

(No Model.)

W. J. KENNEDY & L. A. DE MAYO.

TRUCK.

No. 384,369.

Patented June 12, 1888.

Fig. 1.

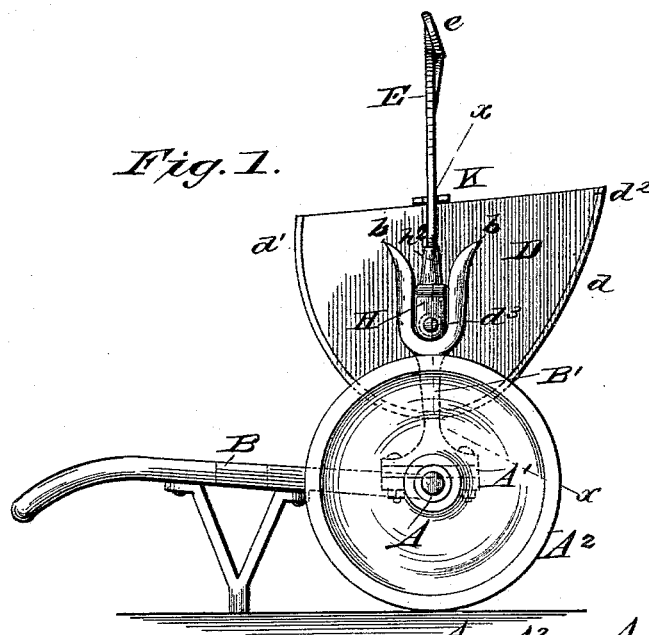


Fig. 2.

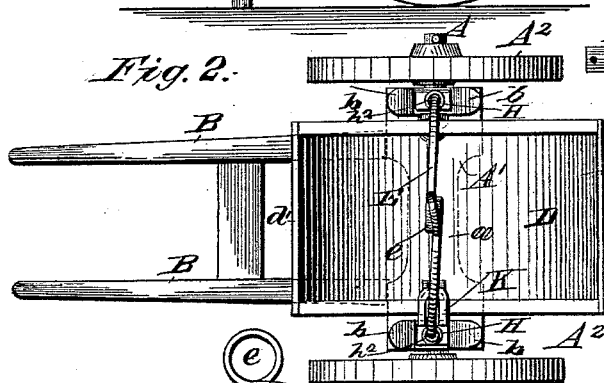


Fig. 6.

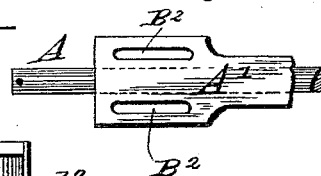


Fig. 5.

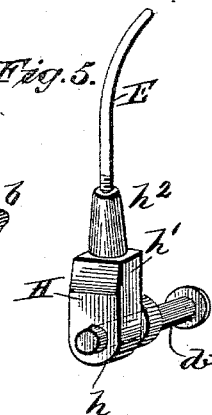


Fig. 3.

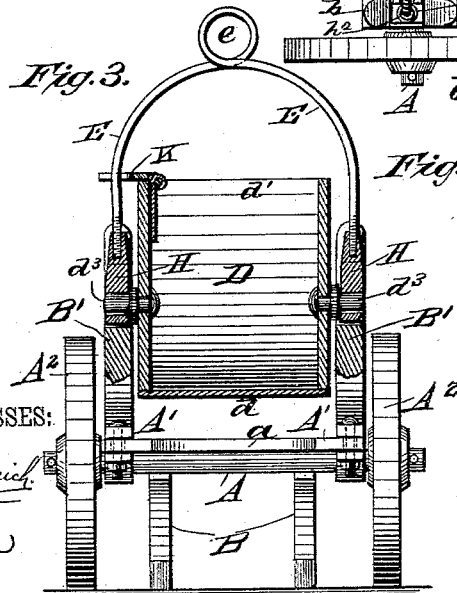
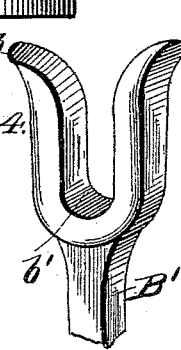


Fig. 4.



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TRUCK.

SPECIFICATION forming part of Letters Patent No. 384,369, dated June 12, 1888.

Application filed November 29, 1887. Serial No. 256,432. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM J. KENNEDY and LOUIS A. DE MAYO, of Jersey City, in the county of Hudson and State of New Jersey, have invented a new and useful Improvement in Trucks, of which the following is a full, clear, and exact description.

Our invention relates to an improvement in trucks of that class known as "dumping-trucks," and has for its object to provide a simple, durable, and inexpensive truck, so constructed as that the load may be easily and expeditiously dumped without removing the carrier, and, further, wherein the carrier may be readily detached from the truck by hand or through the medium of any suitable tackle, and as readily replaced when desired.

The invention consists in the novel construction of the standards adapted to receive the carrier and in the peculiar bearings of the carrier; and the invention further consists in the construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the truck. Fig. 2 is a plan view; Fig. 3, a section on line *x x* of Fig. 1. Fig. 4 is a detail perspective view of the upper portion of the standards. Fig. 5 is a detail perspective view of the carrier-bearing adapted to enter the standards and the pivotal connection of the carrier with the bearings, and Fig. 6 is a detail view of the table to which the standards are secured.

The prime object of this invention is to provide a truck with a detachable dumping-carrier or load-receptacle capable of being quickly and readily hoisted aloft out of engagement with the truck, dumped, and conveniently replaced, and wherein also, as the carrier is descending from aloft, the truck may be run beneath the same and the carrier automatically guided to a proper bearing in the truck-frame.

To this end the truck is constructed with an axle, *A*, having integral with its upper surface or attached thereto a horizontal table or platform, *A'*, extending virtually the entire length within the wheels *A*², as shown in Figs.

2 and 3. The central portion, *a*, of the table is narrower than at the ends, and the upper surface is preferably concaved, the better to accommodate bulky objects—such as barrels or bars—when the truck is used in the ordinary manner. The handles *B* are horizontally projected from the axle at each side of the reduced surface of the table, being provided with the usual braces and legs, as illustrated in Figs. 1 and 2. The attachment of the handle to the axle may be effected in any well-known manner, or, if found more desirable, the handle may be secured to the table, or table and axle combined.

Upon the upper surface of the table *A'*, at each end, vertical standards *B'* are adjustably secured by bolts passing through the base flanges of the standards and through longitudinal slots *B*² in the table, as shown in Figs. 3 and 6, or any other readily-detachable and well-known fastening may be employed.

The upper end of the standards above the periphery of the wheels is bifurcated, the members being projected upward to form in side elevation essentially the letter *U*. The extremities *b* of the said members are made to flare outward in opposite directions, and the inner faces of said flaring portions are gradually curved to meet the vertical sides of the *U*, whereby an object striking the upper ends of the standards will be automatically guided between the spaced members, and, if of a proper size and shape, to a bearing upon the concave upper surface, *b'*, of the main stem of the standards.

The bucket or carrier *D* is provided with segmental sides, the curved surfaces of which sides are united by a continuous strip, *d*, of a width less than that of the space intervening the standards *B'*, the said strip constituting the ends and bottom of the bucket. The curve at the rear end, *d'*, of the bucket is greater than at the forward end, *d*², in order that the material carried by the bucket may be delivered uninterruptedly from the said forward end.

In the sides of the bucket aligning trunnions *d*³ are secured in any suitable manner, usually by heading the inner end of the trunnion, as shown in Figs. 3 and 5, and providing a washer upon the outer projecting end, or, in

the event the sides are of metal, the trunnions may be made integral therewith. The trunnions are preferably secured to the bucket in such manner that in the event of breakage they may be readily replaced. Such a construction is illustrated in the accompanying drawings.

A bail, E, is provided for the bucket having an eye, e, formed at its highest point, which bail is screwed or otherwise fastened at the ends in bearing-blocks H. The lower ends, h, of the bearing-blocks are made convex, to conform to the concavity b' in the standards, and the sides h' are tapered slightly from the base upward to snugly fit between the lower inner and substantially vertical faces of the bifurcated ends of the standard.

The bearing-blocks H are preferably made thicker at the base than at any other portion in their length, as in said base a transverse aperture is produced, purposed to receive the respective trunnions d'. In order that the blocks H may be light as well as strong, the upper end, h², in which the bail is secured, is reduced and made conical, the apex of the cone receiving the bail, as illustrated in Figs. 1 and 5.

At the upper side edge of the bucket, centrally upon the same, a forked locking-bar, K, is hinged, adapted to engage the bail and retain the bucket in a horizontal position when loaded.

In operation, when the bucket has been filled by releasing the bail from the locking-bar, the contents may be readily dumped, and if prior to dumping it becomes necessary to elevate the bucket, the bifurcated standards admit of ready detachment of the said bucket from the body of the truck. After the load has been dumped and the bucket is lowered the truck-body may be rolled beneath the bucket in such position as that the blocks H will engage the flaring surface of either member of the standards, whereupon the blocks will be automatically guided to their bearings. If it becomes necessary to draw the bucket in over the truck-body, the flaring upper ends of the standards greatly facilitate the replacement of the bucket. The contour of the blocks being made to correspond to the lower inner sides of the spaced members of the standards and the upper concavity of their main stem, the said blocks are held in a fixed vertical position, constituting a steady and secure fulcrum for the bucket.

The object of providing the longitudinal

slots B² in the table A' is to provide a means whereby the standards B' may be adjusted a suitable distance toward or away from the table A' to permit the employment of various-sized carriers.

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

1. The combination, with a truck-body, the axle thereof, a table secured upon said axle, provided with parallel and spaced slots at each end, and standards adjustably held in said slots, of a bucket pivoted in said standards, and means, substantially as shown and described, for dumping said bucket.

2. The combination, with a truck-body, the axle thereof, a table secured upon said axle, provided with parallel and spaced slots at each end, and standards having essentially U-shaped and flaring upper ends adjustably held in said slots, of a bucket pivoted in blocks, which blocks are adapted to the space intervening the members of the standards below their outer ends, a bail secured to said blocks, and a locking device attached to the bucket and engaging the bail, substantially as and for the purpose herein set forth.

3. The combination, with a truck-body provided with vertical standards over the axle between the wheels, having essentially U-shaped and flaring upper ends, of a bucket pivoted in blocks, which blocks are adapted to the space intervening the members of the standards below their outer ends, a bail secured to said blocks, and a locking device attached to the bucket and engaging the bail, substantially as and for the purpose herein set forth.

4. The combination, with a truck-body and vertical standards detachably secured to the axle between the wheels, said standards provided with a bifurcated upper end, the members whereof are oppositely and outwardly curved at their extremities, of blocks adapted to the space intervening the opposing members of the standard below their flaring extremities, a bucket pivoted in said blocks, a bail secured to the upper ends of the same, and a locking device attached to the bucket and engaging said bail, substantially as and for the purpose herein set forth.

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Witnesses:

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EDWD. M. CLARK.