

No. 722,952.

PATENTED MAR. 17, 1903.

G. W. DAVIS.
TRUCK.

APPLICATION FILED JAN. 10, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.

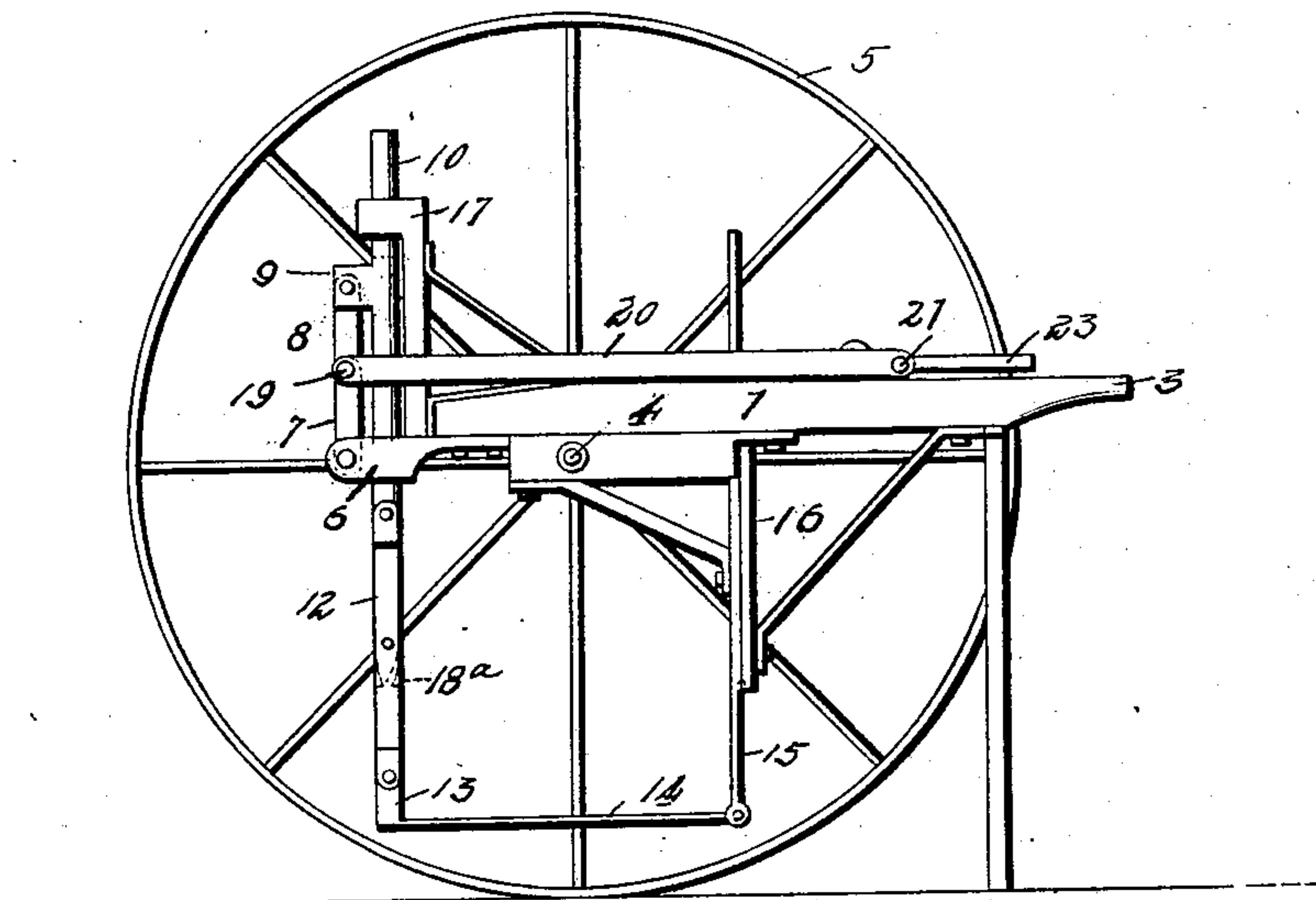
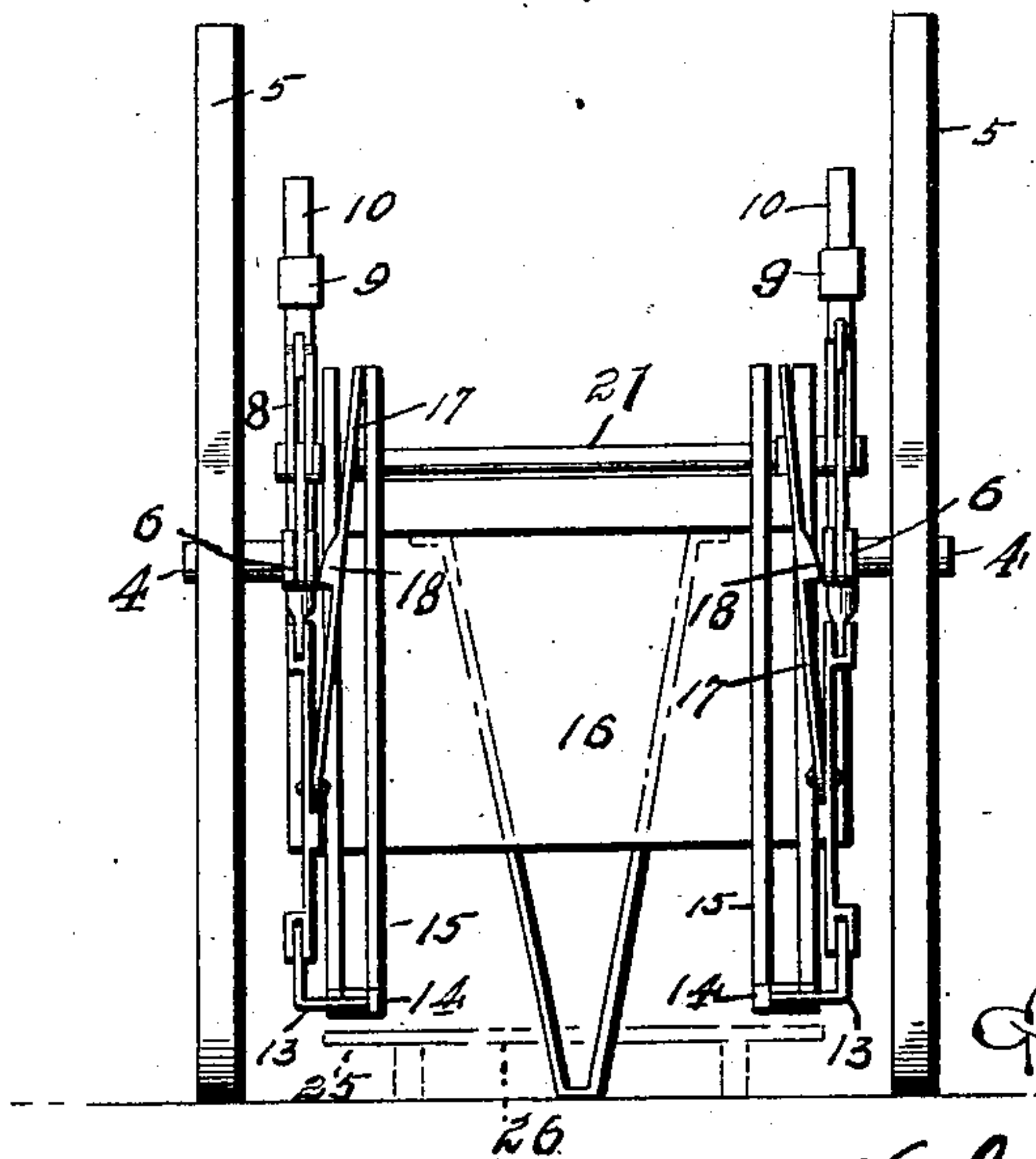


Fig. 2.



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Witnesses

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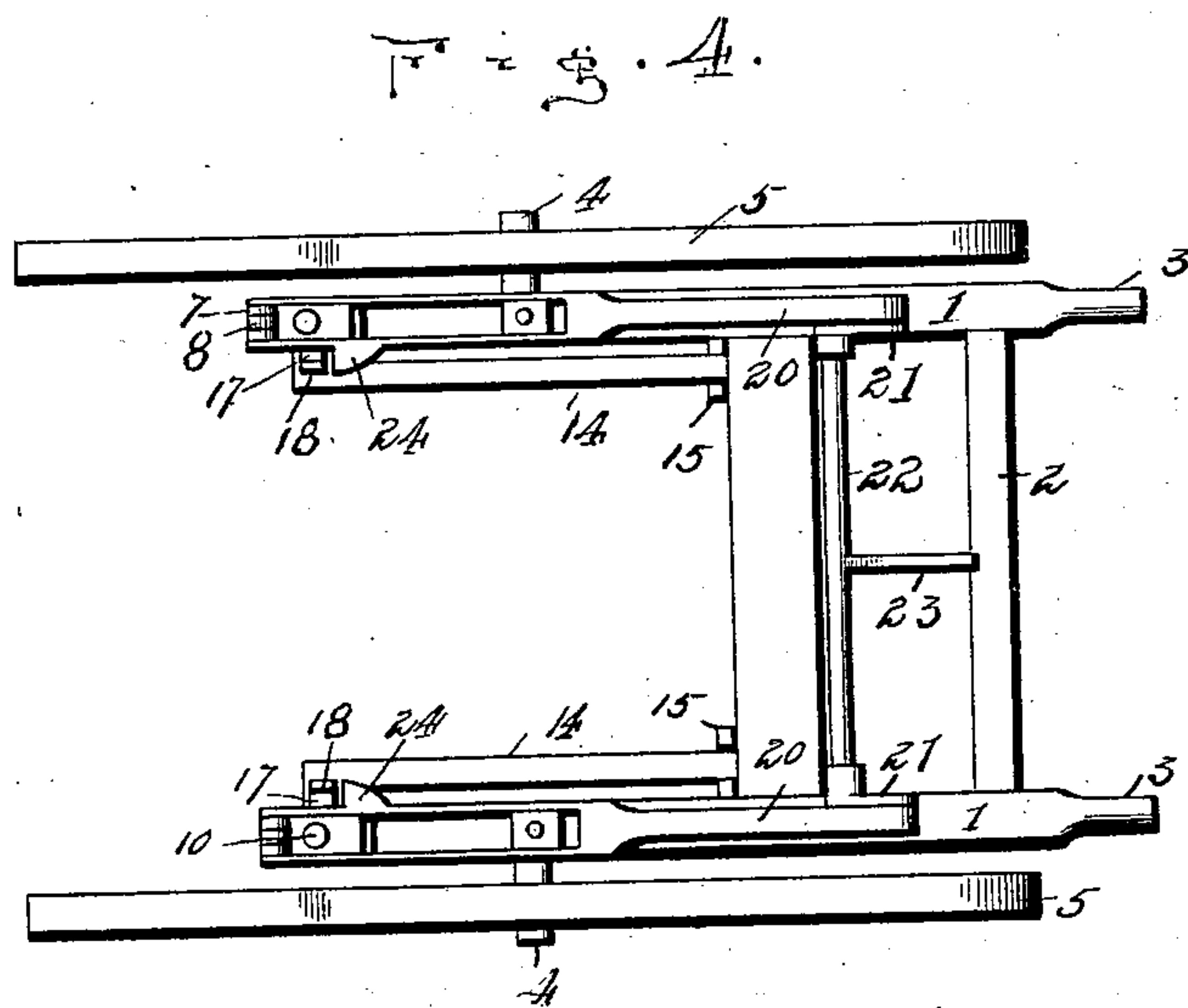
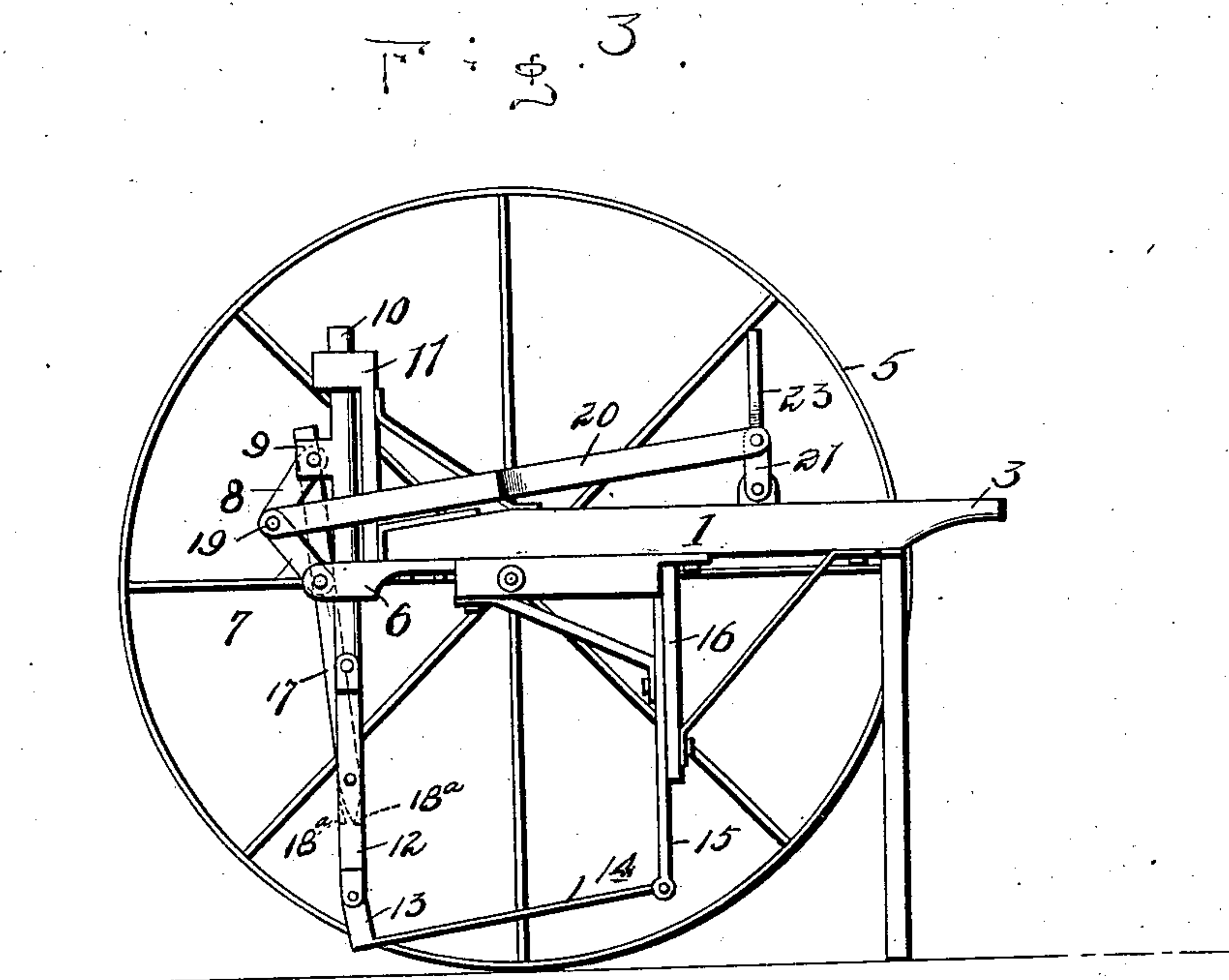
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2 SHEETS--SHEET 2.

NO MODEL.



George W. Davis. ^{Inventor}

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Witnesses

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J. W. Remy.
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UNITED STATES PATENT OFFICE.

GEORGE WASHINGTON DAVIS, OF VACAVILLE, CALIFORNIA.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 722,952, dated March 17, 1903.

Application filed January 10, 1903. Serial No. 138,530. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WASHINGTON DAVIS, a citizen of the United States, residing at Vacaville, in the county of Solano and State of California, have invented certain new and useful Improvements in Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to new and useful improvements in trucks especially adapted for use in raising trays of fruit, &c., and conveying them to or from a bleaching-house, drying-ground, or other locality. Its object is to provide a device of simple construction which may be readily operated and which is provided with means adapted to be moved beneath the trays and lifted, thereby raising them from the ground and permitting them to be readily conveyed from place to place.

A further object is to employ means whereby the tray and its contents can be readily deposited upon the ground without being unduly tilted.

With the above and other objects in view the invention consists in the novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of my invention, and in which—

Figure 1 is a side elevation with a wheel removed and showing the supporting mechanism in raised position. Fig. 2 is a front elevation showing in dotted lines a tray in position beneath the truck. Fig. 3 is a side elevation showing the supporting mechanism lowered for engagement with a tray, and Fig. 4 is a plan view of the truck.

Referring to the figures by numerals of reference, 1 1 are side rails of the frame, which are connected by cross-strips 2 and terminate at one end in handles 3. Short shafts 4 extend from opposite sides of the frame, and upon each is mounted a traction-wheel 5. A forked arm 6 extends forward from the front end of each side rail, and the lower link 7 of a toggle is pivoted therein, while the upper link 8 thereof is pivotally connected to an ear 9, extending laterally from a rod 10, slidably mounted in the arm 6 and in a bracket 11, extending upward from said arm. The lower end of rod 10 is connected by means of a link

12 to an L-shaped arm 13, extending laterally from an engaging strip 14, which is hinged at its rear end between the lower ends of hangers 15, depending from the frame of the truck. A brace 16 connects these hangers and serves to hold them rigid and properly spaced at all times. A strip 17 is pivoted to the outer face of link 12 and is provided upon its outer face with a beveled projection 18. Movement of this strip upon its pivot is limited by stops 18^a, secured to link 12.

The pivot-pin 19, which connects the links 7 and 8, also engages a rod 20, which is connected at its other end to a crank 21. One crank is arranged at each end of a shaft 22, journaled upon the frame and provided with an arm 23. By means of this arm the shaft 22 can be partly rotated in either direction, and this movement will cause cranks 21 to force the rods 20 backward or forward. An inwardly-extending projection 24 is formed on each rod 20, and when said rods are moved forward the toggles will draw the rods downward, and thereby lower the strips 14. At the same time the strips 17 are contacted by the projections 24 and pressed forward and will carry therewith any article clamped therebetween. The truck can then be moved forward until the strips 14 pass beneath the flangers 25 of a tray 26, when the movement of the rods 20 is reversed by turning the shaft 22 in the opposite direction. This will cause strips 14 to be raised, and the tray is lifted therewith and is held removed from the ground. The projections 18 on strips 17, which have first been moved back into normal position, contact with arms 6 when the strips 14 are raised and force strips 17 inward and cause them to clamp upon opposite sides of a box or other similar device upon the tray. Said tray can thus be transported from place to place and can be quickly deposited by lowering the strips 14 in the manner hereinbefore described.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

I claim—

1. In a truck the combination with a frame of supporting-strips connected thereto, longitudinally-movable rods, links connecting the rods and strips, a strip pivoted to a link, a beveled projection thereon, and means for raising the rod, link, and strips whereby the projection is brought into contact with the frame and forces its strip inward therefrom.
2. In a truck the combination with a frame; of supporting-strips connected thereto, longitudinally-movable rods connected to the strips, means for imparting movement to the rods, a pivoted clamping-strip connected to each rod, and means whereby said strips are forced toward each other when the rods are raised.
3. In a truck the combination with a frame; of supporting-strips connected thereto, longitudinally-movable rods connected to the strips, toggle-links connected to the rods and frame respectively, a crank-shaft, an operating-arm therefor, rods connecting said shaft with the toggles, pivoted clamping-strips connected to the rods of the supporting-strips, means whereby said strips are forced toward each other when said rods are raised, and means for swinging the strips upon their pivots when the rods are lowered.

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

GEORGE WASHINGTON DAVIS.

Witnesses:

W. H. PRICE,
T. J. MIZE.