

No. 771,044.

PATENTED SEPT. 27, 1904.

A. W. CASH.  
FREIGHT HANDLER'S TRUCK.  
APPLICATION FILED NOV. 5, 1903.

NO MODEL.

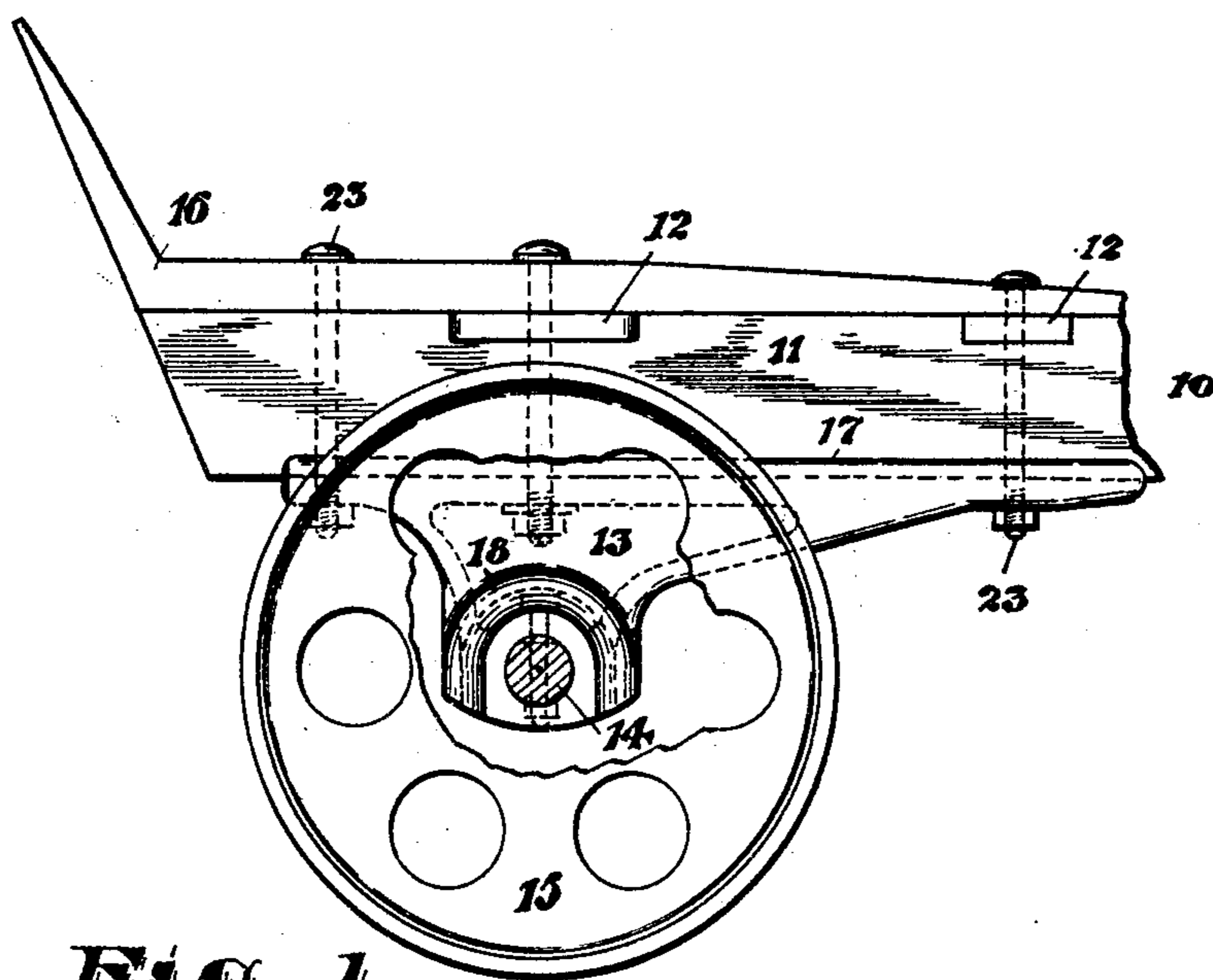


Fig. 1.

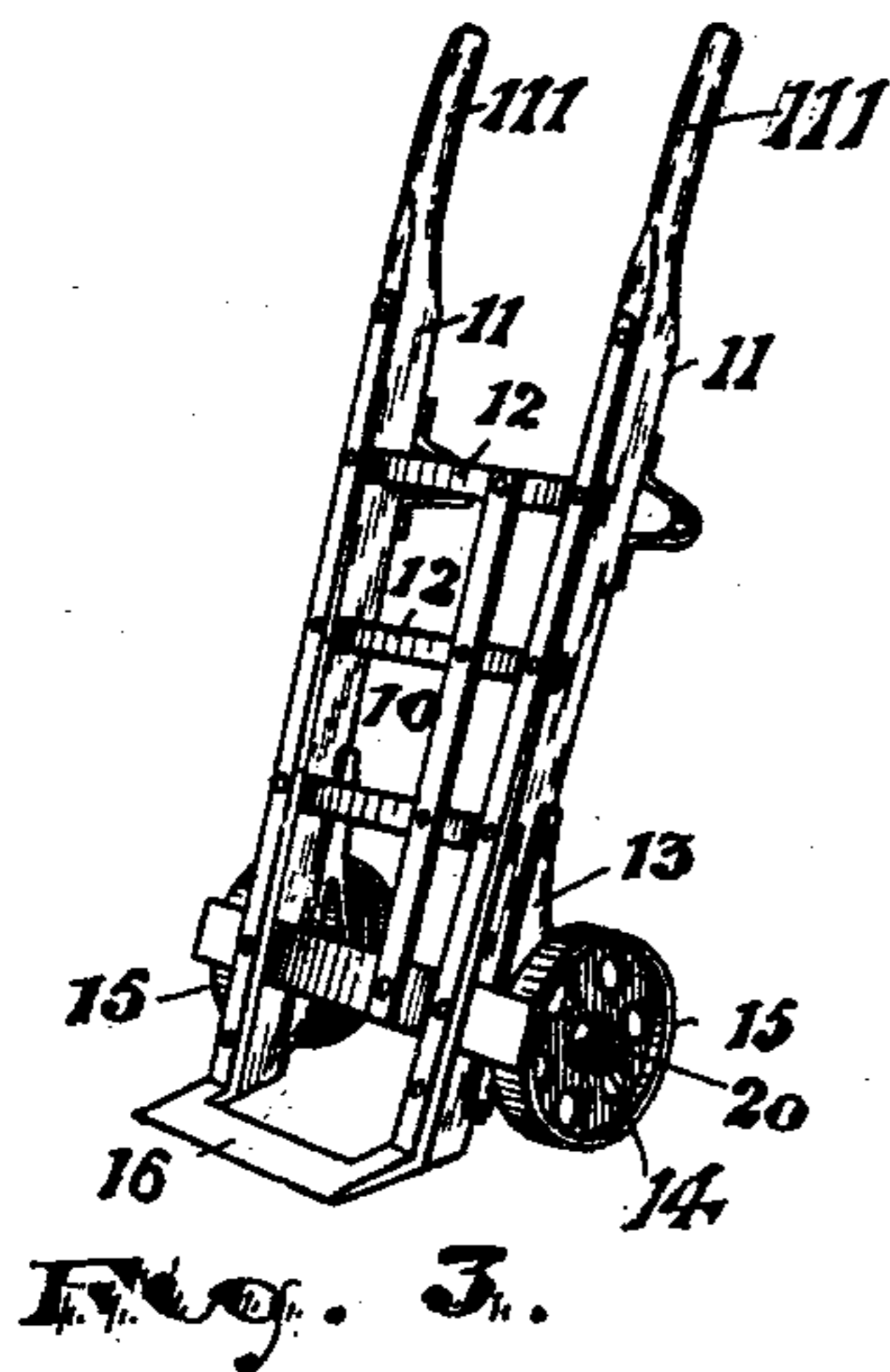


Fig. 3.

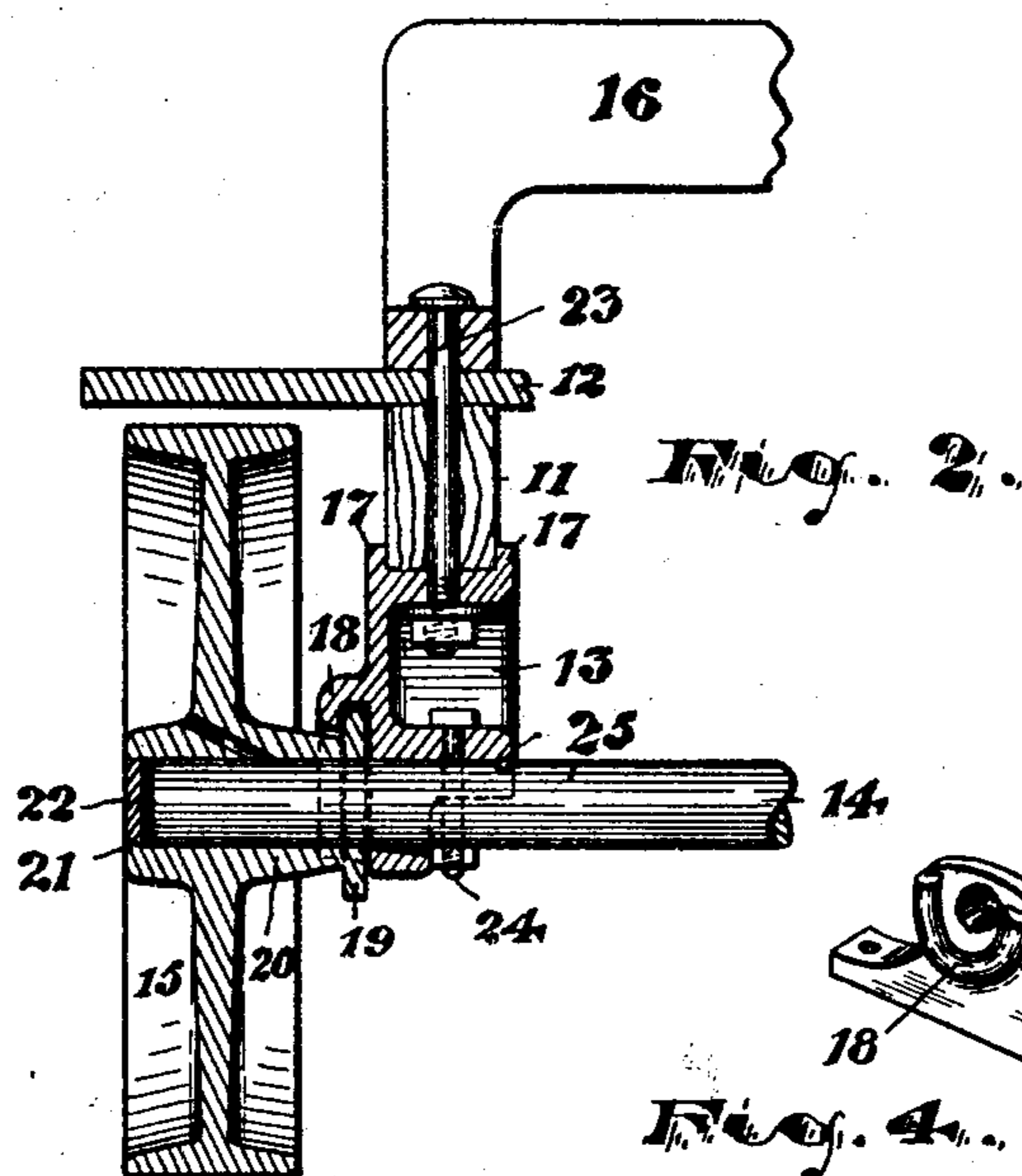


Fig. 2.

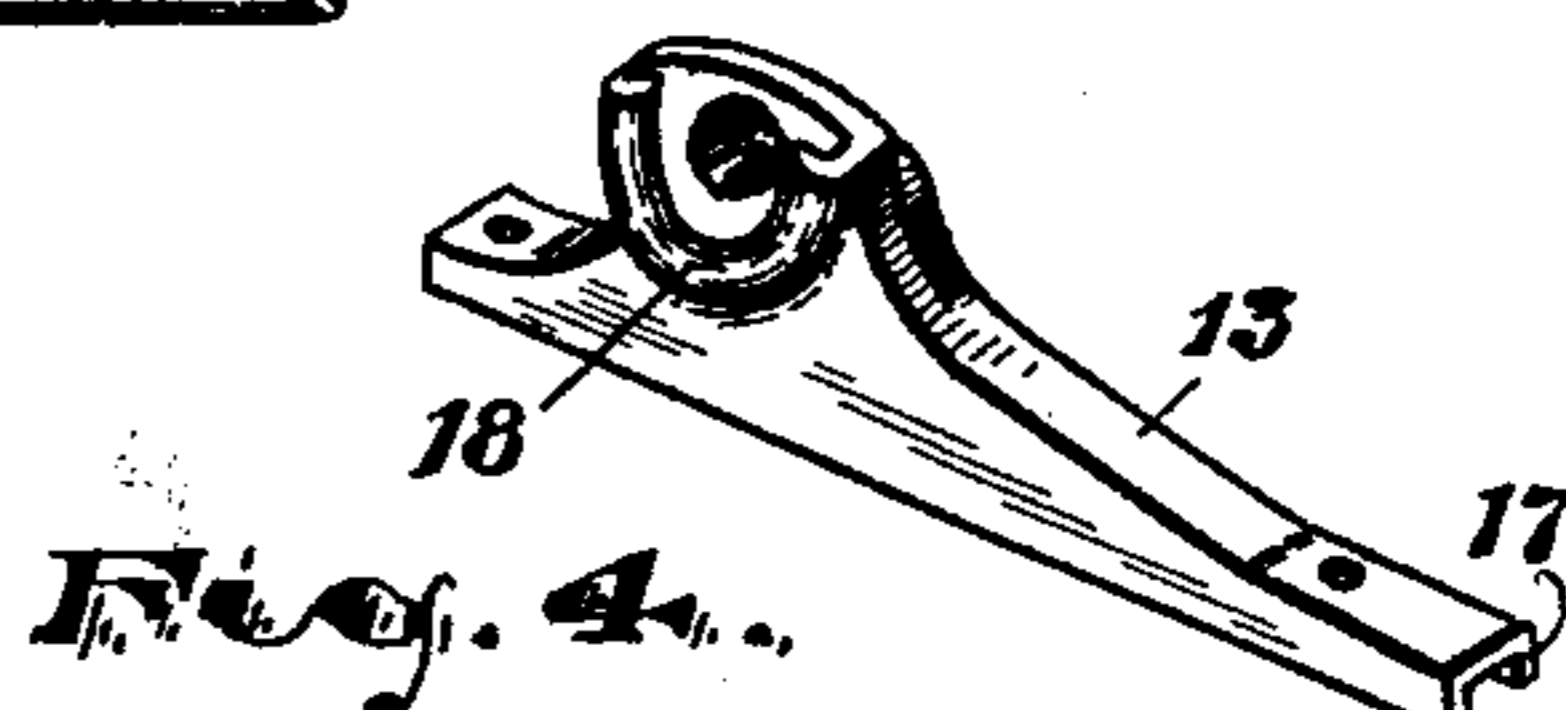


Fig. 4.

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# UNITED STATES PATENT OFFICE.

ARTHUR W. CASH, OF NEWARK, NEW JERSEY.

## FREIGHT-HANDLER'S TRUCK.

SPECIFICATION forming part of Letters Patent No. 771,044, dated September 27, 1904.

Application filed November 5, 1903. Serial No. 179,872. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR W. CASH, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented and produced a new and original Improvement in Freight-Handlers' 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, reference being had to the accompanying drawings, and to numerals of reference marked thereon, which form a part of this specification.

The objects of this invention are to secure greater durability and prevent breakage of the truck when the same is subjected to the severe stress of service in connection with the handling of freight at the stations or wharfs of railways or steamers, to avoid the use of cotter-pins at the exposed ends of the axles as heretofore, and the consequent necessity for frequent repairs, and to secure other advantages and results, some of which may be referred to hereinafter in connection with the description of the working parts.

The invention consists in the improved freight-handler's truck and in the arrangements and combinations of parts of the same, all substantially as will be hereinafter set forth, and finally embraced in the clauses of the claim.

Referring to the accompanying drawings, in which like numerals of reference indicate corresponding parts in each of the several views, Figure 1 is a side view of a portion of a truck of my improved construction. Fig. 2 is a section of the same, taken vertically through the axis of the wheel. Fig. 3 is a perspective view of the truck, and Fig. 4 is a perspective detail view of a certain bolster or box.

In said drawings, 10 indicates the body or frame, comprising two parallel bars 11 11, having handles 111 at their extremities, and suitable cross-pieces 12 12, connecting said bars 11, curved downward between their ends.

At the ends of the bars 11 opposite the handles 111 the same are provided on the under side with bolsters or boxes 13 for the axle 14 and wheels 15 and on the upper side with the nose-piece 16 of any usual construction.

The bolsters 13 are of peculiar construction and are preferably provided on their upper sides with longitudinal flanges 17, between which the bars 11 are seated. Near their lower sides said bolsters 13 are horizontally perforated to receive the axial shaft 14, of rolled shafting, and at the outer sides, near the horizontal perforations, said bolsters are provided with integral flanges 18, which are curved and lap over the flanges 19 on the hubs 20 of the wheels. The flanges 18 do not extend entirely around the shaft perforation; but the grooves formed thereby are open at the lower side, as indicated in Fig. 4, to permit the hub-flange 19 to slip into and from operative relation, as will be more fully described.

The hubs of the wheels are bored out from the inner sides. They are not bored clear through, but at the outer ends of the borings are each provided with a lip or interior flange 21, which provides an inner bearing for a stay-plate 22, inserted within the boring and closing the interior of the box against dust and tending to prevent the outflow and wastage of lubricating-oil.

The bolsters are suitably bolted to the frame by bolts 23, and the axial shaft is fixed in its box by bolts 24, the shaft being bored to receive said bolts. The shaft may also be held against longitudinal movement by a lip 25 on each bolster adapted to enter a notch, recess, or groove in the shaft.

In assembling the parts the hubs of the wheels are preferably inserted in the sockets or grooves of the flanges 18, and then the shaft 14 is forced endwise through the bolster and into the wheel, the outer end of the hub being closed. The shaft is then secured in the bolsters by means of the bolts 24, and the bolsters are bolted to the frame or body 10. Thus the outer ends of the hubs present no

loose or breakable projections, such as the cotter-pins referred to, which soon wear away and are broken or detached. The device is strong otherwise to resist the wear and severe strains brought thereon.

Having thus described the invention, what I claim as new is—

1. The improved truck herein described comprising the parallel bars, cross-pieces and nosings, and bolsters having an axial shaft fixed therein, said bolsters having flanges forming sockets or grooves, and wheels having flanges at the inner ends of the hubs arranged in said sockets or grooves, substantially as set forth.

2. The improved truck herein described comprising the parallel bars, cross-pieces and nosings and bolsters having an axial shaft fixed therein said bolsters having flanges forming sockets or grooves, and wheels having outwardly-closed hubs, and flanges at the inner ends of the hubs arranged in said sockets or grooves, substantially as set forth.

3. The improved truck herein described comprising the parallel bars, cross-pieces and nosings, and bolsters having an axial shaft fixed therein, said bolsters having flanges extending partly around said axial shaft and forming sockets or grooves, and wheels having flanges at the inner ends of the hubs thereof arranged in said sockets or grooves, substantially as set forth.

4. The improved truck herein described comprising the parallel bars, cross-pieces and nosings and bolsters having an axial shaft fixed therein, said bolsters having flanges forming sockets or grooves which are open on the under side of the bolster, and wheels having flanges at the inner ends of the hubs

thereof arranged in said sockets or grooves, substantially as set forth.

5. The improved truck herein described comprising the parallel bars, cross-pieces and nosings and bolsters having an axial shaft fixed therein, said bolsters having flanges forming sockets or grooves and wheels having flanges arranged in said sockets or grooves, substantially as set forth.

6. In a truck, the combination with the bolster comprising a piece having a perforation for a shaft and a flange extending partly around said perforation and forming an open socket, of a wheel having a flanged hub, the flange of which extends into said socket and a shaft carrying said wheel and holding the flange of the hub in said socket, substantially as set forth.

7. The improved truck, comprising the handled frame and bolsters seated beneath the same at opposite sides thereof, said bolsters having perforations, and on the outer sides having, partly around the said perforations, curved flanges forming sockets, wheels having flanges at the inner ends of their hubs which enter said sockets and are thereby held from movement laterally away from said bolsters, and a shaft extending through the perforations of said bolsters and into said wheels and means for fastening said shaft into said bolsters, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 21st day of October, 1903.

ARTHUR W. CASH.

Witnesses:

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