No. 651,286. Patented June 5, 1900.

G. M. WILLIAMS.

TRUCK LOCK.

(Application filed Oct. 7, 1899.)

(No Model.)

Fig. 1.

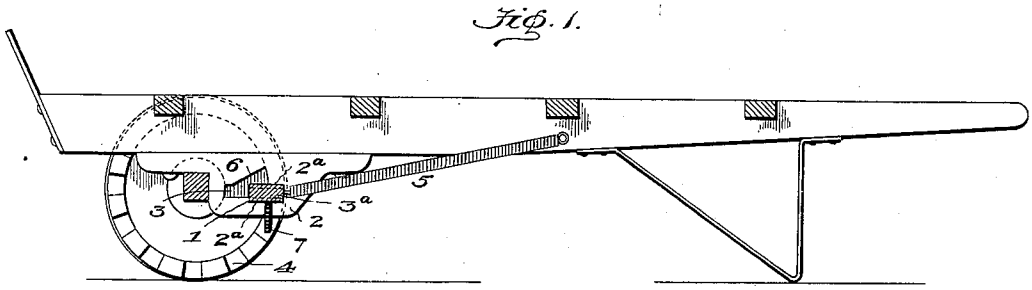


Fig. 2.

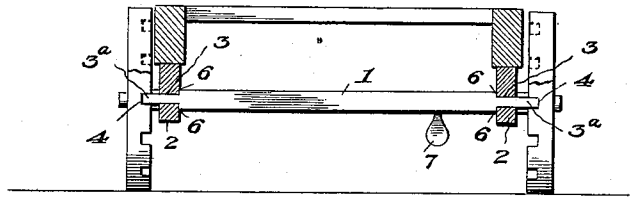
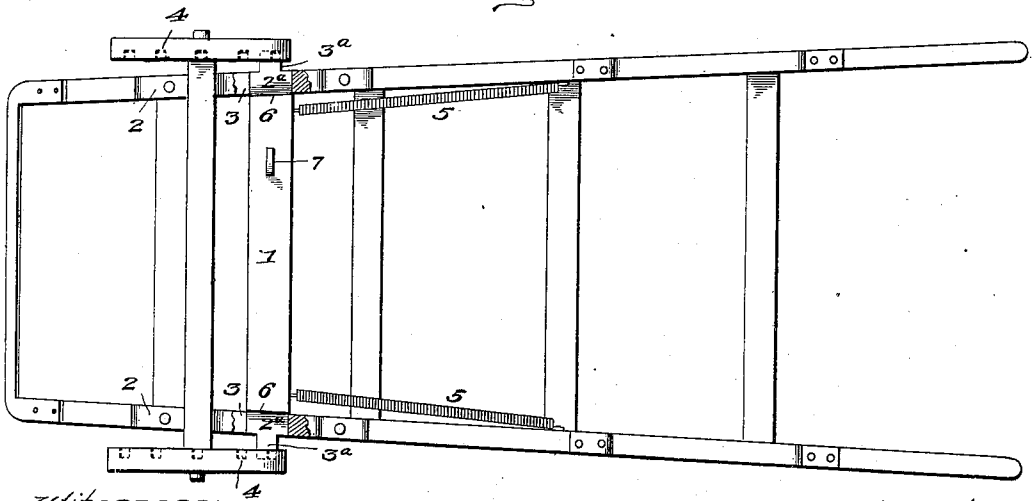


Fig. 3.



Witnesses:

Herbert D. Lawson.

Inventor

G. M. Williams,

By Edson Bros,

Attys.

UNITED STATES PATENT OFFICE.

GEORGE M. WILLIAMS, OF SANTA ROSA, CALIFORNIA.

TRUCK-LOCK.

SPECIFICATION forming part of Letters Patent No. 651,286, dated June 5, 1900.

Application filed October 7, 1899. Serial No. 732,939. (No model.)

To all whom it may concern:

Be it known that I, GEORGE M. WILLIAMS, a citizen of the United States, residing at Santa Rosa, in the county of Sonoma and State of California, have invented certain new and useful Improvements in Truck-Locks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in trucks, more especially to locks therefor.

It has for its object to promote convenience and facility of handling or manipulation and otherwise enhance the utility of the truck.

It consists of the combination and arrangement of the parts, including their construction, substantially as hereinafter more fully disclosed, and specifically pointed out by the claims.

In the accompanying drawings, illustrating the preferred embodiment of my invention, Figure 1 is a sectional elevation. Fig. 2 is a cross-section. Fig. 3 is an inverted view, parts being broken away.

It will be understood that latitude is allowed herein as to details, as they may be changed at will without departing from the spirit of my invention and the same yet remain intact and be protected.

In the organization of my invention I employ in connection with a truck in its general outlines as heretofore constructed a transverse locking-bar 1, adapted to slide in parallel supports or bearings 2, secured to the truck-frame. This locking-bar has its ends arranged in longitudinal slots 3 in said bearings or supports and provided with reduced extensions or projections 3^a, adapted to engage lateral radial recesses or notches 4 of the truck-wheels when it is desired to lock said wheels. These recesses or notches are preferably formed by providing said wheels upon their inner sides at the peripheries with radial projections or lugs, the said recesses at the peripheral line being closed in any suitable way to prevent dirt, &c., from clogging or filling up said recesses. The locking-bar 1 is provided adjacent to the bearings or supports 2 therefor with lugs or projections 2^a to guide it in a rectilinear direction or in parallel lines with said bearings in its movement; otherwise it would jam or bind thereat. Said locking-bar is held in its normal or unlocked position by springs 5, preferably helical or coiled, with their inner ends suitably connected to the sides of the truck-frame and their opposed ends connected to said bar. Said bar is adapted to be raised into angular notches or depressions 6 in the upper edges of the slots 3 in direct alinement with the application of the tension or stress of the springs 5 when out of use, thus securing said bar in its unlocked position as against engagement with the notches in the truck-wheels. In order to provide for the disengagement of said locking-bar from the truck-wheels or the notches thereof, pressure is exerted or applied by the foot on the edge of the locking-bar for conveniently overcoming the resistance of the springs sufficiently to thus move or raise said locking-bar into the angular depressions or notches into which said bar is effectively held until it is desired to lock the wheels. This latter is readily effected by pressing upon the lug or trip 7 until the locking-bar is moved out of its said angular notches or recesses, when the springs upon removal of the foot from said trip will automatically bring said bar at its ends into engagement with the notches of the truck-wheels and brake or lock the latter. The bearings or supports carrying said locking-bars may be made each either in solid casting form or frame-like, as will be readily appreciated.

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

1. In a truck, the combination of a spring-actuated locking-bar, slotted bearings or supports therefor on the truck-frame, means within the slotted bearings for holding the bar in retracted position, and the truck-wheels adapted to be engaged by said locking-bar, substantially as set forth.

2. In a truck, the combination of a spring-actuated locking-bar, slotted bearings therefor on the truck-frame, an edge of each of the slots of said bearings having angular notches or depressions adapted to be engaged by said locking-bar, and the truck-wheels adapted to be engaged by said locking-bar at the ends, substantially as specified.

3. In a truck, the combination of a locking-bar, slotted bearings therefor on the truck-frame, the slots in said bearings having angular depressions or notches in their upper edges, springs connected to the truck-frame and to said locking-bar, and the truck-wheels adapted to be engaged by said locking-bar, substantially as set forth.

4. In a truck, the combination of a locking-bar having a pendant or trip thereon for its manipulation, bearings on the truck-frame, having slots for the reception of said locking-bar, said slots having angular depressions or notches in their upper edges engaged by said locking-bar, springs connected to the truck-frame and said locking-bar, whose tension or stress is exerted in alinement with said angular depressions or notches, and the truck-wheels having lateral radial recesses or notches, at or near their peripheries, to receive the ends of said locking-bar, substantially as set forth.

5. In a truck, the combination of a transverse locking-bar having a pendant or trip thereon, and guiding lugs or projections, near their ends, bearings on the truck-frame having slots to receive said locking-bar at its end portions, the upper edges of said slots having angular depressions or notches engaged by said locking-bar, springs connected to said truck-frame and to said locking-bar, and the truck-wheels having radial notches or recesses to receive the extreme ends of said locking-bar, substantially as set forth.

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

GEORGE M. WILLIAMS.

Witnesses:
R. L. THOMPSON,
M. G. HALL.