

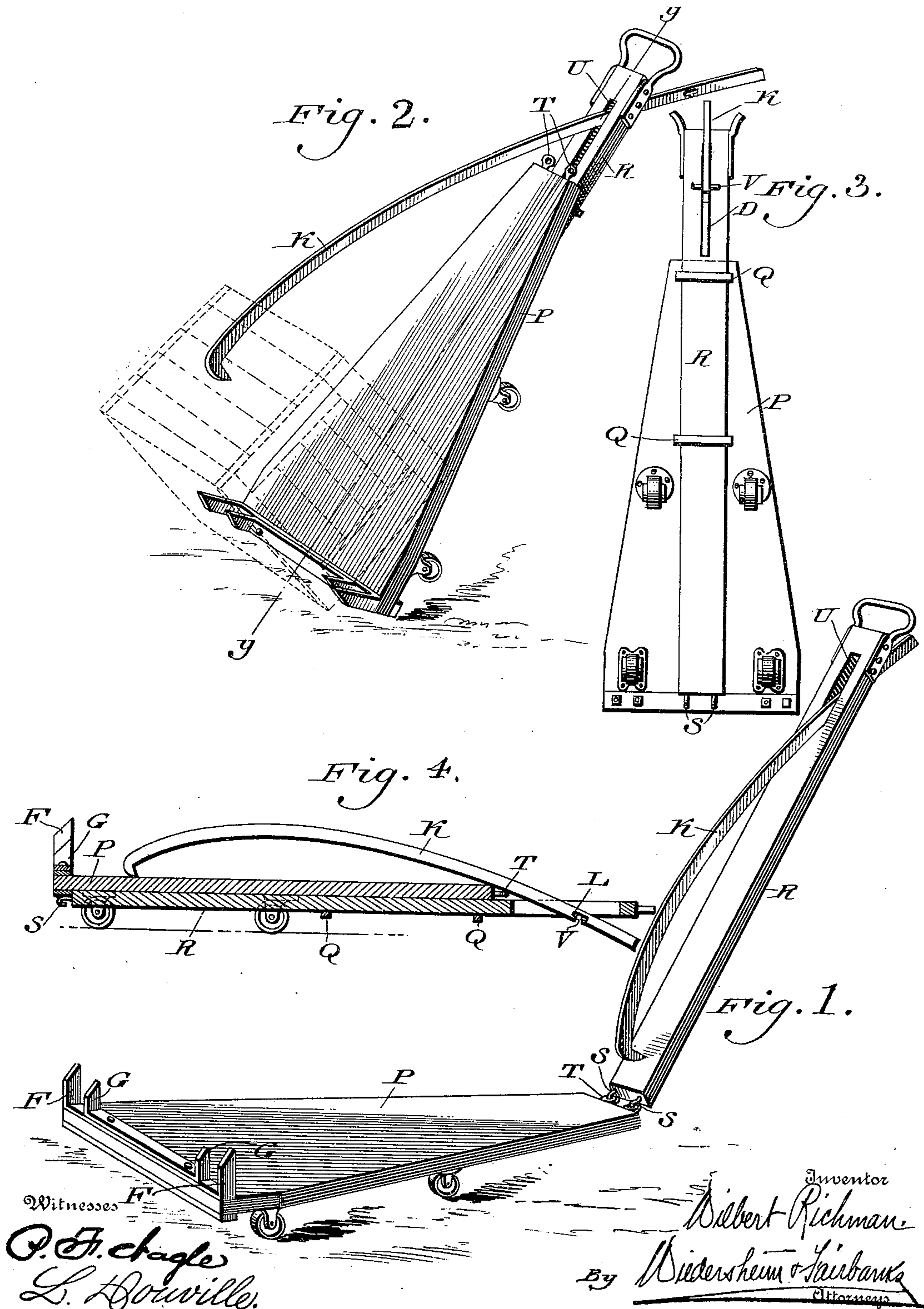
No. 637,284.

Patented Nov. 21, 1899.

W. RICHMAN.  
TRUCK.

(Application filed Apr. 7, 1899.)

(No Model.)





# UNITED STATES PATENT OFFICE.

WILBERT RICHMAN, OF WOODSTOWN, NEW JERSEY.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 637,284, dated November 21, 1899.

Application filed April 7, 1899. Serial No. 712,095. (No model.)

*To all whom it may concern:*

Be it known that I, WILBERT RICHMAN, a citizen of the United States, residing in the city of Woodstown, county of Salem, State of New Jersey, have invented a new and useful Improvement in Trucks, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of an improved construction of a truck, the body of which is provided with an adjustable extension bar or device which is adapted to be inserted in suitable straps or guides attached to the truck-body, whereby the truck can be adjusted for packages or boxes of various sizes and shapes.

It further consists in providing the body portion of a truck constructed as above described with long spurs situated at one end and near the sides of the same and short spurs located between said long spurs.

It further consists of novel details of construction, all as will be hereinafter fully set forth, and particularly pointed out in the claims.

Figure 1 represents a perspective view of a truck embodying my invention, showing the extension-bar removed from its guides attached to the body of the truck. Fig. 2 represents a perspective view of the truck, showing the extension device in partly-closed position. Fig. 3 represents a bottom plan view of the truck seen in Fig. 2. Fig. 4 represents a section on line *y y*, Fig. 2.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, my improved truck consists of a body portion formed in any suitable manner and having secured at the forward end thereof two sets of teeth or spurs F and G, it being noted that each of said spurs is beveled rearwardly or toward the handle of the truck, thus partaking of the shape of ratchet or saw teeth pointed rearwardly, it being seen that in the present instance the rear faces H of the teeth or spurs are practically at right angles to the plane of the truck, while the front faces J incline rearwardly, as shown.

K designates an adjustable cant-hook, which has one end provided with a T-shaped slot L, which has the opening M therein. I preferably construct the body portion of the truck

of a continuous piece of material, as P, and attach to the underside thereof the straps or staples Q, which serve as ways for the reception of the extension-bar R, the latter having the hooks S on the end thereof, which are adapted to engage the eyes T on the upper extremity or handle end of the body P. The extension-bar R is provided with a slot U therein in which the cant-hook K is located, the latter having the T-shaped slot L therein, which is adapted to engage the pin V, which is located in said slot.

I have found that spurs of the above-described construction will bite the box or package in a satisfactory manner, and the truck is consequently adapted for all classes of work, a large box or package engaging the outer spurs F, while a very small box can be engaged and held by the smaller spurs G, it being evident that the spurs can be integral with the body portion without departing from the spirit of my invention.

It is understood that in using a truck of this description the truck is first moved along the side of the box to bring the points of the spurs in contact therewith, after which the cant-hook is thrown into engagement with the opposite side thereof and the box elevated and transported, as will be understood from Fig. 4.

It is obvious that the inclined or rearwardly-extending spurs or teeth F or G bite into the box or package in a manner that will effectually prevent the same from falling. Furthermore, it is seen that by reason of the inclination of the teeth a tendency of the spurs to bite deeper increases proportionately with the weight of the box or package.

The truck-body is provided with wheels or rollers attached to the under side thereof in any suitable manner.

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

1. A truck consisting of a suitable body portion, ways or guides attached to the under side thereof, an extension-bar located in said ways and carrying a cant-hook, said bar being adapted to be removed from said ways and to be in engagement with the body of said truck.

2. The combination with a body portion

having long spurs situated at one end and near the sides of the same, of short spurs situated between said long spurs, an extension-bar guided in suitable ways attached to said  
5 body portion, connecting devices common to said extension-bar and body portion, a slot in said extension-bar, and a cant-hook mounted in said slot, and having a T-shaped opening therein, said opening being adapted to engage  
10 a rod or pin in said slot.

3. A truck consisting of a suitable body portion, ways or guides attached to the under portion thereof, a movable bar adapted to be located in said ways and carrying a cant-  
15 hook, and interlocking devices common to an end of said body and to said bar.

4. A truck consisting of a suitable body,

ways or guides attached to the under portion thereof, a movable bar adapted to occupy said ways, a slot in said bar, a cant-hook mounted 20 on a pin in said slot and having a T-shaped opening therein and connecting devices common to said bar and body portion.

5. A truck consisting of a body, ways or guides attached to a suitable portion thereof 25 and an extension-bar located in said ways and carrying a cant-hook, said bar and cant-hook moving in unison and being capable of longitudinal adjustment relative to said body.

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Witnesses:

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