

No. 665,444.

Patented Jan. 8, 1901.

V. S. KLINK.  
TRUCK.

(Application filed Apr. 20, 1900.)

(No Model.)

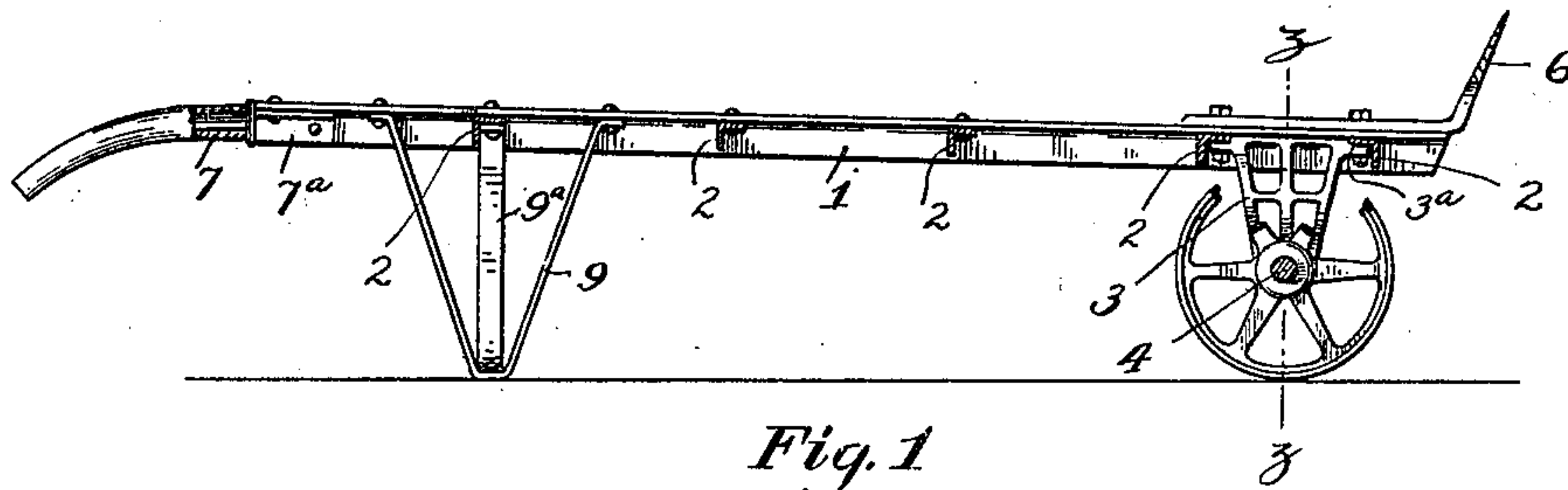


Fig. 1

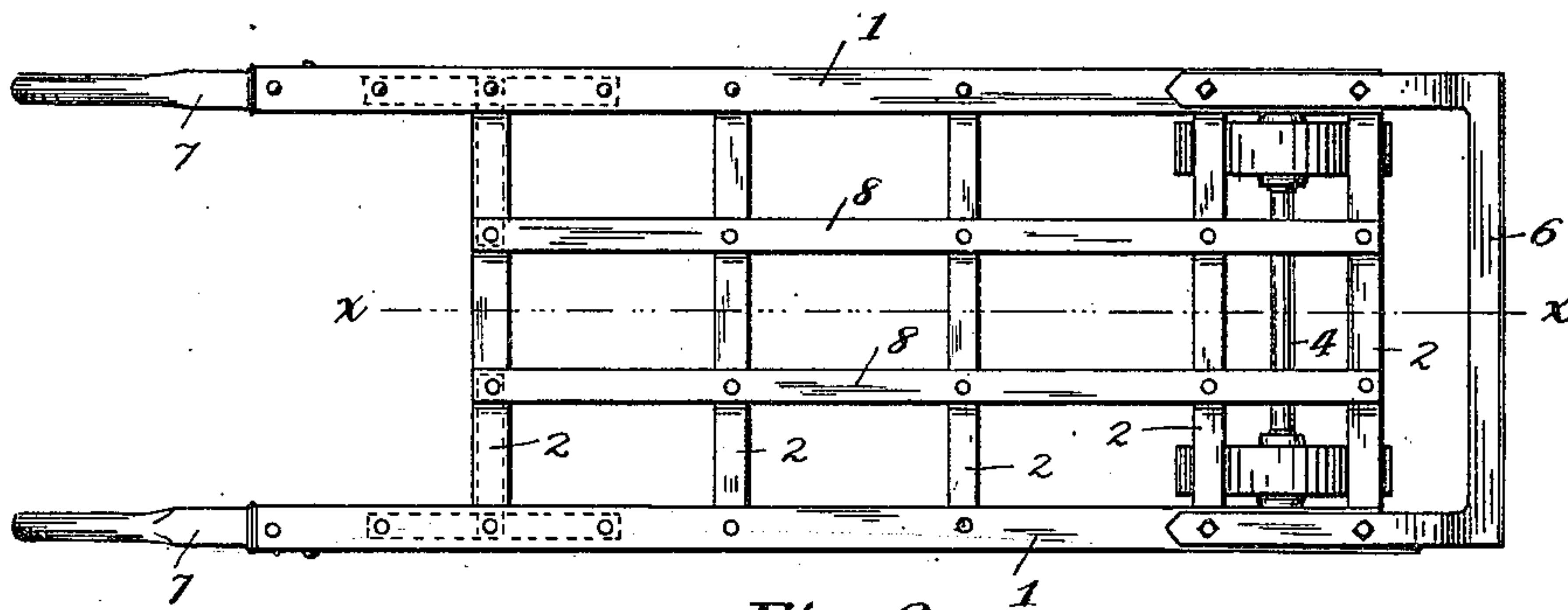


Fig. 2

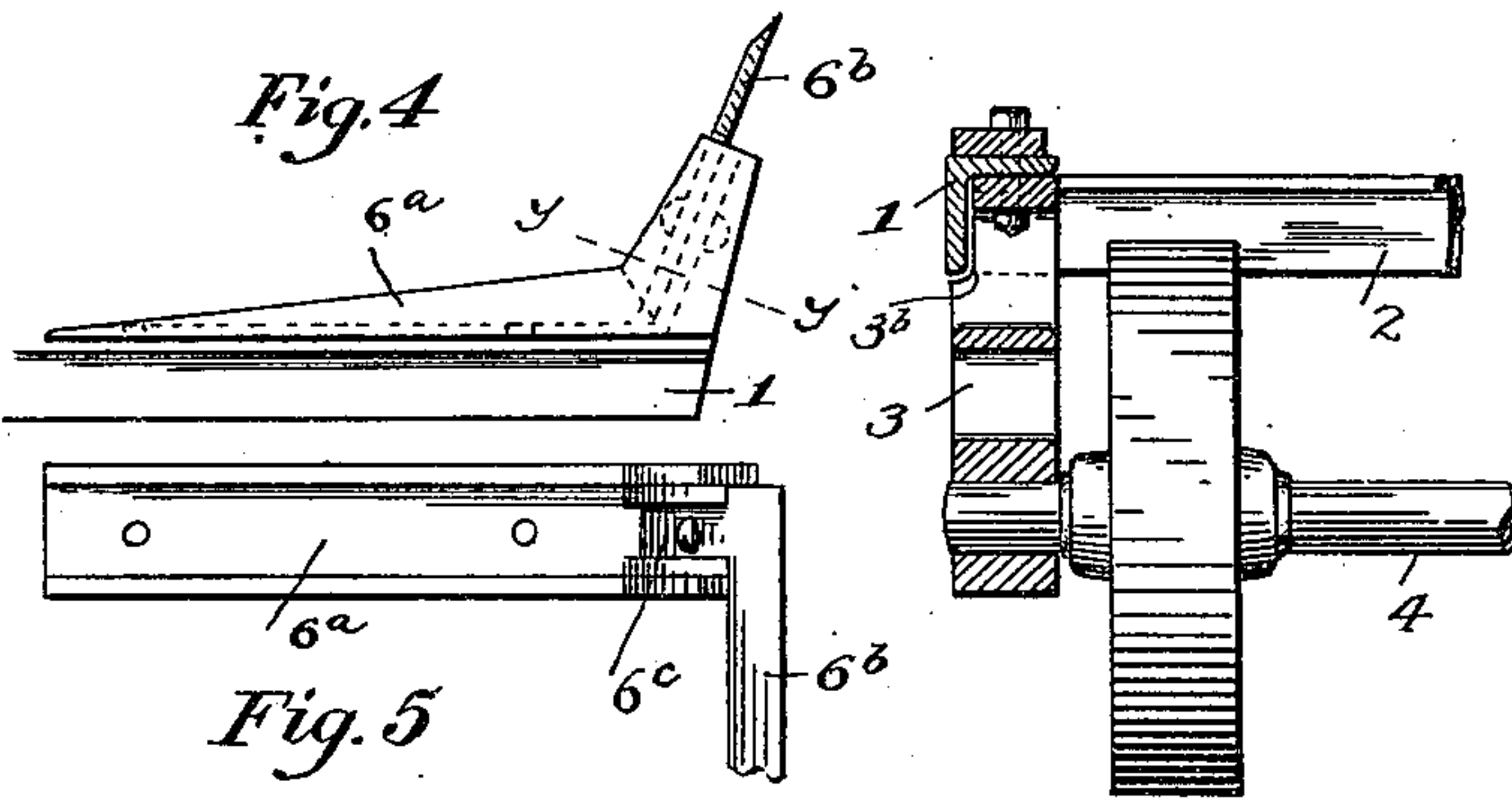


Fig. 3

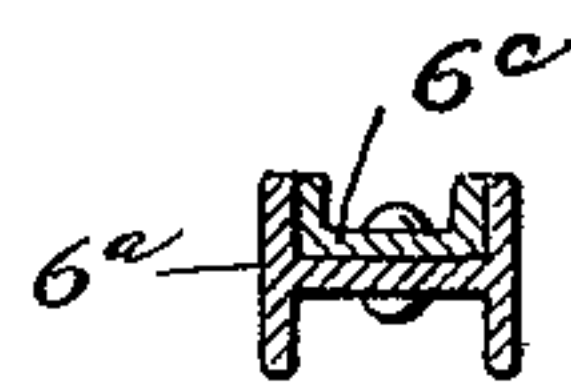


Fig. 4

Fig. 5

Fig. 6

Witnesses  
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# UNITED STATES PATENT OFFICE.

VICTOR S. KLINK, OF COLUMBUS, OHIO.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 665,444, dated January 8, 1901.

Application filed April 20, 1900. Serial No. 13,658. (No model.)

*To all whom it may concern:*

Be it known that I, VICTOR S. KLINK, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The tendency of the present era is to make things light, strong, and durable, and to work steel and iron into shapes to accomplish these results. As illustrations, steel bridges have been devised to take the place of wooden ones and steel railway-cars are rapidly superseding those of wood.

Heretofore the frames of trucks for handling freight on wharves and in warehouses have been constructed of wood, and owing to the rough usage to which they are subjected their period of service is comparatively limited.

The object of the present invention is to furnish an improved truck constructed chiefly of a structural steel in simple and economical form, so as to prolong indefinitely the period of its usefulness without greatly, if at all, adding to the weight of the device.

In the accompanying drawings, showing an embodiment of the invention, Figure 1 is a sectional elevation on the line *xx*, Fig. 2. Fig. 2 is a top plan view. Fig. 3 is a detail in section, on a large scale, and taken on line *zz*, Fig. 1. Fig. 4 shows in section and elevation an improved form of nose. Fig. 5 is a top view of one end of the improved nose; and Fig. 6 is a section taken on line *yy*, Fig. 4.

The sills 1 are made of angle-steel, and the cross-bars 2, connecting the sills, are also made of angle-steel. The brackets 3, that have the bearings for the wheel-axle 4, are made either of steel or cast-iron. These brackets have notches 3<sup>a</sup> at their upper corners and recesses 3<sup>b</sup> at their upper outer sides. The notches 3<sup>a</sup> fit over and engage the horizontal flanges of the two forward cross-bars 2, and the recess 3<sup>b</sup> fits under the vertical flange of the sill 1.

The nose 6 can be formed of a single piece as heretofore, (see Fig. 2;) but in such form it sometimes breaks at the angle between the horizontal and the upright part. Therefore I have devised a nose comprising parts as follows: Angle base portions 6<sup>a</sup>, to be secured to the sills, said base portions being chan-

neled at their upper sides as well as along the forward and rear sides of the upright portion of the base, and the nose portion proper, 6<sup>b</sup>, having flanged shanks 6<sup>c</sup>, fitted in and riveted to the channel of the forward side of the upright portion of the base.

The nose and the axle-brackets are secured to the sills 1 by bolts. The handles 7 are hollow and have an inset angle projection 7<sup>a</sup>, that is riveted to the horizontal and vertical flanges of the sills 1. Flat strips 8 are riveted to the upper sides of the cross-pieces 2.

The legs 9 are each formed of strip-steel bent to V shape, riveted to the horizontal flange of the angle-steel sills 1, the vertical flanges of the sills serving to brace the legs against outward bending and braces 9<sup>a</sup> reaching inward and riveted to the horizontal flange of the rearmost cross-bar 2.

It will be observed that in the frame of my truck, as herein shown and described, the angle-steel is so disposed and connected as to be thoroughly braced in every direction. It will be observed also that but four bolts are required in the whole structure. With an occasional coat of paint the truck thus constructed is practically indestructible, and it is believed this truck will supersede the wooden article as other steel structures are superseding wooden ones.

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

1. In a truck, sills 1 of angle-bar and hollow handles having inset angle-bar projections 7<sup>a</sup> to lap against and be secured to the flanges of the angle-bar of the sills.

2. In a truck, sills 1 of angle-bar, cross-pieces 2 also of angle-bar connecting the sills, wheel-axle-supporting brackets secured to the sills and braced at their opposite upper ends against the vertical flanges of the cross-pieces, and at their outer sides against the vertical flanges of the sills, substantially as shown and described.

3. A nose for a truck comprising the flanged or channeled base portions to be secured to the sills of the truck, and a nosepiece proper fitted and secured in the base portions, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

VICTOR S. KLINK.

Witnesses:

GEORGE W. ALFRED,  
GEORGE M. FINCKEL.