T. W. PORTER.

Baggage-Truck.

No. 162,190. Patented April 20, 1875.

FIG. 1

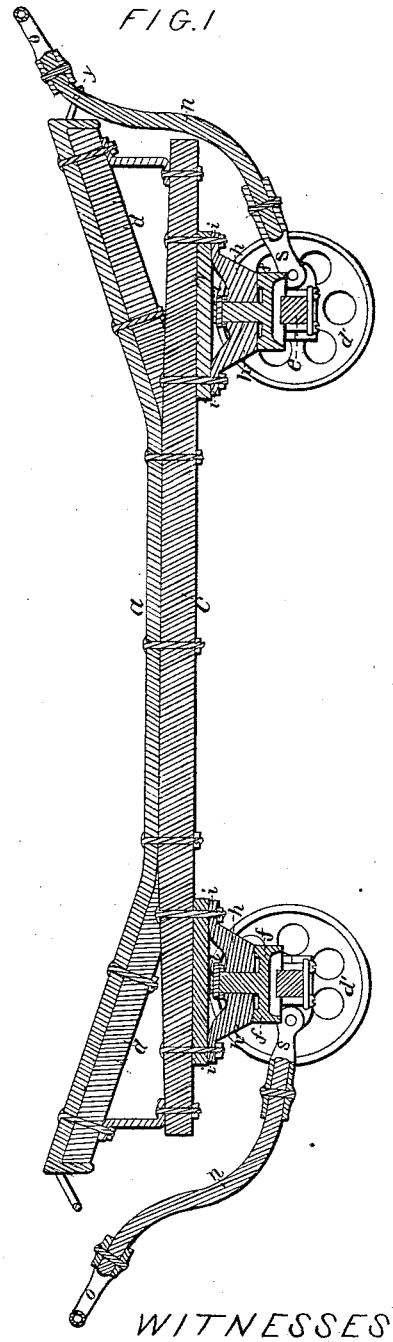


FIG. 2

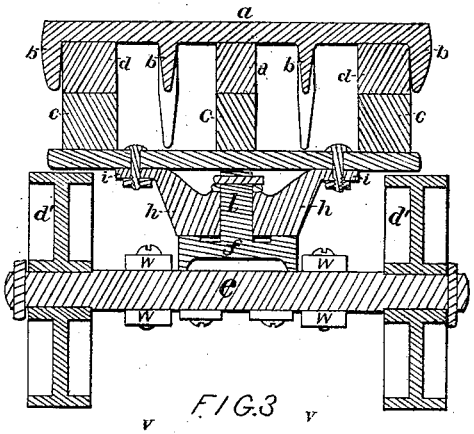


FIG. 3

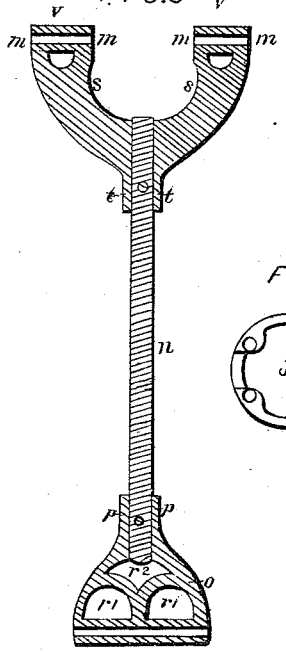


FIG. 4

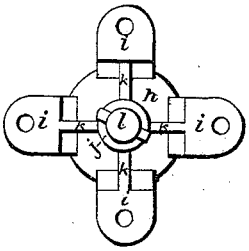


FIG. 5

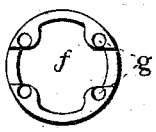
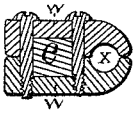


FIG. 6



WITNESSES

John T. Whitman

W. A. Haynes

INVENTOR

Thomas W. Porter

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

THOMAS W. PORTER, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN BAGGAGE-TRUCKS.

Specification forming part of Letters Patent No. **162,190**, dated April 20, 1875; application filed September 28, 1874.

To all whom it may concern:

Be it known that I, THOMAS W. PORTER, of Boston, in the county of Suffolk and State of Massachusetts, have invented new and useful Improvements in Baggage-Trucks, of which the following is a specification:

This invention relates to that class of four-wheeled trucks which are used in and around railroad depots for moving and transferring the baggage of passengers; and the invention consists in a cast-metal ribbed bed or platform, malleable iron crabs or brackets, and a wrought-iron center-rod for the tongue or pole; a cast-metal coupling of peculiar construction, by which the axles are coupled to the body; also in having both axles pivoted to the body, and provided with a tongue, so that either may be locked or loosed, and the truck operated with equal facility at either end.

Figure 1 is a vertical section, taken centrally through the length of the truck. Fig. 2 is a vertical transverse section, taken through one of the axles. Fig. 3 is a horizontal longitudinal section of the tongue, showing the connection of the rod and crabs. Fig. 4 is a top or plan view of the coupling. Fig. 5 is an under-side view of the same; and Fig. 6 is a side elevation of the pole-shackle, showing the axle in section.

In the drawings, *a* is the top or bed of the truck, which I construct of cast-iron, with the ribs *b b b b* extending the length thereof, and forming a curtain around the entire edge; this bed has the usual "turned-up" ends, as shown. *c c* are the stringers of wood, which are bolted to the bed, as shown. *d d* are short stay-bars, bolted to the elevated ends of the bed. *d' d'* are the wheels; and *e e*, the axles. *f* is the lower half of the coupling, which is secured to the axles by bolts passing through holes *g* on each side of the axle, secured by a yoke beneath the axle, as shown in Fig. 1. A king-pin, *l*, is formed as a component part of this half of the coupling. *h* is the upper half of the coupling; the essential features of which are a circular disk of the size of *f*, a hollow central part, *j*, in which pin *l* is inserted, four equidistant diverging arms, connected with the hollow center by ribs *k k*, and terminating in feet *i*, for bolting to the string-pieces, as shown in Figs. 1 and 2. A small pin, as shown in Figs. 1 and 4, passes through king-pin *l* above sleeve *j*, and secures the parts together. *n* is the wrought-iron rod of the tongue or pole. *o* is the hand-crab, which is formed with a socket, *p*, in which rod *n* is secured, and with two hand-holes, r^1, and an aperture, r^2, as a termination for socket *p*. The hand-rod is formed hollow. *s* is the lower or hinge-bracket of the pole, formed with a socket, *t*, for the insertion of rod *n*, while its two arms each terminate in fingers *m m* which are united by a hollow bar, *v*, which serves as the pivotal connection with the axles, and is secured in hole *x* formed in shackles *w w*, which are bolted to the axle, as shown in Figs. 2 and 6. In Fig. 1 the right-hand pole is shown secured to the center of the end of bed *u* by hook *y*, while the other pole is in position for drawing and operating the truck; and by thus having both axles pivoted, and capable of being locked or released, there is never any necessity of turning the truck or running it backward, as is often the case with those of common construction.

I claim as my invention—

1. The cast-metal ribbed bed *a*, substantially as described and shown.

2. The cast-metal hand-crab *o*, substantially as described and shown.

3. The cast-metal hinged bracket *s*, substantially as described and shown.

4. The part *f* of the cast-metal coupling, formed with its king-pin *l*, in combination with the part *h*, formed with its socket to receive pin *l*, and with the radial brackets *i*, whereby it is bolted to the top or bed, substantially as shown.

5. A baggage-truck, having the two pivoted axles *e*, and the locking-poles *n*, substantially as described and shown.

THOMAS W. PORTER.

Witnesses:

R. H. WHITTLESEY,

W. E. CHAFFEE.