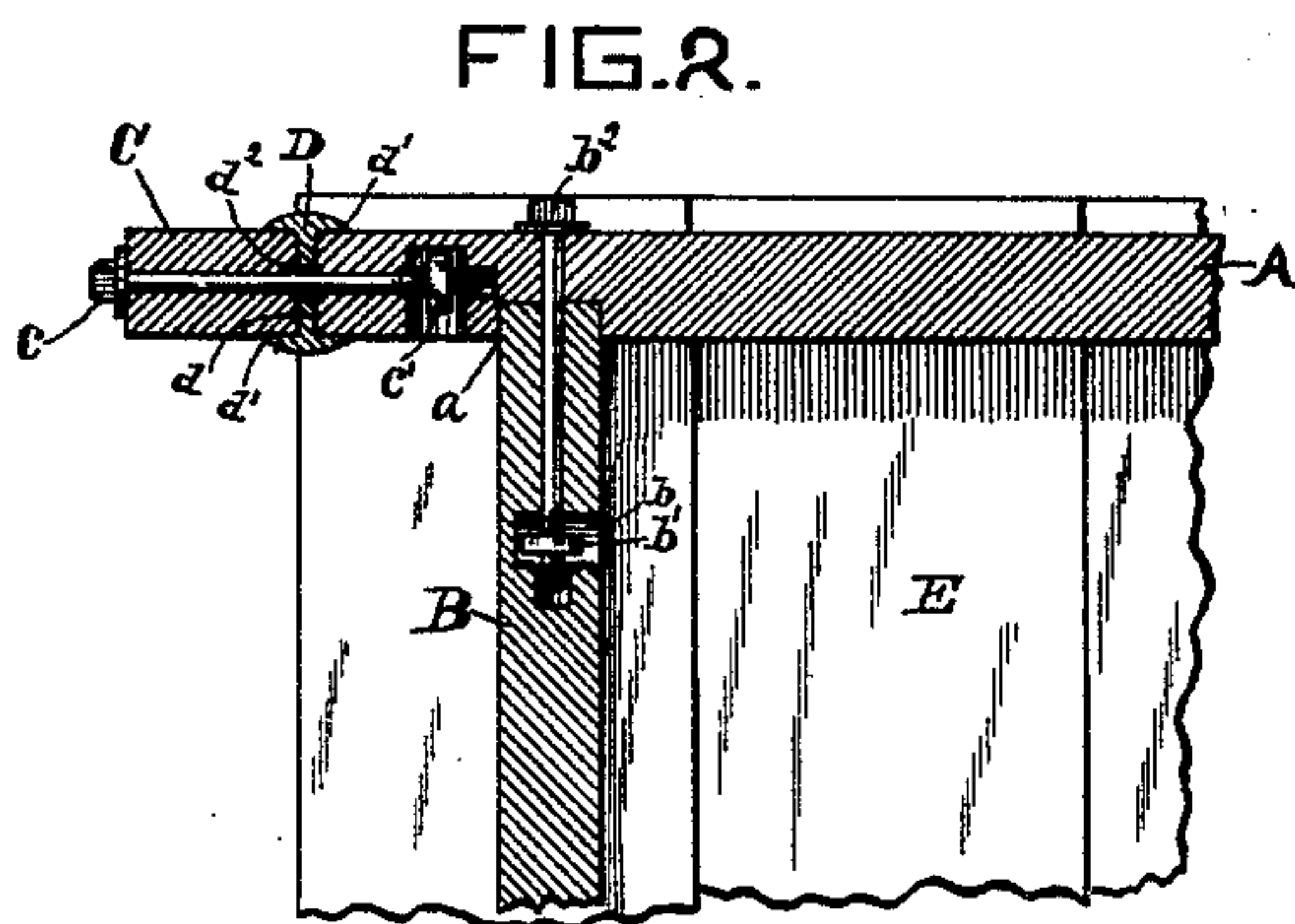
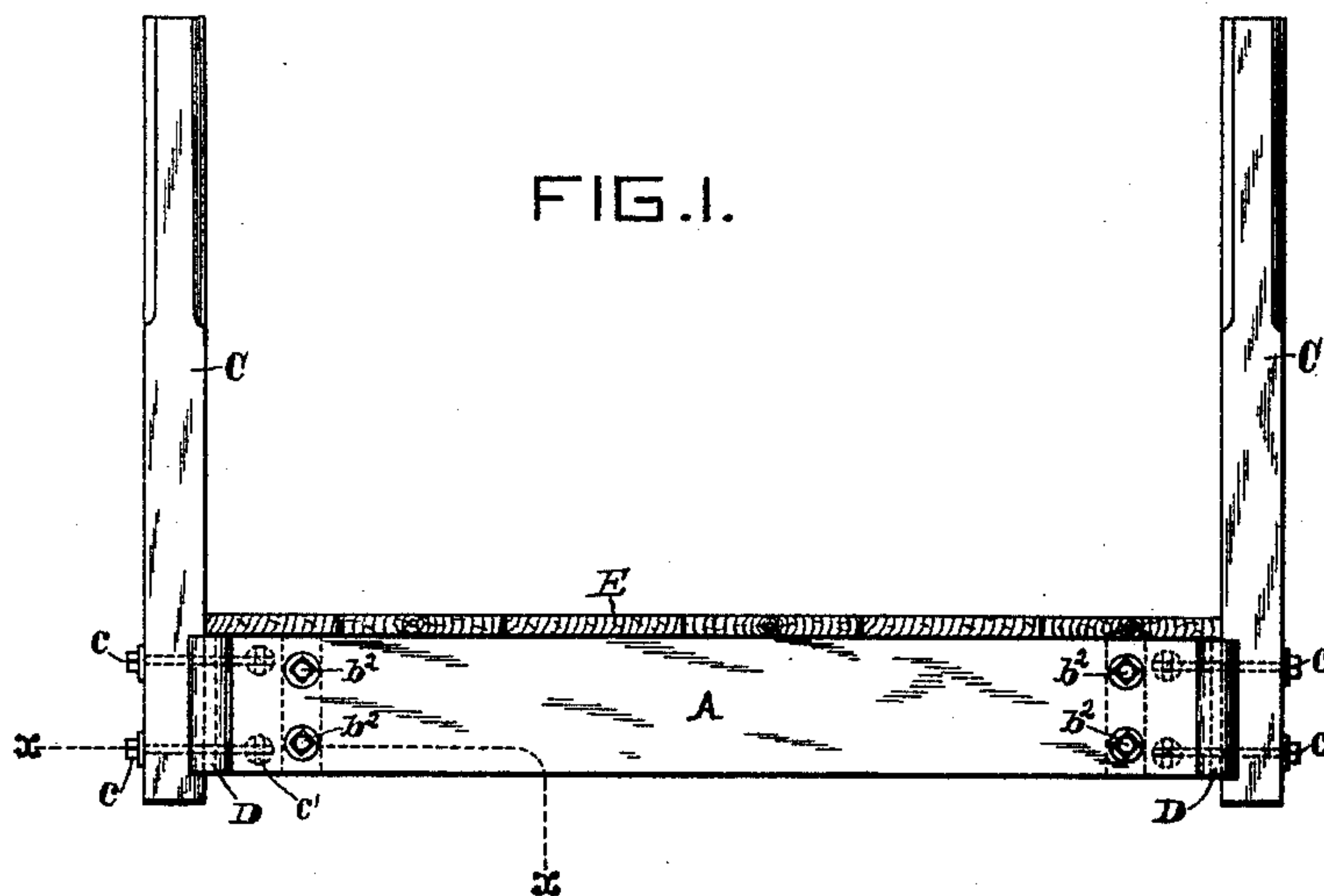
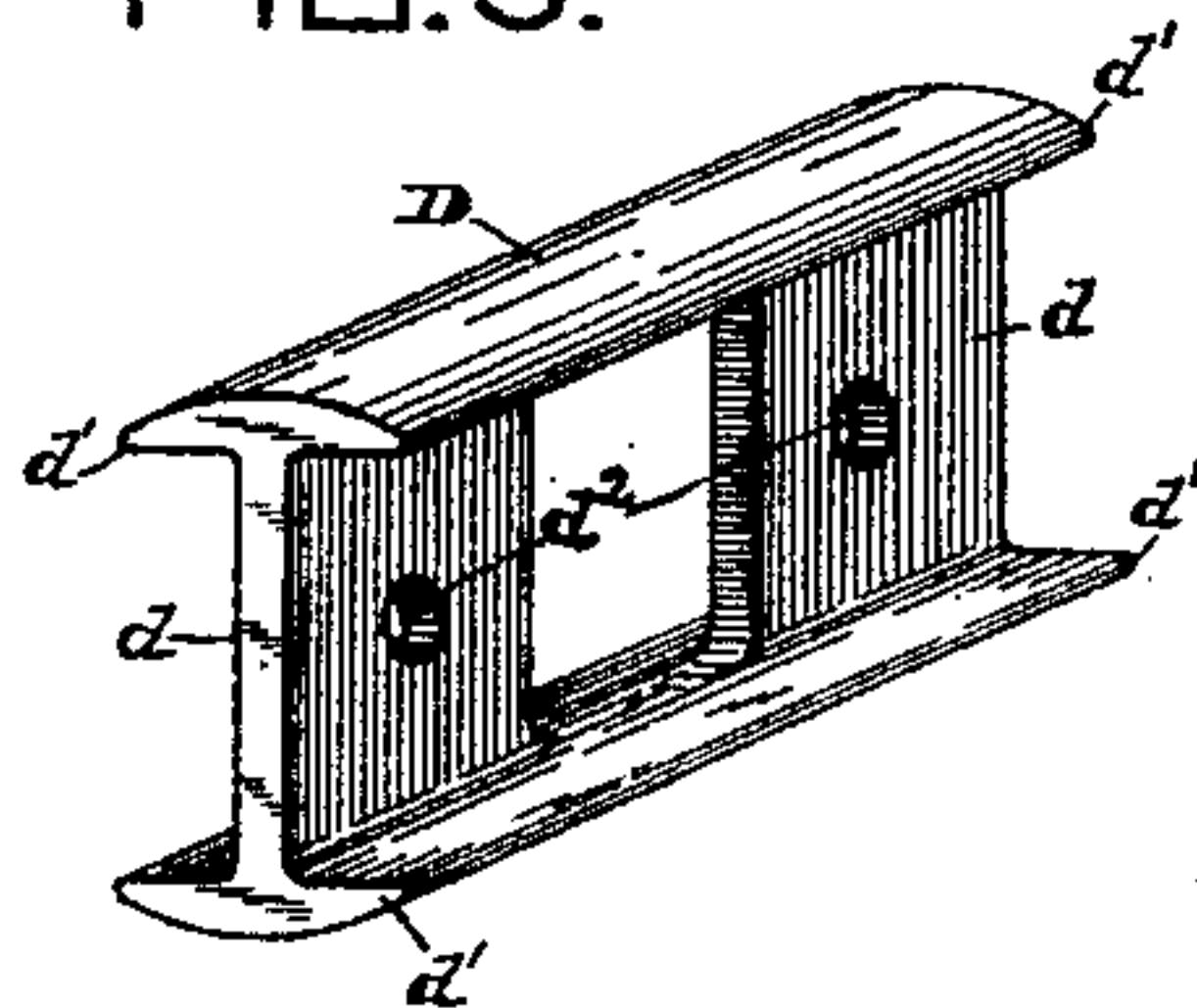


FIG. 3.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN T. TOWSLEY, OF CINCINNATI, OHIO.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 414,344, dated November 5, 1889.

Application filed September 24, 1888. Serial No. 286,174. (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 relates to an improvement in factory and warehouse trucks, and particularly to means for framing the parts together, whereby the truck is made stronger, and hence more durable.

In the accompanying 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 a truck-frame embodying my invention. Fig. 2 is an inverted detail view of one corner upon an enlarged scale and taken in section through line  $x x$  of Fig. 1. Fig. 3 is a perspective view, upon a greatly-enlarged scale, of the metal gib used to brace and strengthen the joint between the side rail and upright post.

The truck-frame is composed of side rails A, the end rails B, and the upright posts C. Each of these is formed in the peculiar manner now to be described, and are all connected together, by reason of their peculiar construction, by the coupling devices I have invented and adapted to render the truck more durable and efficient. The side rails A differ from the ones in common use in having their ends cut off square without tenons and in having their inner faces gained at  $a$  to receive the ends of the end rails B. The end rails differ only in having their ends bored back to transverse bores  $b$ , which bores are to receive the nuts  $b'$ , which, in connection with the bolts  $b^2$ , fasten the side rails A and end rails B together.

The advantage of this construction over my former invention, in which the securing-bolts pass entirely through the grooves upon opposite sides of the end rails and through both side rails, is that the light bolts are cheaper than the two long ones and the bores for them do not weaken the end rails so much; but the strength of the truck-frame in this case, as in

my former invention, depends mainly upon the fact that the ends of the end rails B are firmly seated in the transverse gains or grooves in the side rails.

As my trucks are intended and are principally used for moving machined or "dimension" stuff, considerable strain is brought upon the uprights C. It is therefore important that their union with the side rails be stronger than it would be possible to make them by the ordinary joints or unions heretofore employed. I have therefore provided the gib D, Fig. 3. This consists of a single piece of cast metal comprising web  $d$  and flanged edges  $d'$ . The web is perforated at  $d^2$  to receive the fastening-bolts  $c$ , which pass through the uprights C, through perforations in web  $d$ , and into the end rails A, in which are seated the tightening-nuts  $c'$ . The central perforation in the web is simply for the purpose of saving metal. The ends of side rails A and the lower part of the upright posts C are firmly seated between the flanges  $d'$  of the gib D, the flanges overlapping the end corners of the rails, and the adjacent corners of the uprights relieve the bolts from lateral strain and prevent the rails and posts from splitting. The labor of mortising the posts and tenoning the rails is also avoided. After the truck-frame, composed of side and end rails, is put together the floor E is put on, and the box thus formed serves for packing the posts, bolts, gibs, and truck-wheels when the trucks are to be shipped.

I claim—

1. In a truck, the combination of the truck-frame composed of side and end rails so framed together that the side rails project beyond the end rails, the upright posts C, and metal gib D, interposed between the ends of the side rails and the posts, and the securing-bolts passing through the posts, gibs, and into the end rails, substantially as shown and described.

2. The metal gib D, for strengthening the joints between the posts and rails of trucks, said gib consisting of the flanges  $d'$  and perforated web  $d$ , connecting said flanges, substantially as and for the purpose set forth.



3. The combination, substantially as here-  
inbefore set forth, of the side rails A, having  
square ends transversly grooved at  $a$ , the end  
rails B, having their ends seated in the grooves  
5 of the side rails, the uprights C, the flanged  
metal pieces D between the posts and ends  
of the side rails and overlapping the corners

of the side rails and the adjacent corners of  
the uprights, and the bolts  $c$   $b^2$  and their nuts  
to secure the parts together.

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Witnesses:

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