

No. 707,950.

Patented Aug. 26, 1902.

G. H. STEER.
TRUCK.

(Application filed Mar. 3, 1902.)

(No Model.)

Fig. 1.

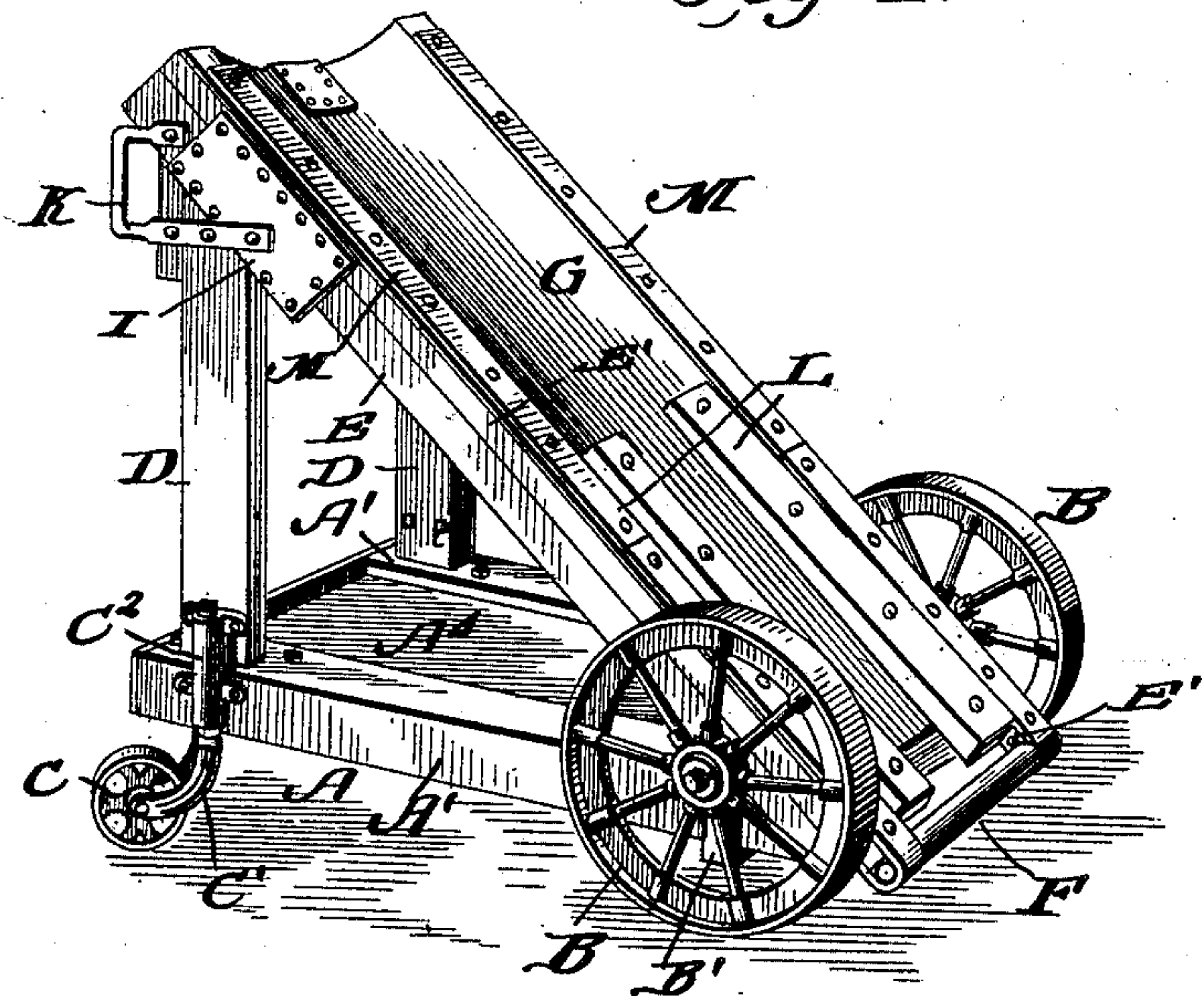


Fig. 3.

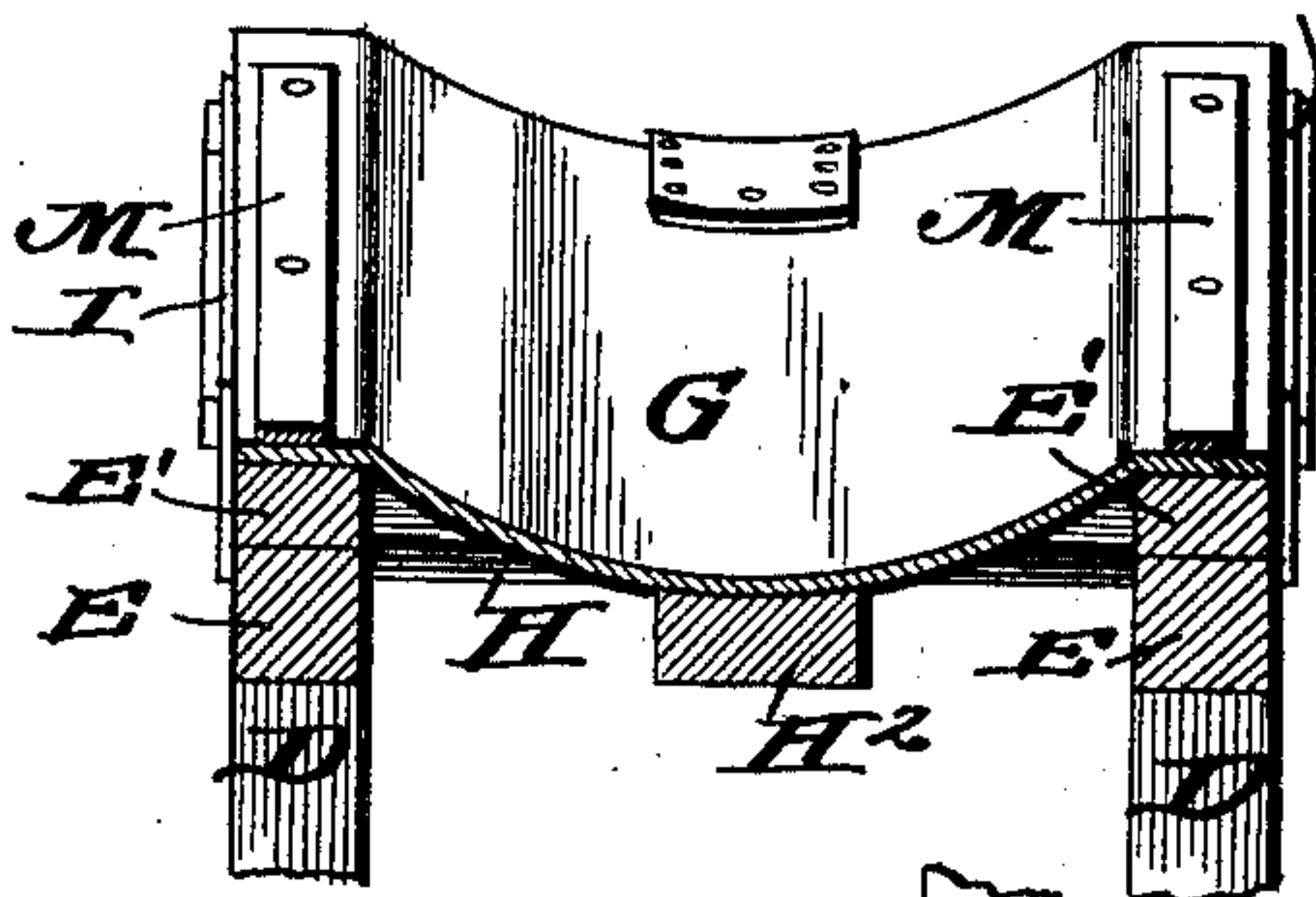


Fig. 5.



Fig. 4.

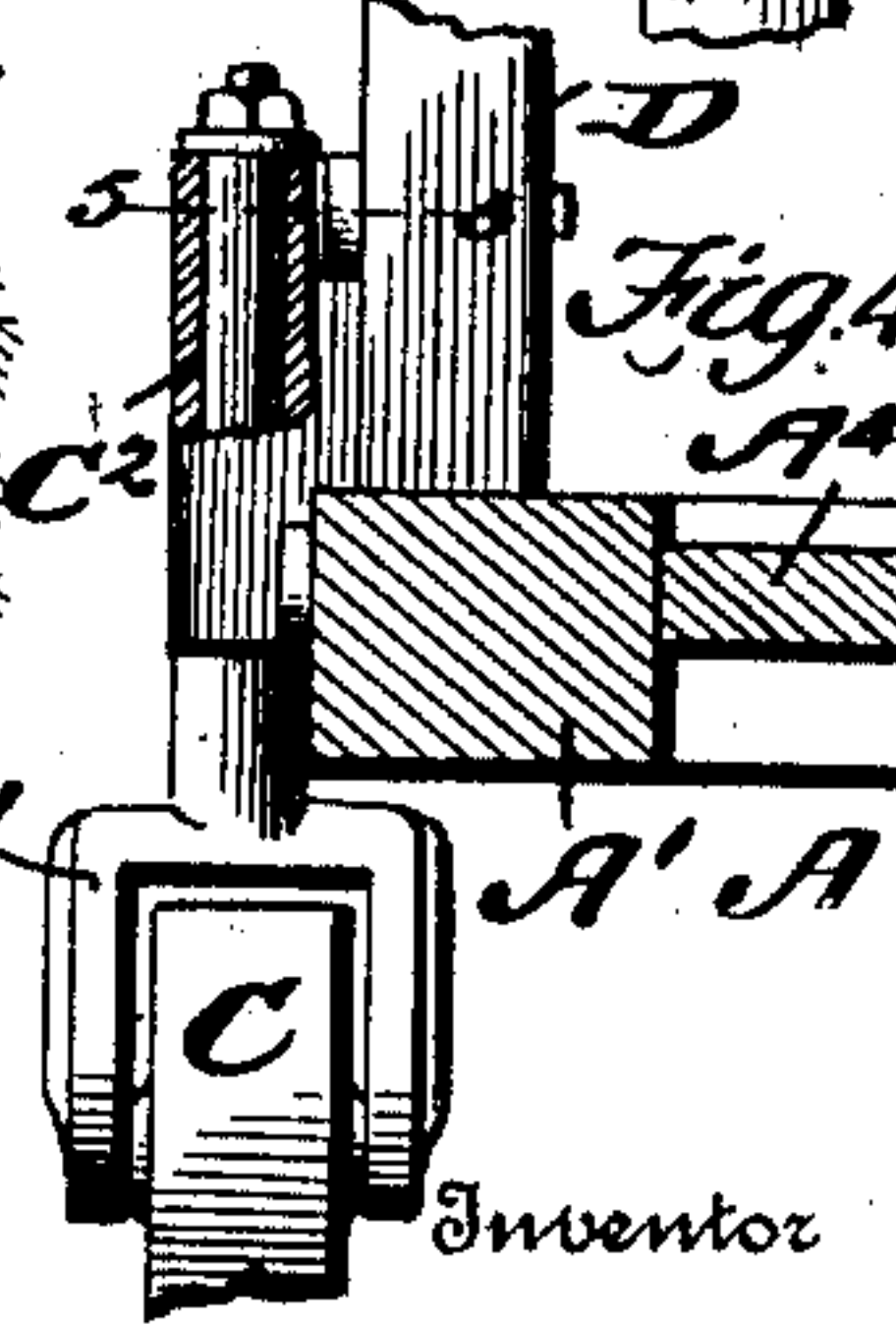


Fig. 2.

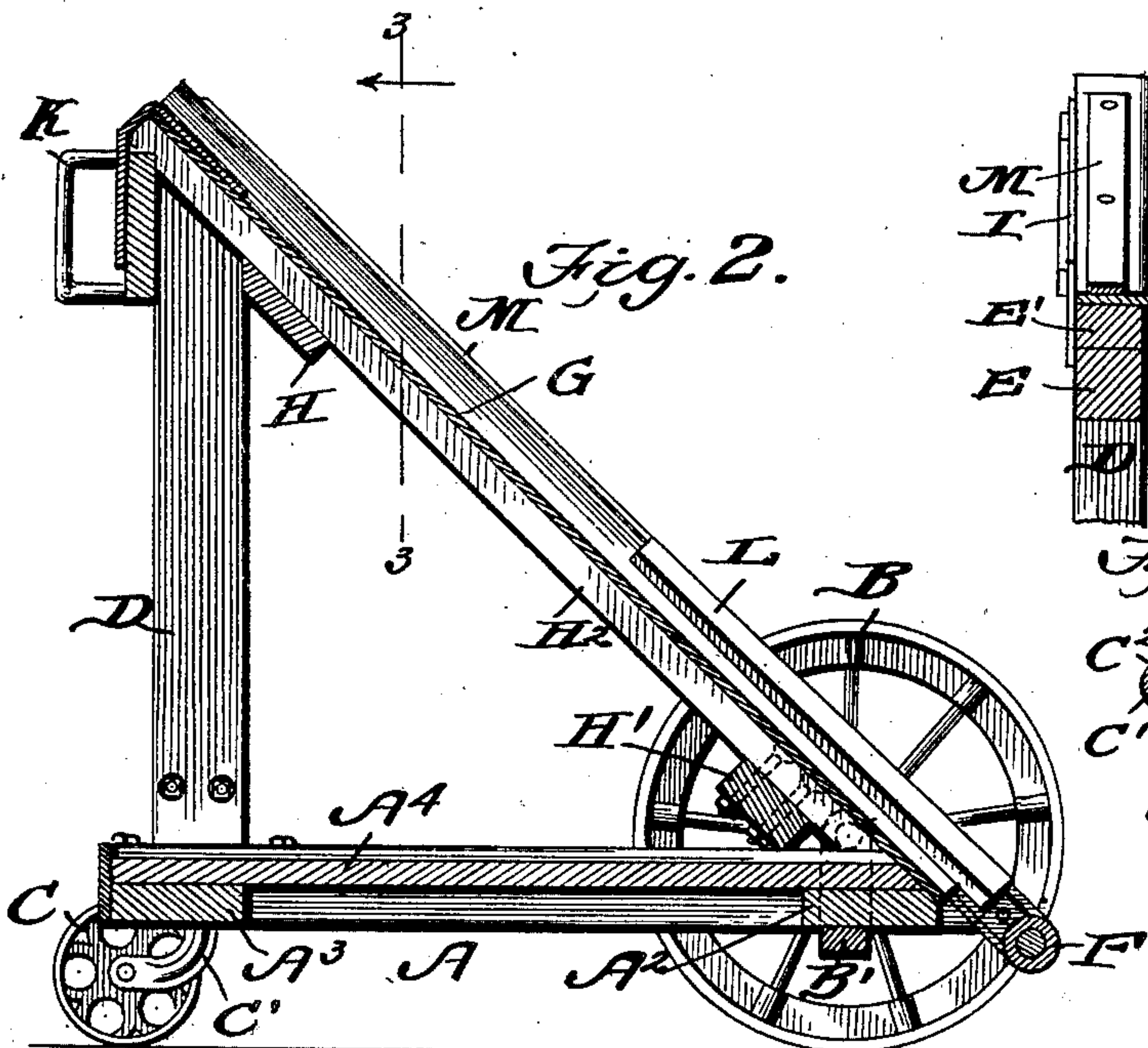


Fig. 6.



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UNITED STATES PATENT OFFICE.

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TRUCK.

SPECIFICATION forming part of Letters Patent No. 707,950, dated August 26, 1902.

Application filed March 3, 1902. Serial No. 96,534. (No model.)

To all whom it may concern:

Be it known that I, GEORGE HOBSON STEER, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and useful Truck, of which the following is a specification.

This invention relates generally to trucks, and more particularly to one especially adapted for handling heavy rolls of paper and similar material.

The object of the invention is to provide an exceedingly strong and durable construction of truck for the purpose specified, one which can be quickly and easily loaded and unloaded, and one which can be easily moved from place to place when loaded.

With these various objects in view the invention consists in the novel features of construction and combination, all of which will be fully described hereinafter and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a perspective view of a truck constructed in accordance with my invention. Fig. 2 is a vertical longitudinal sectional view of the same. Fig. 3 is detail sectional view on the line 3 3 of Fig. 2. Fig. 4 is a detail sectional view illustrating the manner of constructing and arranging the rear casters. Fig. 5 is a detail sectional view on the line 5 5 of Fig. 4. Fig. 6 is a detail elevation illustrating the form of axle employed.

In constructing a truck in accordance with my invention I employ a horizontal base or platform A, which is preferably built up of the side beams A', front cross-beam A², and the rear cross-beam A³, and, if desired, a suitable flooring A⁴ may be arranged upon the cross-beams, as most clearly shown. This horizontal base or platform A is supported at the forward end upon strong durable wheels B, mounted upon the ends of the drop-axle B', and the rear end is supported upon the caster-wheels C, mounted in brackets C', the shanks or spindles of which are journaled in the sockets C², securely fastened to the rear ends of the base of the platform A, the upper portions of said sockets being secured to the upright standards D, which are securely

fastened upon the side beams of the horizontal base or platform, said upright standards supporting the rear ends of the inclined side beams E and E', the beam E terminating at its juncture with the side beam A', whereas the beam E' projects forwardly and downwardly beyond the said beam A', and a roller F is journaled between the said forwardly-projecting ends of the beams E', the purpose of said roller being to facilitate the loading of material upon the truck, the inclined side beams being connected by a stout metal plate G, which is preferably curved inwardly a considerable extent, so as to form a convenient rest for cylindrical-shaped articles, such as rolls of paper and the like.

H indicates a transverse brace arranged beneath the inclined side beams adjacent to their upper ends, and H' a similar brace arranged beneath the inclined side beams adjacent to their lower ends, and H² is a longitudinal brace extending the entire length of the plate G or the inclined portion of the truck.

Plates I are securely bolted to the upper ends of the side beams E and supporting-standards D, as most clearly shown in Fig. 1, and stout handles K are also connected at substantially the same points.

In order to steady the article to be transported upon the truck, I may employ upwardly-tapering strips or blocks L, which are secured upon the plate G adjacent to its side edges at the lower end thereof, as shown in Figs. 1 and 2; but it will be understood that these plates are not absolutely necessary.

In practice I prefer to protect the side beams E' by means of metallic straps M, and, if desired, these straps may be carried around the ends of the beams at their forward lower ends for the purpose of forming bearings for the roller F; but it will also be understood that this special construction is not absolutely necessary.

By means of a truck as herein shown and described I am enabled to quickly and easily arrange an article thereon for transportation. By having the large stout wheels at the front and small caster-wheels at the rear the truck can be quickly and easily handled for transportation purposes.

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

1. A truck of the kind described, comprising the horizontal base or platform, the front wheels and drop-axle, caster-wheels for supporting the rear end, the upright standards arranged at the rear end of the frame or platform, the inclined side beams, and the plate connecting the said side beams, all of said parts being rigidly connected for the purpose specified.

2. A truck of the kind described, comprising the base or platform, the axle and wheels for supporting the forward end, the caster-wheel for supporting the rear end, the upright standards, the inclined side beams, the curved metallic plate connecting the said inclined side beams, and the roller arranged between the forward ends of said inclined side beams,

and the handles attached to the upper ends of said side beams, substantially as specified.

3. A truck comprising a horizontal base or platform, the axle and wheels for supporting the forward end of said base or platform, the caster-wheels for supporting the rear end of the same, the upright standards, the inclined side beams, the curved metallic plate supported by the said side beams, the transverse and longitudinal brace-pieces, the metallic straps arranged upon the side pieces, the roller arranged at the forward end of the side beams and secured by means of the metallic straps, and the tapering straps arranged upon the curved metallic plate adjacent to its forward end, for the purpose described.

GEORGE HOBSON STEER.

Witnesses:

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