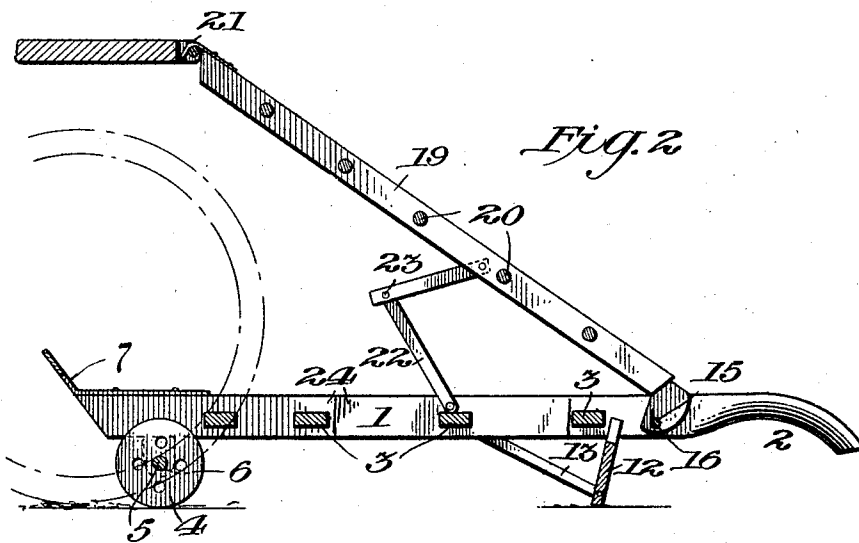
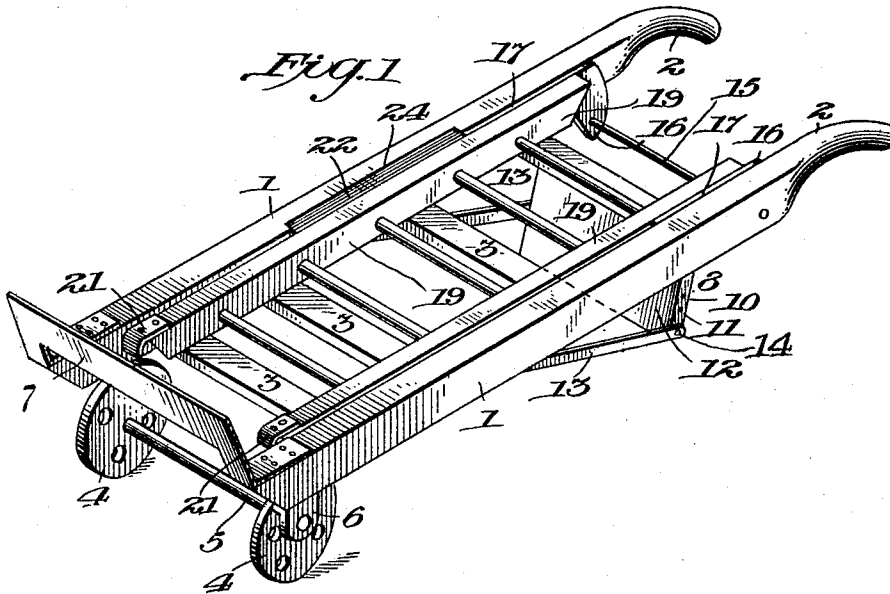


G. C. WITT.  
 COMBINATION TRUCK.  
 APPLICATION FILED JULY 17, 1911.

1,116,779.

Patented Nov. 10, 1914.  
 2 SHEETS—SHEET 1.



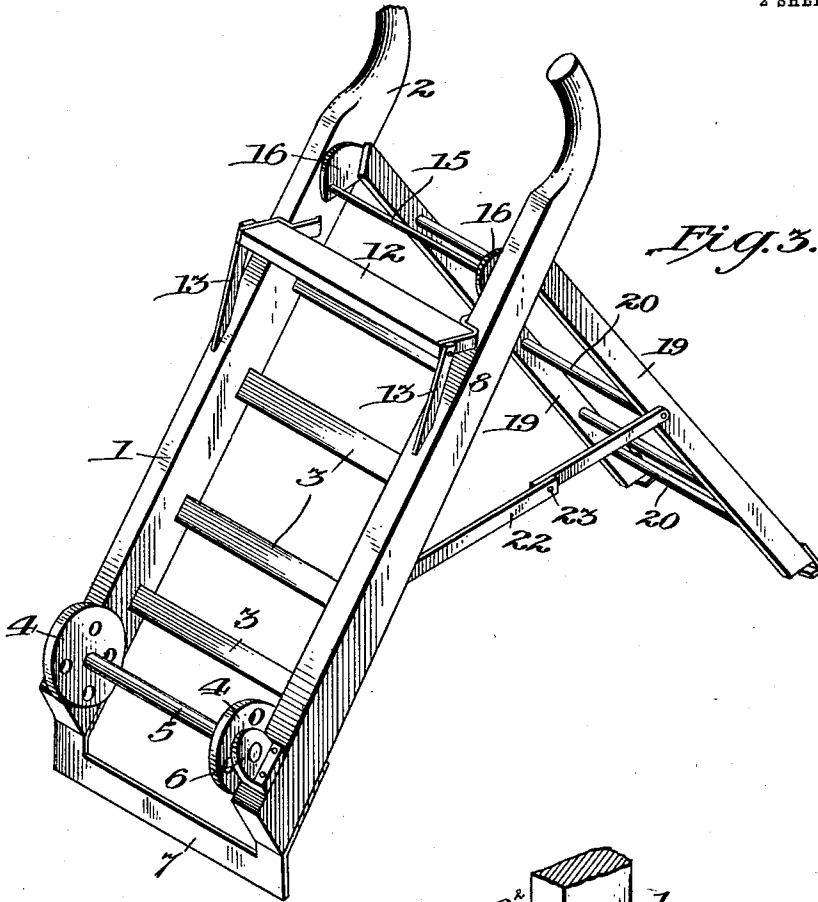
Witnesses:  
 J. L. O'Connell.  
 L. M. Hastings

Inventor:  
 G. C. Witt  
 by Robert Owen  
 his atty.

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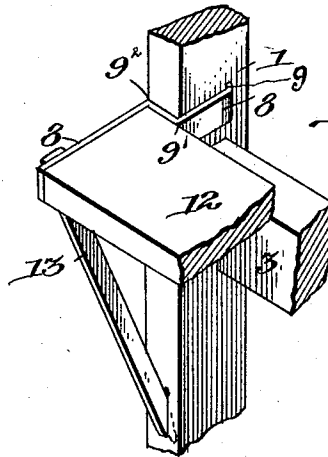
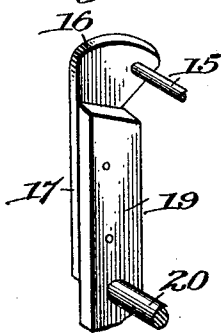
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*Fig. 3.*

*Fig. 4.*



*Fig. 5.*

*Witnesses*  
*J. L. Ourand*  
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*Inventor:*  
*George C. Witt,*  
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# UNITED STATES PATENT OFFICE.

GEORGE C. WITT, OF LITTLE ROCK, ARKANSAS.

## COMBINATION-TRUCK.

1,116,779.

Specification of Letters Patent.

Patented Nov. 10, 1914.

Application filed July 17, 1911. Serial No. 638,879.

*To all whom it may concern:*

Be it known that I, GEORGE C. WITT, citizen of the United States, residing at Little Rock, in the county of Pulaski and State of Arkansas, have invented certain new and useful Improvements in Combination-Trucks, of which the following is a specification.

My invention relates to an improved truck and more particularly to that type commonly known as a combination truck, wherein the several embodiments comprising the same are arranged in such a novel and peculiar manner as to permit the performance of several distinct and independent functions.

It is my object to provide a truck of this type which will fulfil a long felt want in factories, shipping houses and the like, and which will be readily operable in the performance of its several functions.

Another object of my invention is to provide a truck whose parts are so disposed that the ones employed to perform one function will not interfere with the parts employed to effect another of its functions.

A further object of my invention is to provide a truck of this type which will be compact, simple, durable and economical of manufacture.

With the foregoing and other objects in view my invention consists in such details of construction, and in the arrangement and combination of parts as will be hereinafter more fully described and specifically pointed out in the appended claims.

In describing my invention in detail, reference will be had to the accompanying drawings in which like characters denote like or corresponding parts throughout the several views and in which:—

Figure 1 is a perspective view of my invention. Fig. 2 is a sectional view of my invention showing its use as a wagon skid. Fig. 3 is a perspective view of my invention in use as a step ladder. Fig. 4 is a detail view of the ladder and support. Fig. 5 is a detail view of the legs disclosing the means of fastening the same.

Referring to the drawings, 1 designates the sills which terminate in suitable handles 2 and are beveled at their opposite extremities in a manner and for a purpose well known to the art. The sills 1 are held in proper relation to one another by cross braces 3, secured in any suitable manner but

preferably disposed below the upper surfaces of the sills 1, for a purpose which will be hereinafter more fully set forth. This structure forms the frame-work of my truck and is mounted for movement upon rollers 4 rotatable about a shaft 5, journaled in brackets 6, provided near the lower ends of the sills 1 and preferably on the under surfaces thereof. A toe-piece 7 of usual construction is secured in any suitable manner upon the forward portions of the sills 1, so as to project out from the forward ends thereof in a manner well known to the art. Legs are provided on the rear surfaces of the sills 1 adjacent the handle 2. These legs are formed from metal strips 8, driven into the inner faces of the sills 1, and angularly bent at 9, 9', 9<sup>2</sup> thus partaking of the configuration of the sills. Holes 10 may be punched in the strips 8, for the passage of nails 11 or any suitable fastening means adapted to maintain a beam 12 securely in position between the strips, which is designed to serve as a brace and lock for the same, and also for a further purpose hereinafter more fully set forth.

Supports 13, preferably formed from a length of flat metal, beveled and sharpened at one end to insure ease of passage, are driven at an angle into the lower surfaces of the sills 1, so that their opposite ends having therein holes 14, may be brought into a relationship effecting the registry of the lower of holes 10 and holes 14, whereby a nail 11 or other suitable fastening means may be passed through the registering holes and into the beam 12, thus providing additional securing means for the strips 8, at the same time dispensing with useless waste of material and unnecessarily weakening the strips by providing a third hole therein.

A brace-rod 15 is connected to the sills 1 as is clearly shown in the accompanying drawings for the purpose hereinafter set forth. Plates 16, are pivotally mounted upon the rod 15. The plates merge at one end into shanks 17 provided with holes for the reception of suitable means adapted to secure thereto rails 19 supporting therebetween equidistantly spaced steps 20. Clips 21 are attached upon the free ends of the rails 19 for a purpose which will presently appear. This structure may be disposed at any angle from the brace rod 15, where it is maintained by a suitable stay-rod 22 preferably pivoted upon the inner side of one of

the sills 1, and upon the outer side of the adjacent rail 19. This stay 22 for purposes of folding is split approximately at the center and united by a pivot 23. When in closed position the stay 22 is adapted to normally lie within a recess 24 provided in the sill 1, for that purpose, and the rails lie on the cross braces 3 thus having their upper surfaces flush with the upper surfaces of the sills 1.

The uses of my invention will become immediately apparent from the foregoing description taken in connection with the accompanying drawings. The main frame work will be readily seen to form a truck of novel construction and improved durability. The super-structure pivotal upon the brace-rod 15 provides a quickly adjustable skid for use as illustrated in Fig. 2, wherein the same is securely held in place upon the tail-piece of a wagon by the clips 21. The whole when adjusted in the manner shown in Fig. 3 forms a secure step ladder. In this function the beam 12 may be utilized as a shelf or ledge upon which articles may be placed and held in readiness for use by the operator.

I desire it to be understood that slight changes in the construction and in the arrangement and combination of the several parts may be resorted to without departing from the spirit of my invention.

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

1. In a device of the character described, a pair of sills, rollers on said sills, legs on said sills, braces connecting said sills, a brace rod on said sills, plates on said brace rod, a pair of rails on said plates, clips on the free ends of said rails, and a plurality of rounds connecting said rails.

2. In a device of the character described, a pair of sills having rollers and legs thereon, a toe-piece on said sills, braces connecting said sills, plates on said brace-rod, a pair of rails on said plate, clips on the free ends of said rails, a plurality of steps connecting said rails, and a stay-rod connected to one of said rails and the adjacent of said sills.

3. In a device of the character described, a pair of sills, a brace connecting said sills, plates pivoted at their lower ends upon said brace, a pair of rails having connection with the upper ends of said plates, and clips carried by the ends of said rails for the purpose described.

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

GEORGE C. WITT.

Witnesses:

FRANCES M. BABCOCK,  
EVANDER MATTHEWS.