

G. L. STANLEY.
CAN TRUCK.
APPLICATION FILED OCT. 29, 1910.

990,076.

Patented Apr. 18, 1911.

2 SHEETS—SHEET 1.

Fig. 1

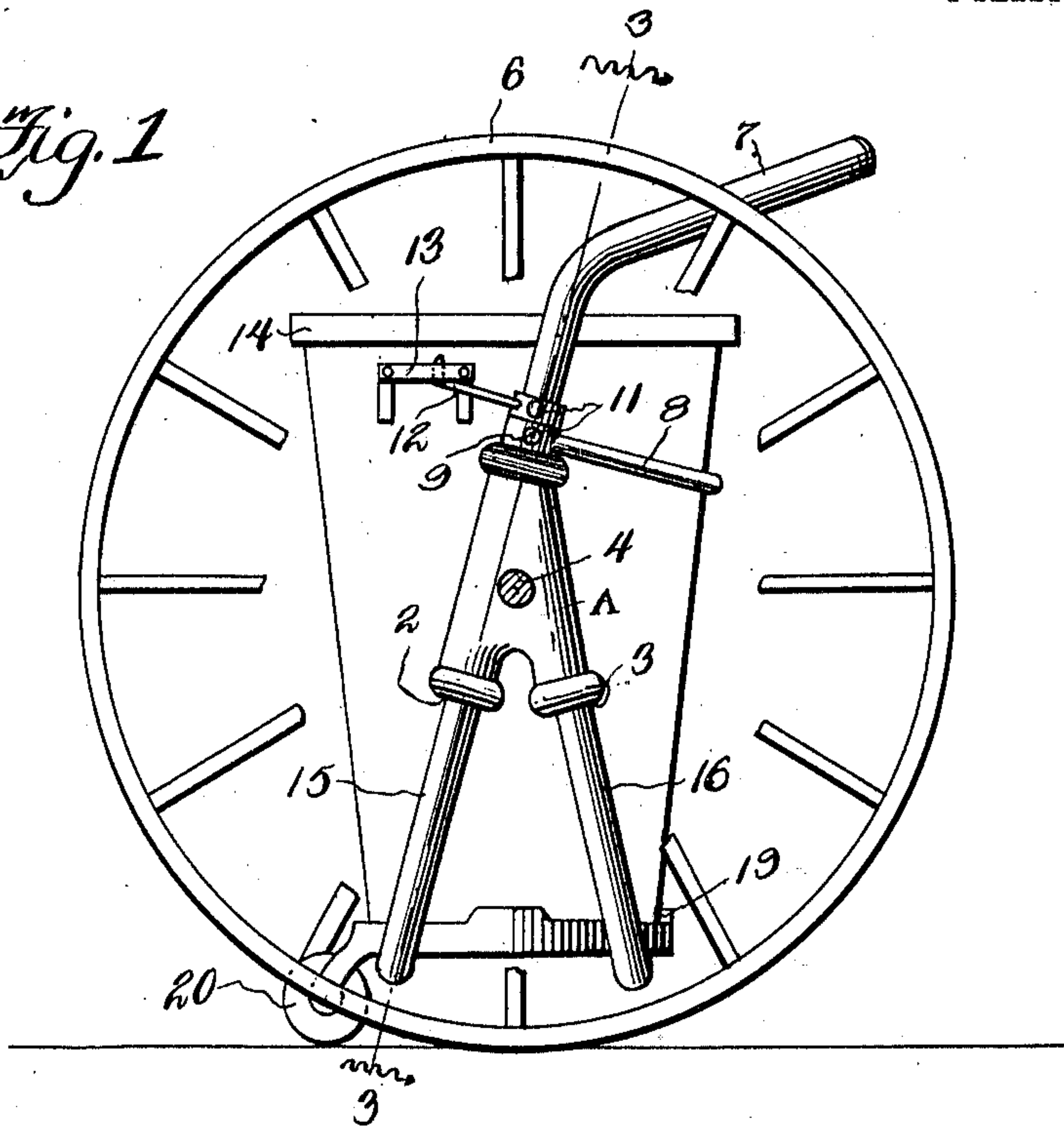
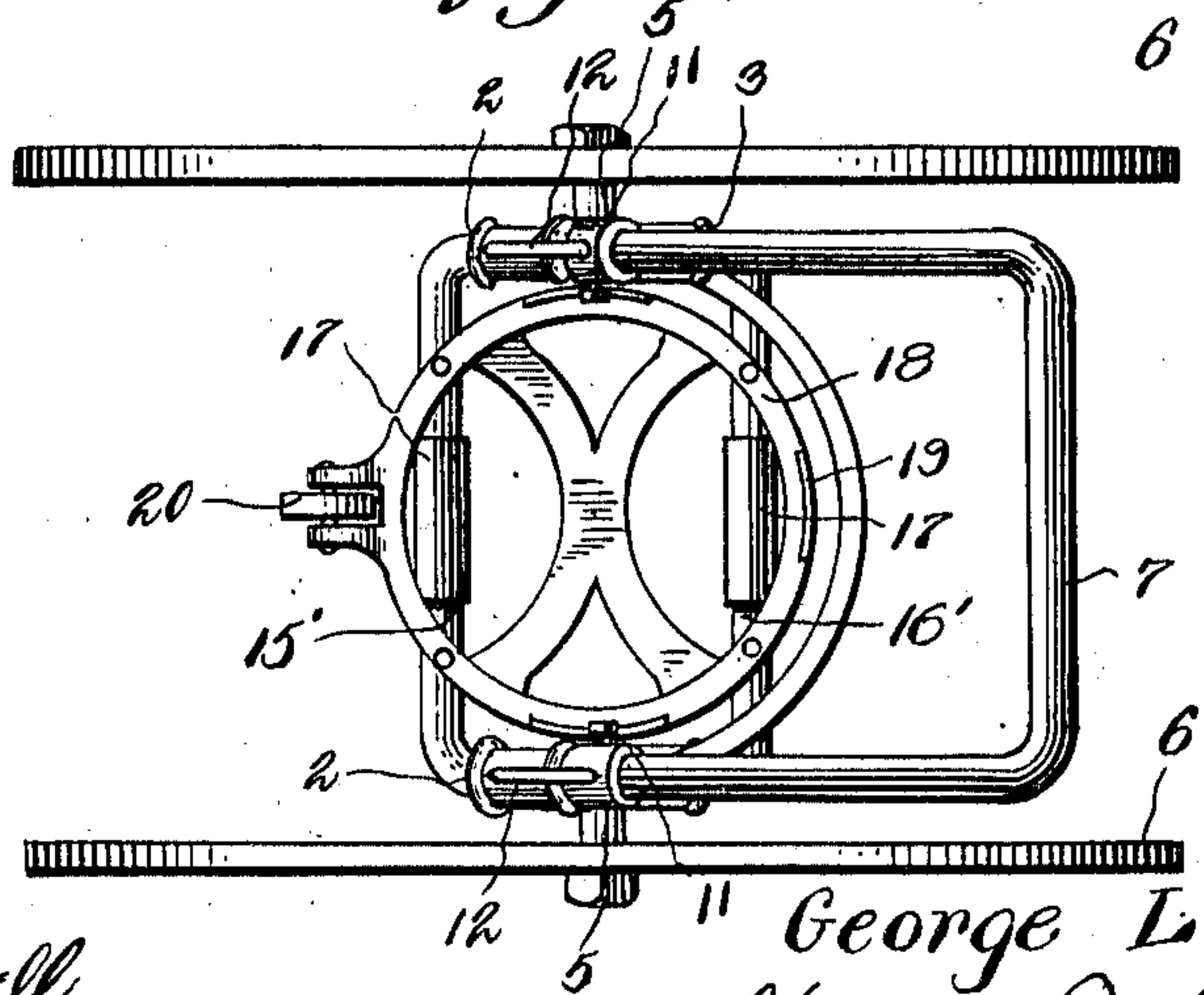


Fig. 2



Inventor

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Wm. Bagger.

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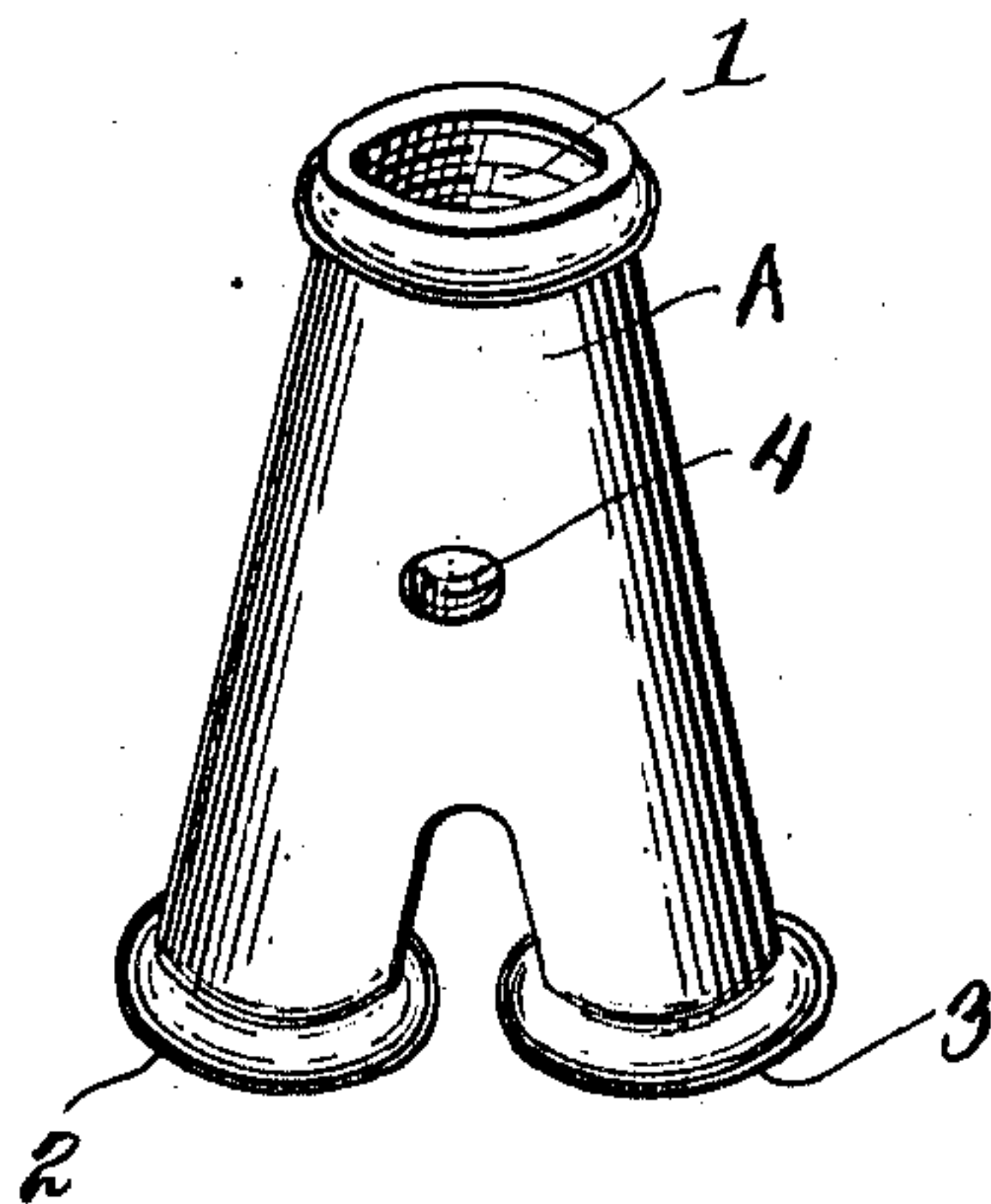
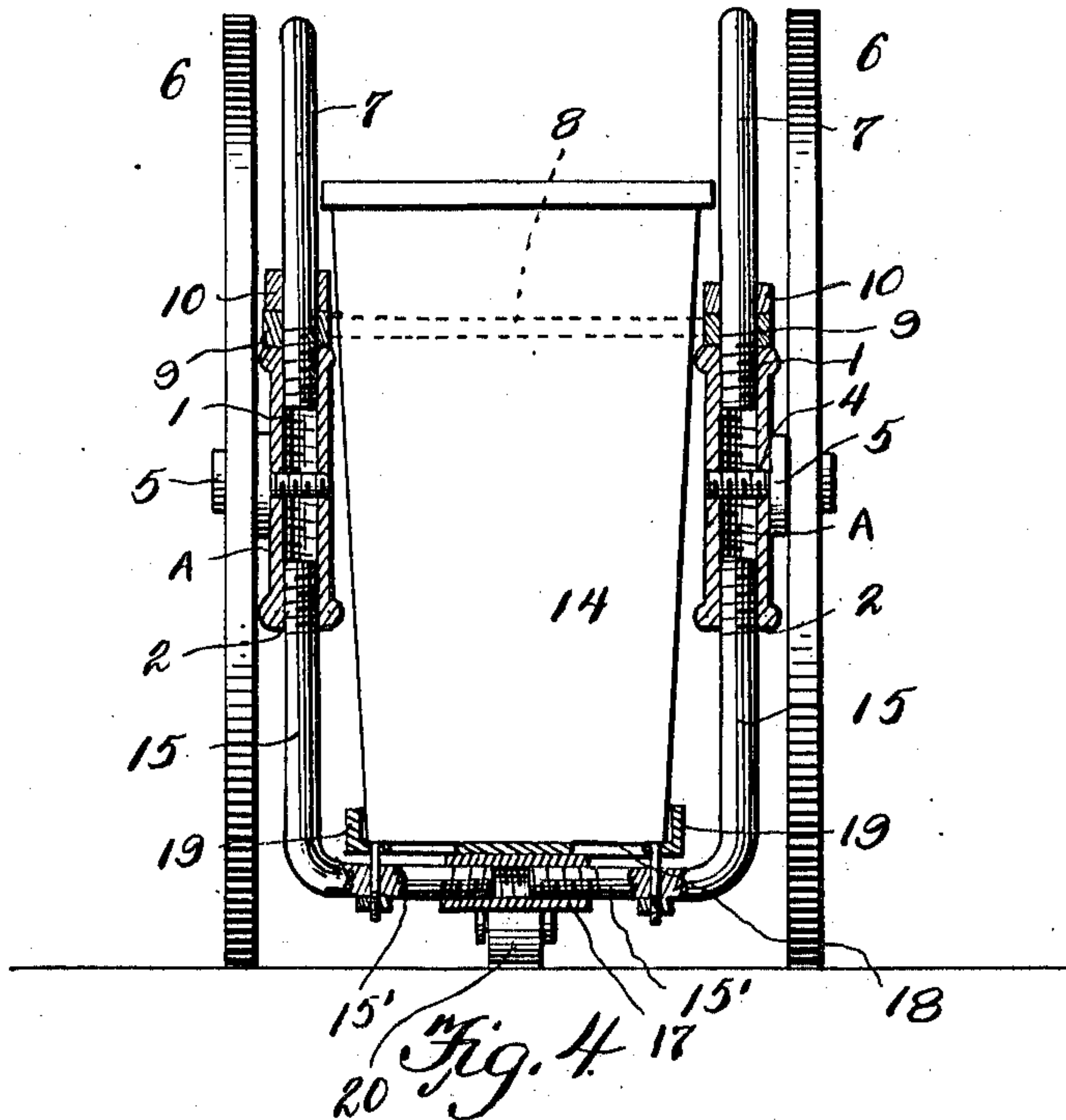
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Fig. 3



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UNITED STATES PATENT OFFICE.

GEORGE L. STANLEY, OF DONGAN HILLS, NEW YORK, ASSIGNOR OF ONE-THIRD TO
WILLIAM J. SMITH, OF NEW YORK, N. Y.

CAN-TRUCK.

990,076.

Specification of Letters Patent.

Patented Apr. 18, 1911.

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To all whom it may concern:

Be it known that I, GEORGE L. STANLEY, a citizen of the United States of America, residing at Dongan Hills, in the county of Richmond, Staten Island, and State of New York, have invented new and useful Improvements in Can-Trucks, of which the following is a specification.

This invention relates to trucks or carts for carrying cans, and it has for its object to provide a device of simple and durable construction which may be readily manufactured at a moderate expense and which shall be thoroughly efficient for the purpose indicated.

With these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations and modifications within the scope of the claims may be resorted to when desired.

In the drawings,—Figure 1 is a side elevation of a can carrying truck constructed in accordance with the invention, a can being shown in position upon the truck. Fig. 2 is a top plan view with the can removed. Fig. 3 is a vertical sectional view taken on the line 3—3 in Fig. 1. Fig. 4 is a perspective view of one of the axle members detached.

Corresponding parts in the several figures are denoted by like characters of reference.

In the construction of the improved can truck I provide two axle members each consisting of an inverted Y-shaped casting A having an upwardly extending threaded socket 1 and downwardly extending threaded sockets 2, 3. Each of these axle members is provided with a transverse threaded bore 4 for the reception of one end of a spindle 5 carrying a wheel 6, said spindle being provided with a threaded extension engaging the bore or socket 4.

7 is a yoke or arch member, constituting a handle, and formed of a length of pipe the ends of which are threaded into the up-

wardly extending sockets 1 of the axle members. A supporting yoke 8 is provided with terminal sleeves 9 engaging the arms of the yoke or arch 7 directly above the sockets 1 of the axle members A. Additional sleeves or collars 10 are provided, the same having set screws 11 whereby they may be securely mounted in position upon the arms of the yoke or arch 7. Said collars are also equipped with hook members 12 adapted to engage the handles 13 on either side of a suitably constructed can 14 which is adapted to be carried by the truck.

Threaded into the forward and rear downwardly extending sockets 2 and 3 of the axle members A are the base members 15, 16 consisting of pipes which are suitably bent to form inwardly extending arms 15' and 16' at their lower ends. The arms 15' and 16' are provided with right and left threads to be engaged by the coupling members 17. Suitably bolted or clamped upon the arms 15', 16' of the base members is a platform 18 having upstanding flanges 19 at the edge thereof to confine the bottom of the can 14. The platform is also provided with a suitably mounted caster wheel 20 adapted to support the front of said platform to maintain the can in an upright position when the truck is at rest.

It will be readily understood that in assembling the improved truck, the axle members A are threaded upon the terminal ends of the arms of the yoke or arch member 7, the collars 10 and the sleeves 9 of the yoke 8 having been previously placed in position. After the axle members A have been threaded upon the arch 7, the set screws 11 of the collars 10 may be tightened, thus retaining in position said collars, as well as the yoke 8, the sleeves 9 of which will lie between the collars 10 and the upper extremities of the sockets 1 of the axle members. The base members 15, 16 may now be threaded into the sockets 2, 3 of the axle members, and afterward connected by the unions or couplings 17, subsequent to which the base platform 18 is bolted or clamped in position. The can 14 when mounted upon the base platform will be supported in an upright position by the caster wheel 20 engaging the ground, and said can may very readily and conveniently be transported, as will be readily understood.

The improved truck is simple in construction

tion and easily manufactured and assembled. It may be readily knocked down for shipment or storage, and it will be found thoroughly efficient for the purposes for which it is provided.

Having thus described the invention, what is claimed as new, is:—

1. A truck of the character described including axle members having upwardly and downwardly extending sockets, spindles detachably connected with the axle members, an arch having threaded engagement with the upwardly extending sockets, a can supporting yoke having sleeves engaging the arms of the arch, base members having threaded engagement with the downwardly extending sockets of the axle members, said base members having inturned right and left threaded lower ends, and couplings connecting the same.

2. In a truck of the character described, axle members having upwardly and downwardly extending sockets, an arch having threaded engagement with the upwardly extending sockets, a yoke having sleeves engaging the legs of the arch, collars mounted

upon the legs of the arch and having terminal hooks, and platform supporting base members having threaded engagement with the downwardly extending sockets of the axle members.

3. In a truck of the character described, axle members having upwardly and downwardly extending sockets, an arch having threaded engagement with the upwardly extending sockets, a can supporting yoke having sleeves engaging the legs of the arch, collars secured upon said legs above the sleeves and having hook members extending therefrom, base members having threaded engagement with the downwardly extending sockets of the axle members, a platform detachably supported upon the base members and having a caster wheel, and wheel carrying spindles detachably connected with the axle members.

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

GEORGE L. STANLEY.

Witnesses:

CHARLES L. McGLADE,
JACK VIGNITO.