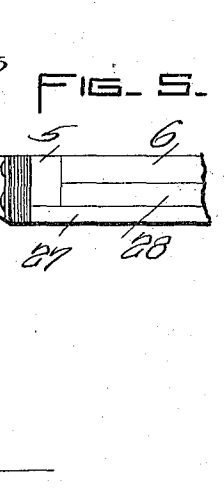
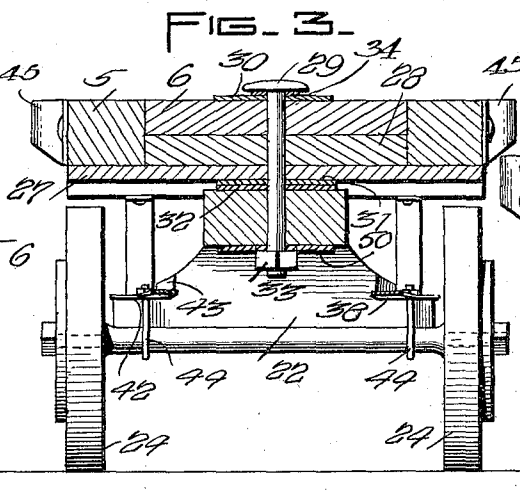
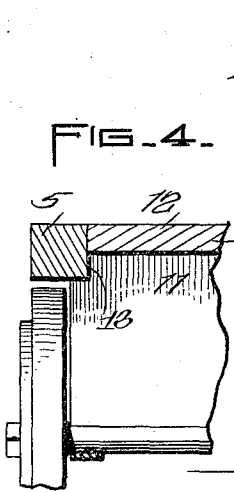
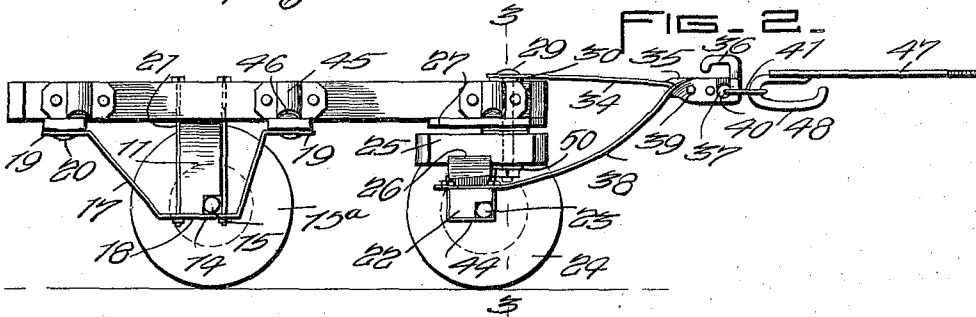
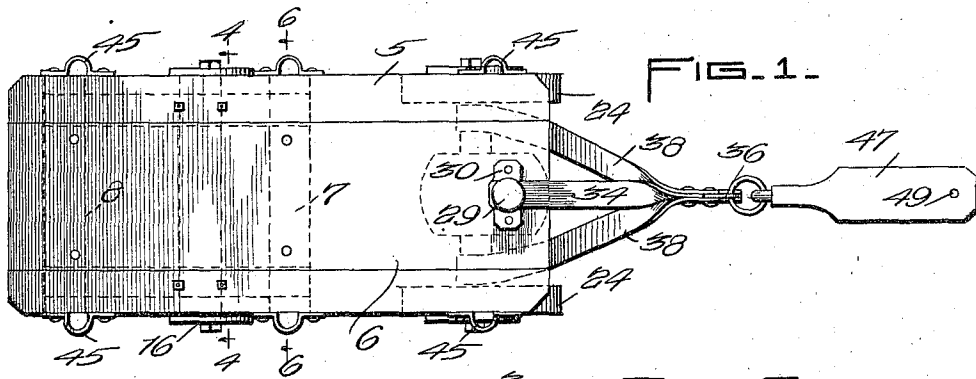


A. D. COX.
TRUCK.

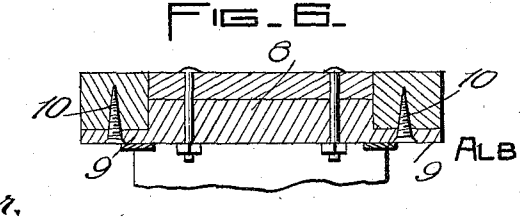
APPLICATION FILED APR. 26, 1915.

1,179,165.

Patented Apr. 11, 1916.



WITNESSES:
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TRUCK.

1,179,165.

Specification of Letters Patent.

Patented Apr. 11, 1916.

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To all whom it may concern:

Be it known that I, ALBERT D. COX, a citizen of the United States, and a resident of Winterville, in the county of Pitt and State of North Carolina, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

This invention relates to an improvement in trucks, and one of the principal objects of the invention is to provide an improved truck which may be readily handled by a single person in transporting farm products particularly, from one place to another, and which may readily be loaded and unloaded.

A further object of the invention is to provide an improved truck which may be readily turned in close places and which is provided with an improved method of mounting the front axle and bolster so as to provide of the easy turning and guiding of the truck.

Still another object is to provide an improved truck of the class described which will be extremely simple, durable, efficient in operation and inexpensive to manufacture.

With these and other objects in view which will become apparent as the description proceeds, the invention resides in the construction, combination, and arrangement of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings in which like characters of reference indicate like parts throughout the several figures, of which;

Figure 1 represents a plan view of a truck constructed according to my invention. Fig. 2 represents a view in side elevation of the same. Fig. 3 represents a view in section taken transversely and vertically on the plane indicated by the line 3—3 of Fig. 2. Fig. 4 represents a view in section taken on the line 4—4 of Fig. 1. Fig. 5 represents a view in elevation of one corner of the front end of the truck. Fig. 6 represents a view in section taken on the line 6—6 of Fig. 1.

In carrying out my invention, I provide a truck whose body is preferably composed of the side beams 5 positioned on both sides of a center board or plate 6. The beams 5 are preferably rectangular in cross section, and are of a thickness vertically somewhat greater than the thickness of the board or plate 6. Midway between the ends of the

body, and at a point adjacent the rear end thereof, are disposed the cross pieces 7 and 8 respectively. These cross pieces are of a thickness greater than the difference in thickness between bars 5 and board 6 and at their central portions bear directly upon the board 6 beneath the same, the ends of the cross pieces 7 and 8 being rabbeted as at 9 for the reception of the side bars 5. Fastening means in the nature of bolts or screws indicated at 10, are utilized in connecting the cross pieces 7 and 8 adjacent their ends, to the side bars 5.

Disposed transversely beneath the body and between the cross pieces 7 and 8, is the rear bolster 11. It is preferably substantially rectangular in configuration, and at its upper edge 12 rests directly against the under face of the body. The width of the bolster is somewhat greater than the width of board 6, and at its upper edges this bolster is rabbeted as at 13 for the reception of the side bars 5.

The bolster 11 is rabbeted along its lower front edge as at 14 for the reception of the rear axle 15. The latter has the rear ground wheels 15^a at its ends, these wheels being arranged beneath the bars 5 of the body. The wheels are preferably made in the form of solid disks having supplemental disks 16 disposed on the outer faces thereof. However the particular construction of wheel used is of course optional.

Adjacent its ends the bolster 11 is spanned by the braces 17 which are in the form of strap irons. Each brace at its central portion 18 rests against the lower face of the bolster, and at its forward and rear ends it is bent upwardly toward the body of the truck, and is outturned at its ends as at 19. These outturned ends 19 engage against the under faces of the cross pieces 7 and 8, and are connected to these cross pieces by suitable fastenings in the nature of bolts or screws 20. Against each of the front and rear faces of bolster 11 are arranged the bolts 21. The latter are disposed in pairs, one pair against each face of the bolster near the ends thereof, and these bolts 21 at their upper ends extend through the side bars 5 of the truck body, and at their lower ends extend through the braces 17. The bolts are equipped with suitable tightening elements, such as nuts, in order to secure them firmly in place. It will be noted that

the braces 17 and bolts 21 arranged against the forward face of bolster 11, coact in preventing the displacement of the rear axle 15 from the rabbet in which it rests.

5 The front bolster is indicated at 22, and supports the front axle 23 in a manner similar to the manner in which the axle 15 is supported by the rear bolster 11. Journal-
 10 naled on the ends of axle 23 are the front truck wheels 24. The front bolster 22 is tapered toward its upper edge, and to this bolster is secured a block or plate 25. This plate on its under surface is provided with
 15 a transversely extending recess as at 26 into which the upper edge of the bolster 22 extends. The plate 25 is bolted or otherwise secured to the front bolster.

Secured transversely beneath the body of the truck at the forward end thereof, is a
 20 supporting plate 27. Between the latter and the central board or plate 6 is disposed a front cross piece 28. The supporting plate 27 is suitably secured to the side bars of the truck body, and the central plate 6 together
 25 with the front cross piece 28 and plate 27, may be suitably connected together by bolts or other fastening means.

A king pin 29 extends vertically through an opening provided through the central
 30 body plate 6, front cross piece 28, and supporting plate 27, this king pin being provided with a head at its upper end, which rests upon a top bearing plate 30 made of some suitable metal and secured upon the upper
 35 face of plate 6. Upon the lower face of the supporting plate 27 a second bearing plate 31 is provided, and through which the king pin 29 extends. A third bearing plate 32 is secured upon the upper face of the block 25,
 40 and rests against the plate 31, so that these plates 31 and 32 thus form a bearing between the fifth wheel and the body portion of the truck. The king pin 29 extends through
 45 plate 32, and through the block 25 at a point in advance of the front bolster 22. Suitable means such as a nut 33 is provided on the kingpin for maintaining the latter in place. A fourth plate 50, through which
 50 the kingpin also extends and against which nut 33 bears, is secured on the lower face of the block 25.

The draft element for the truck includes a
 55 draw bar 34 in the shape of a flat strip of metal, which draw bar at its rear end rests upon plate 30, and has the king pin 29 extending through it. The forward end of the draw bar is bent at right angles as at 35 and
 60 is then formed into an upwardly extending hook 36, the lower edge of the right angularly turned portion 35 being provided with a notch or recess 37. A pair of fenders or
 65 braces 38 in the form of flat strips of metal, are provided, these braces being turned at right angles at their forward ends, and being riveted or otherwise secured as at 39, to the

right angularly turned portion 35 of the
 draw bar, on opposite sides thereof. The forward ends of the braces 38 are provided in their upper edges with recesses 40 coact-
 ing with the recess 37 in providing an open- 70
 ing through the draft element in which opening a ring 41 is suspended. The fenders or braces 38 are arcuate in formation, curving downwardly and rearwardly, and in
 a divergent manner, and at their rear ends 75
 lying against the floor of the recesses 42 provided in the upper edges of the front bolster near the ends thereof. The inner edges 43
 of these recesses are inclined as indicated in Fig. 3, to coincide with the disposition of the 80
 inner edges of braces 38, said inner brace edges resting against these faces 43. The substantially U-shaped clips 44 are utilized for straddling the bolster 22 and the front
 axle 23, as indicated clearly in Fig. 2, the 85
 ends of these clips extending through the braces 38 and being provided with suitable retaining elements in the form of nuts whereby to securely maintain the clips in place. The arrangement and disposition of the 90
 draw bar 34 in combination with the fenders or braces 38, provide for the draft being applied directly to the body of the truck, and further provide for the bracing of the front
 bolster together with said fifth wheel, for 95
 maintaining them against strain and displacement relatively to the body.

The construction whereby the front end of the beam is provided with a hook and with a recess, which latter coacts with re- 100
 cesses in the forward ends of the braces in forming means for receiving a ring or other draft element, provides means for the ready
 connection of swingletrees or other types of 105
 draft elements with the drawbar.

A plurality of standards may be connected with the truck by means of the sockets 45 secured to the sides of the body. These sockets are each in the form of a metallic
 110 plate having an outwardly pressed or beaded central portion, which at its lower end is beveled off or concaved as at 46. By thus beveling the lower edge of the sockets, the strain on the same will be relieved.

A swingle or doubletree may be utilized in 115
 hauling the truck by means of draft animals, or if it is desired to hook the trucks to one another in a train, I may utilize a draw beam as indicated in Figs. 1 and 2 at 47. The latter is provided at its rear end with a
 120 depending hook 48 which may be hooked into the ring 41, the forward end of the beam being provided with an opening 49 through which a pin or screw may be extended to engage with the next preceding
 125 truck as indicated, so that the trucks may thus be readily coupled together. By having the beam curved, enough room is provided between them and the draw bar 34 to accommodate the thickness of the body por- 130

tion of the truck so that the draw bar may be turned at right angles to the body if necessary, in turning the truck.

Although I have described the preferred embodiment of my invention, I may desire to make such changes in the construction, combination, and arrangement of parts thereof, as do not depart from the spirit of the invention and the scope of the appended claims.

I claim:—

1. A truck including a body comprising a central plate and a pair of side bars arranged on each side of the central plate and being of a greater thickness than said central plate, a supporting plate arranged transversely of the truck body at one end thereof, a cross piece arranged between the supporting plate and said central plate, a front bolster, a block connected to the bolster, a kingpin extending through the central plate, cross piece and supporting plate and extending through the block in advance of the front bolster, an axle carried by the front bolster for the reception of ground wheels, a bearing plate secured upon the upper face of the central plate, a bearing plate secured upon the lower face of the supporting plate, and a third bearing plate secured upon the upper face of the block and engaging with the second named bearing plate, a fourth bearing plate secured on the lower face of the block, said king pin extending through said plates, and a compound draft element connected with the kingpin above the central plate and connected with the front bolster, substantially as described.

2. In a truck, the combination of a body, a front bolster provided with an axle for the reception of ground wheels, a block connected with the front bolster, a king pin carried by the truck body and pivotally extending through the block in advance of the front bolster, and a compound draft element comprising a draw bar pivotally connected with the king pin above the truck

body, and braces connected at their forward ends to the draw bar and at their rear ends being connected with the front bolster. 50

3. A truck including a body, a front axle bolster pivotally connected therewith, a draft element comprising a draw bar and a pair of braces connected at their forward ends to the draw bar and diverging therefrom and from each other toward their rear ends, a king pin carried by the body to which the front bolster is pivotally connected, said draw bar being connected with the king pin above the body, said braces at their rear ends being extended into recesses provided on the front bolster, and U-shaped clips bridging the bolster and axle and extending through said braces, substantially as described. 55

4. A truck including a body having a front bolster pivotally connected therewith, a compound draft element comprising a draw bar pivotally connected with the body, and braces secured at their forward ends to the draw bar and at their rear ends to the bolster, said draw bar at its forward end being provided with an upwardly extending hook and having its lower edge recessed, said braces at their forward ends having their upper edges recessed to coact with the recess in the forward end of the bar to provide an opening for the reception of a retaining element. 60

5. In a truck, the combination with a body, of a front bolster, a block carried by the bolster, said block being pivotally connected with the body at a point in advance of the front bolster, a draft element including a draw bar pivotally connected with the body above the same, and a pair of braces connected at their forward ends to the draw bar and being connected at their rear ends to the front bolster near the ends of the latter. 65

ALBERT DOW COX.

Witnesses:

AMOS BIGGS BRAXTON,
BENJAMIN WARREN TUCKER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."