

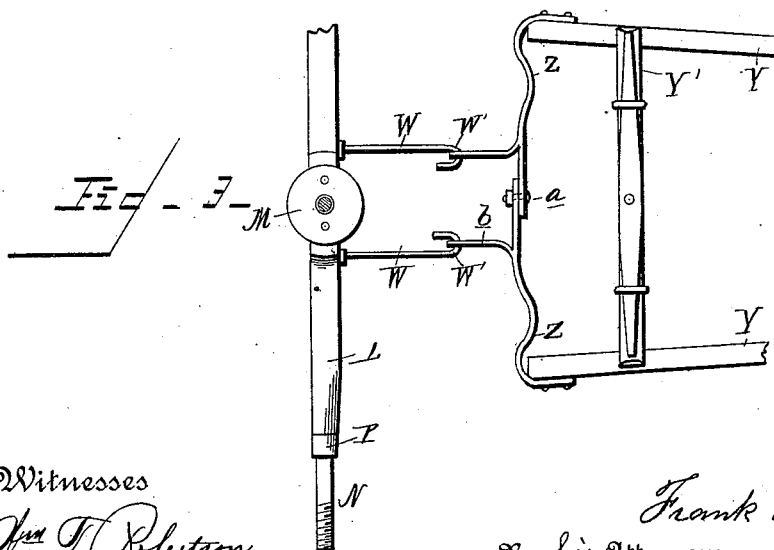
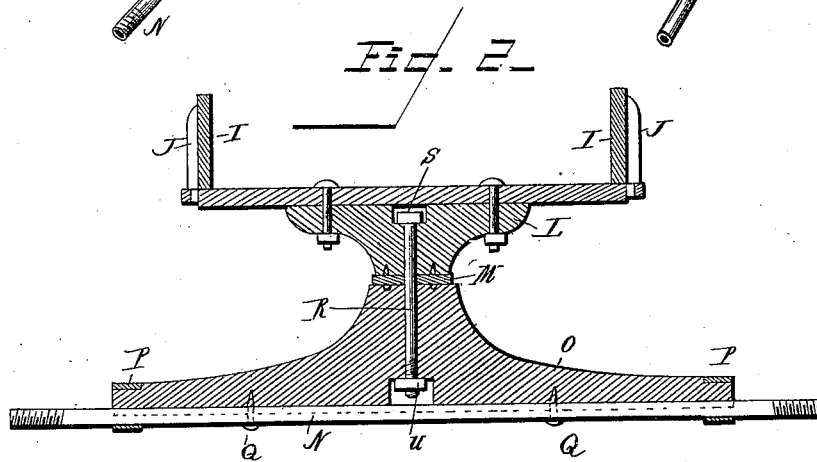
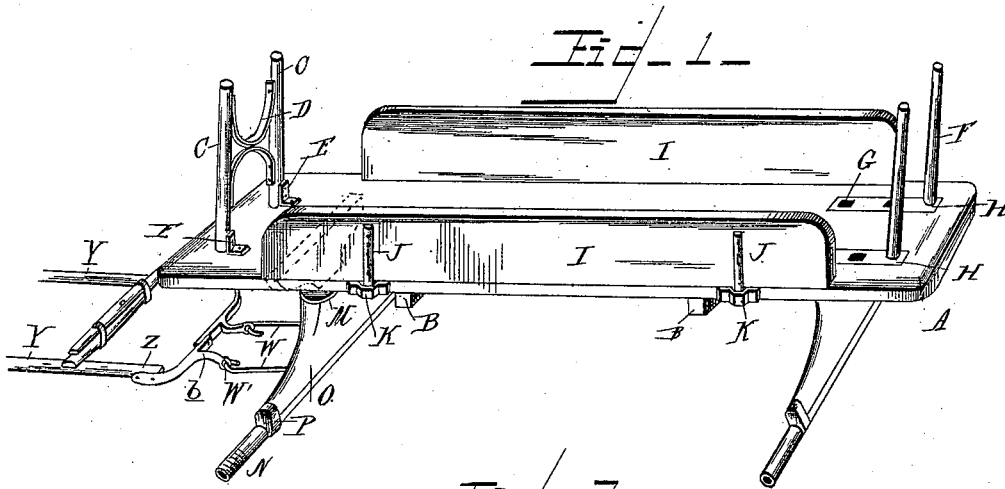
(No Model.)

2 Sheets—Sheet 1.

F. H. HARRIS.  
TOY DRAY.

No. 420,787.

Patented Feb. 4, 1890



Witnesses

*J. D. Roberson*  
*J. B. Roberson*

Inventor

*Frank H. Harris*

By his Attorneys

*Thos S. Sprague & Son*

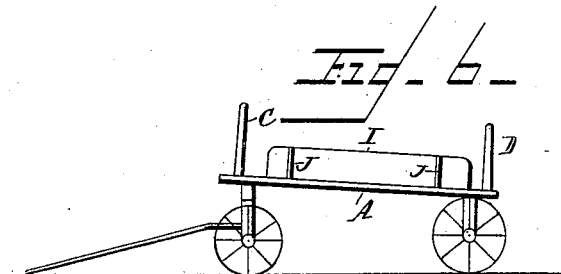
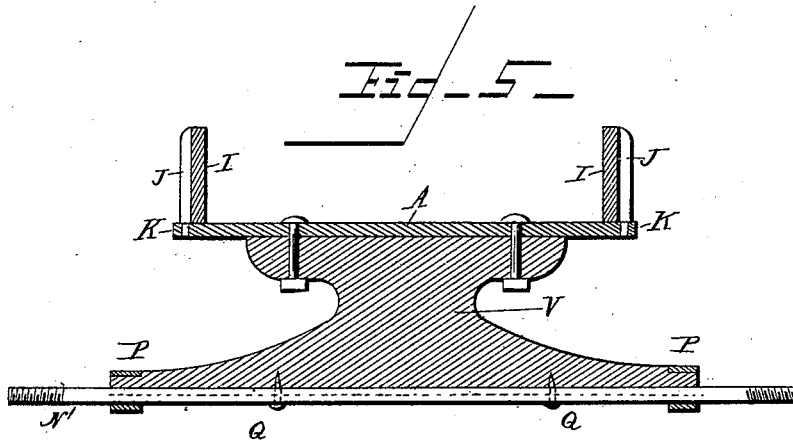
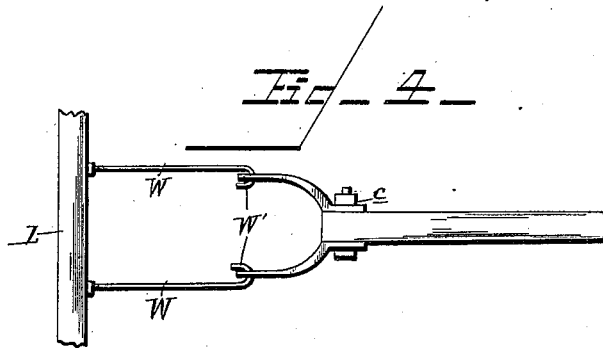
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2 Sheets—Sheet 2.

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Witnesses

  
 J. M. Robertson

Inventor

Frank H. Harris

By his Attorneys

Thos S. Sprague & Son

# UNITED STATES PATENT OFFICE.

FRANK H. HARRIS, OF AUBURNDALE, OHIO.

## TOY DRAY.

SPECIFICATION forming part of Letters Patent No. 420,787, dated February 4, 1890.

Application filed March 13, 1889. Serial No. 303,187. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK H. HARRIS, a citizen of the United States, residing at Auburn-  
dale, in the county of Lucas and State  
of Ohio, have invented certain new and use-  
ful Improvements in Toy Drays, of which  
the following is a specification, reference be-  
ing had therein to the accompanying draw-  
ings.

This invention relates to new and useful  
improvements in toy drays; and the inven-  
tion consists in the peculiar construction and  
combination of the different parts, whereby  
the device is economically manufactured and  
provided with the necessary solidity to be-  
come a serviceable article for the various uses  
to which it may be applied, all as more fully  
hereinafter described, and shown in the ac-  
companying drawings, in which—

Figure 1 is a perspective view of the same.  
Fig. 2 is a cross-section through the axis of  
the forward truck. Fig. 3 is a plan of the  
running-gear provided with a pair of shafts.  
Fig. 4 is a similar view with a single pole at-  
tached thereto. Fig. 5 is a cross-section  
through the axis of the hind gear, and Fig. 6  
is a diagram.

A is a platform of suitable length and  
width and additionally strengthened by cross-  
cleats B, secured thereto on the under side.

C are the forward stakes, yoked together  
by the malleable-iron bracket D, secured be-  
tween the same, and stepped with their lower  
ends into sockets formed in the platform and  
detachably secured thereto by the angle-  
irons E.

F are the rear stakes, adjustably secured in  
sockets G, formed near the rear end of the  
platform in the longitudinal direction there-  
of. A series of sockets are provided for each  
stake, and these are re-enforced by iron plates  
H, and provided with corresponding sockets  
and secured to the platform, preferably flush  
therewith. The platform is provided with  
side-boards I, which extend only a part of  
the length of the platform and are removably  
secured thereto by means of metal stakes J,  
preferably of malleable iron, the lower ends of  
which engage into sockets K, secured to the  
edges of the platform. The platform is  
mounted upon front and rear trucks, which  
present the usual difference in height for the

convenient handling and loading of goods, as  
in the ordinary construction of large drays.

The front truck consists of a bolster L,  
bolted to the under side of the platform and  
provided with the bearing-plate or fifth-  
wheel M.

N is the axle, preferably a piece of pipe,  
screw-threaded upon the ends to receive the  
axle-nut, which holds the wheels in place, and  
provided with an axle-cap O, grooved upon  
its under side to receive the axle and secured  
thereto by suitable clips or ferrules P and  
screws or nails Q, which prevent the axle from  
rolling on the axle-cap.

R is the king-bolt, engaging with its head  
S in a corresponding recess formed in the top  
of the bolster and confined therein by the  
platform. It is screw-threaded at its lower  
end to receive the nut U, seated in a corre-  
sponding recess on the under side of the axle-  
cap immediately above the axle. The hind  
gear is provided with an axle N', constructed  
and secured, like the axle of the front gear,  
to a bolster V, which is bolted to the plat-  
form.

W are two metallic hounds secured to the  
axle-cap of the front gear, and, projecting  
forwardly, terminate in inwardly-turned  
hooks W'.

Y are a pair of shafts provided with the  
cross-bar Y', to which an evener may be se-  
cured, and with the shaft-irons Z, which are  
constructed in two parts meeting in the cen-  
ter, whereby they are secured together by a  
suitable bolt a. These shaft-irons have rear-  
wardly-projecting arms b, provided with eyes  
adapted to engage with the hooks W' of the  
hounds.

In practice, the parts being constructed and  
arranged as shown and described, it will be  
seen that the device is adapted to all ordi-  
nary uses of a dray; or by removing the  
stakes and side-boards the device may be used  
as a platform-truck.

The manner of constructing the front and  
the rear gears insures great strength, and by  
securing the king-bolt in the manner de-  
scribed the front gear cannot become acci-  
dentally detached, the only way of detach-  
ing it being by turning the whole front axle  
in the same manner as it would be necessary  
in unscrewing the nut U from the king-bolt.

The king-bolt itself can never become lost. Neither can the nut U, which is held in its recess. The manner of securing the shafts permits their being readily detached after unscrewing the bolt *a*, and a single pole, as shown in Fig. 4, the pole-irons of which are also made in two parts and detachably secured to the pole by means of a bolt *c*, may be put in place thereof.

10 What I claim as my invention is—

1. In a dray, the combination, with the front gear provided with the hooked hounds W, of the shafts Y, provided with the two-part shaft-iron Z, having overlapped ends secured together in the center and provided with the rearwardly-projecting arms *b* upon opposite sides of the overlapped ends and having eyes to engage into the hooks of the hounds, substantially as described.

20 2. In a dray, the combination, with the platform, of a front gear consisting of the bolster L, secured to the under side of the platform, the axle-cap O, to which the axle N is secured, and the king-bolt R, provided with the head S, inclosed in a recess on top of the bolster between the same and the platform

and provided with the nut U, inclosed in a recess on the under side of the axle-cap above the axle, substantially as described.

3. In a dray, the combination of the platform provided with the removable front stakes C, the removable rear stakes F, the removable side-boards I, the front gear consisting of the bolster L, bolted to the under side of the platform, the axle-cap O, to which the axle N is secured, the king-bolt R, connecting the bolster L and axle-cap O and provided with the head S and nut U, inclosed in recesses formed, respectively, in the bolster and in the axle-cap, and the rear gear consisting of the bolster V, bolted to the under side of the platform and having the axle N' secured to it, all the parts being arranged and constructed substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 10th day of December, 1888.

FRANK H. HARRIS.

Witnesses:

J. PAUL MAYER,  
ED. MCBREARTY.