Dec. 20, 1949 J. C. PADDOCK 2,492,002

TRUCK FOR TEXTILE MILLS

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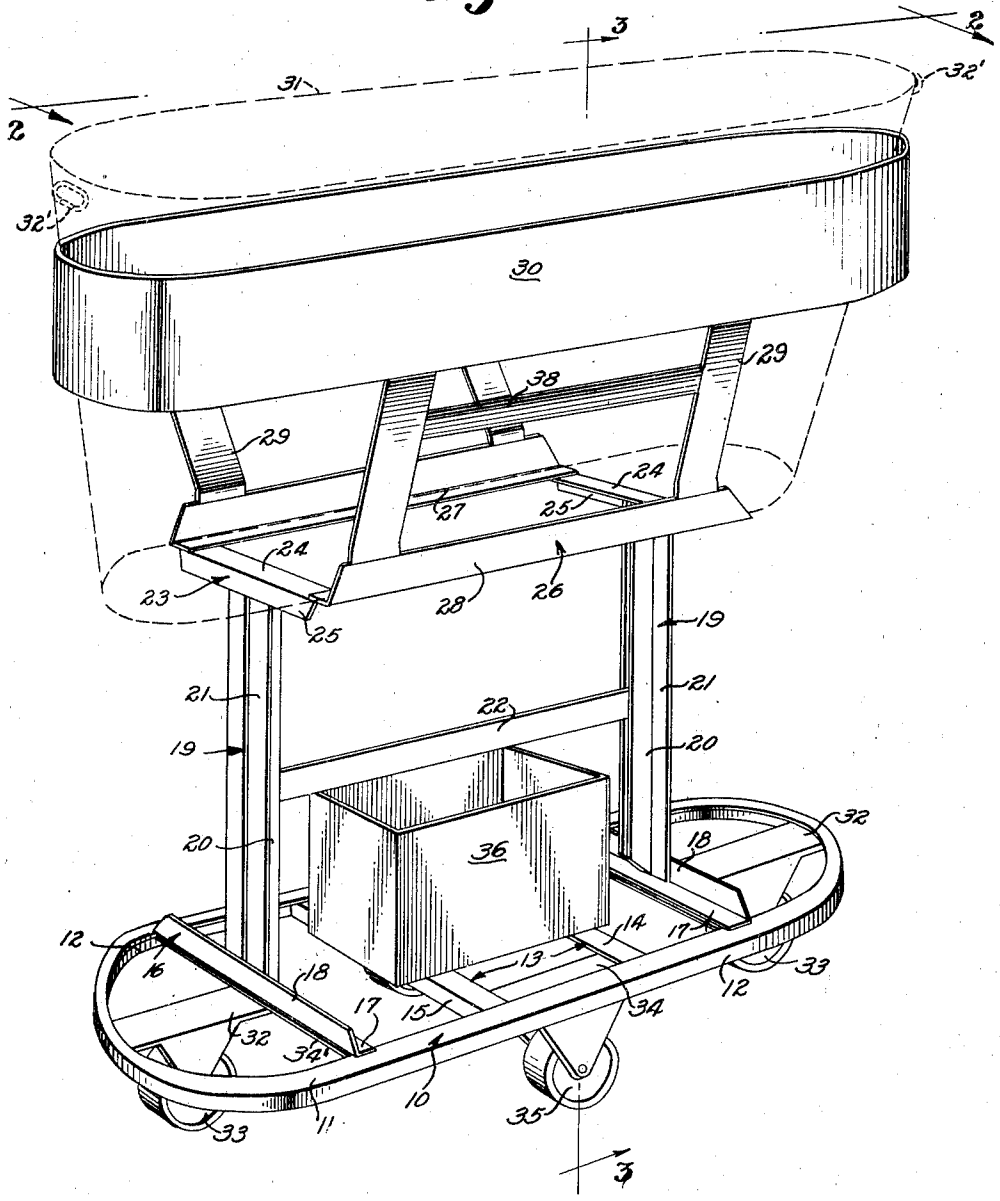
Fig. 1.



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TRUCK FOR TEXTILE MILLS

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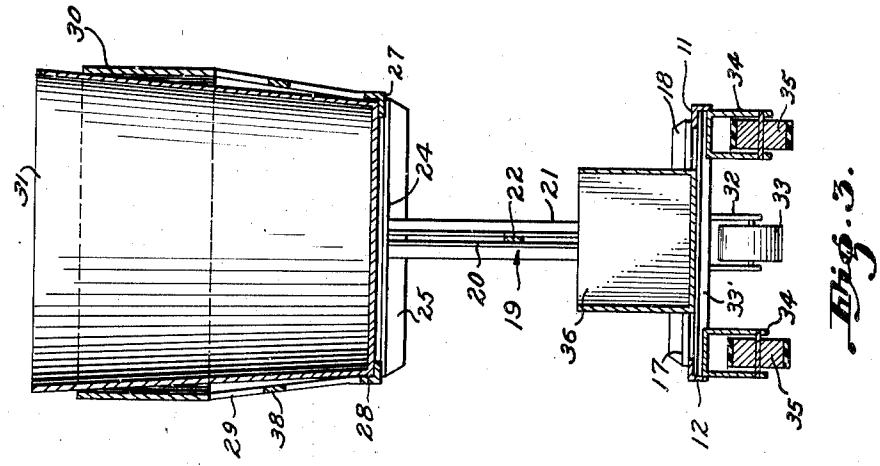

Fig. 3.

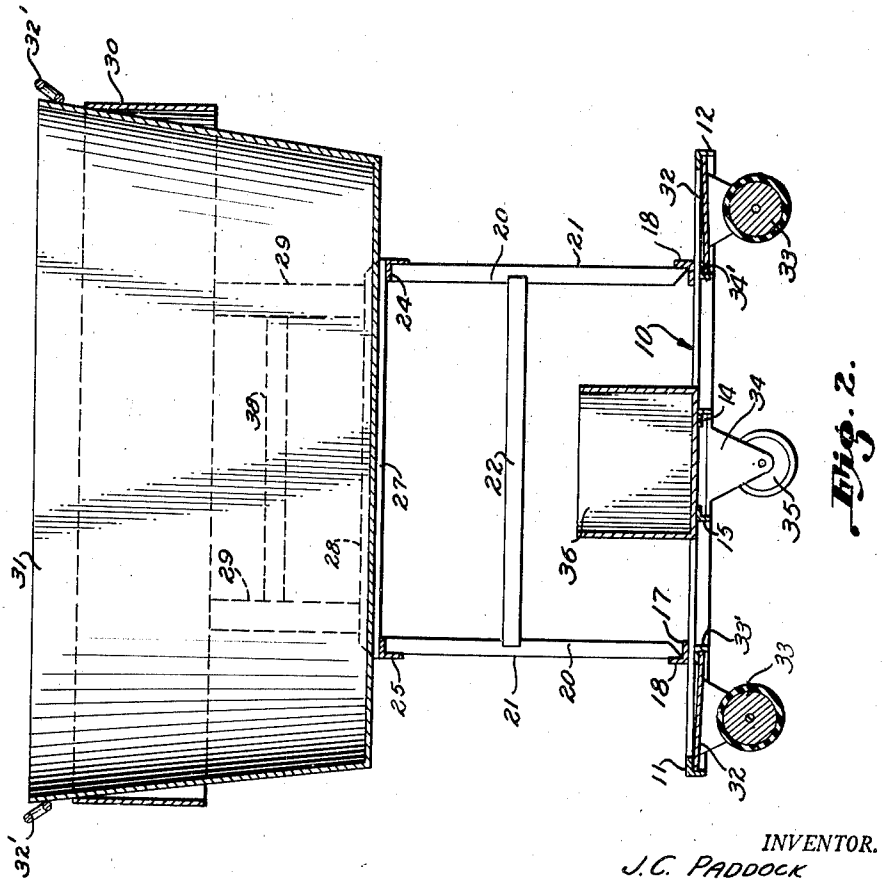

Fig. 2.

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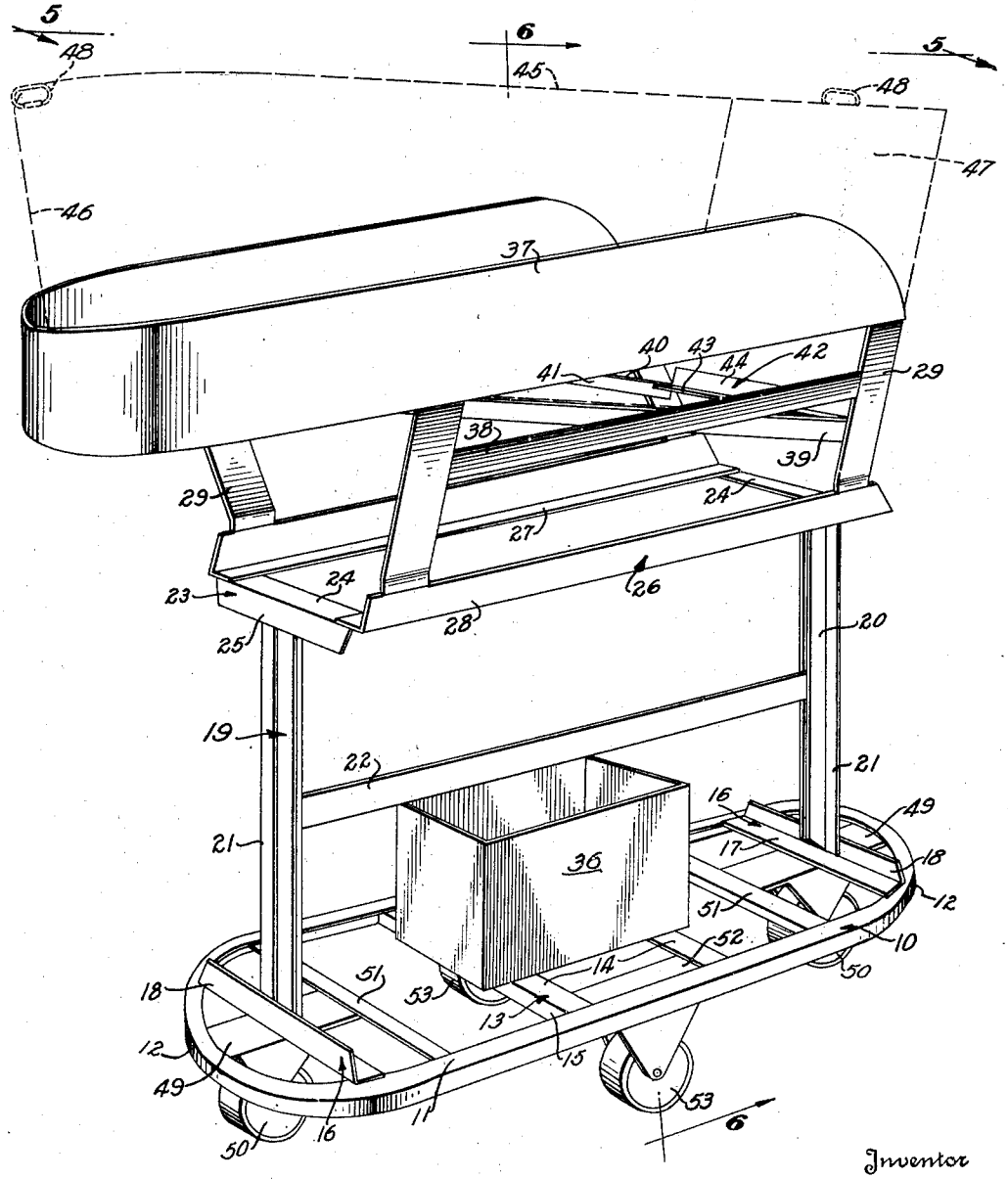
Fig. 4.



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TRUCK FOR TEXTILE MILLS

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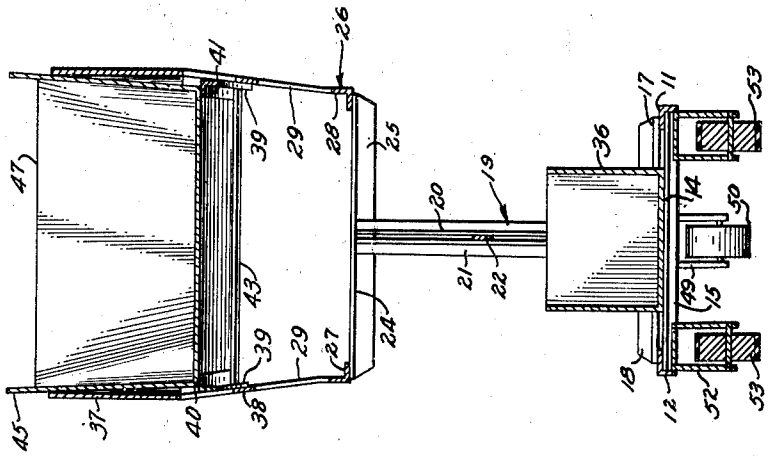

Fig. 6.

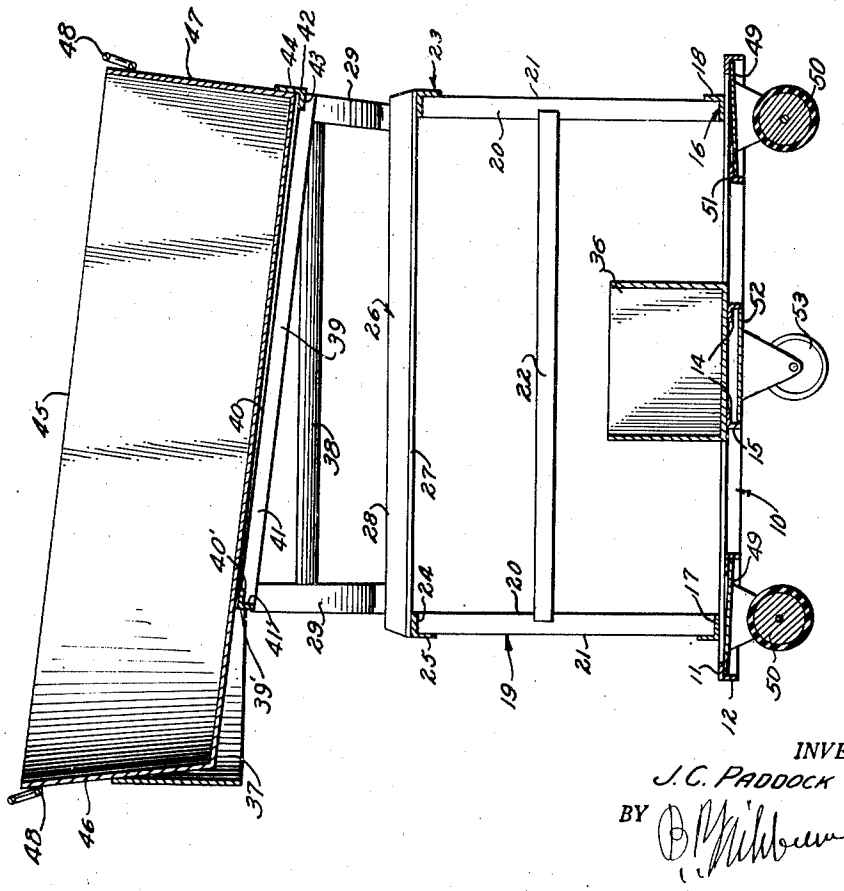

Fig. 5.

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TRUCK FOR TEXTILE MILLS

John C. Paddock, Spartanburg, S. C.

Application February 19, 1947, Serial No. 729,511

3 Claims. (Cl. 280—54)

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My invention relates to improvements in trucks for use in textile mills, for transporting bobbins, quills, or the like, containing the filling.

An important object of the invention is to provide a truck of the above mentioned character which will operate within narrow aisles, which is easily handled and is especially helpful for women employees, and which is strong and durable.

A further object of the invention is to provide a truck of the above mentioned character having a removable container for holding the bobbins, quills, or the like.

A further object of the invention is to provide a truck of the above mentioned character having a container which is tilted so that the bobbins or quills will roll to the lower end of the container.

Other objects and advantages of the invention will be apparent during the course of the following description.

In the accompanying drawings forming a part of this application, and in which like numerals are employed to designate like parts throughout the same,

Figure 1 is a perspective view of a truck embodying my invention, showing the container in dotted lines for the purpose of illustration,

Figure 2 is a central vertical longitudinal section through the same, taken on line 2—2 of Figure 1,

Figure 3 is a central vertical transverse section through the same, taken on line 3—3 of Figure 1,

Figure 4 is a perspective view of a truck embodying a modified form of the invention,

Figure 5 is a central vertical longitudinal section through the same, taken on line 5—5 of Figure 4, and

Figure 6 is a central transverse vertical section through the same taken on line 6—6 of Figure 4.

Attention is called first to Figures 1 to 6 inclusive, the numeral 10 designates a chassis or frame, which is horizontal. This chassis or frame is elongated and is formed of an angle iron having a horizontal web 11 and a vertical web 12. The numeral 13 designates transverse intermediate angle irons, connecting the sides of the chassis or frame 10 and welded thereto. The angle irons 13 include upper horizontal webs 14 and vertical webs 15. Transverse end angle irons 16 are provided including horizontal webs 17 welded to the horizontal webs 11 and vertical webs 18.

The numeral 19 designates a pair of vertical posts, which are arranged at the transverse center of the frame 10 and near its ends. Each post

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includes a pair of angle irons and each angle iron comprises a longitudinal web 20 and a transverse web 21. The transverse webs 21 are welded to the vertical webs 18. The longitudinal webs 20 in each pair of angle irons are spaced, and a horizontal metal strap 22 is arranged between the webs 20 and is welded thereto. The vertical posts 19 carry at their tops an upper horizontal frame and this frame includes transverse angle irons 23. The angle irons 23 have upper horizontal webs 24 and lower vertical webs 25. The vertical webs 25 are welded to the transverse webs 21. The upper horizontal frame comprises sides 26 including longitudinal angle irons having horizontal webs 27 and vertical webs 28. The horizontal webs 27 are arranged upon and welded to the horizontal webs 24 at the ends of the webs 24. Pairs of upwardly diverging metal straps 29 are provided, welded to the upper edges of the vertical webs 28, at the lower ends of the straps 29. Horizontal straps 38 rigidly connect the arms 29 in each longitudinal pair and are welded to the vertical inner edges of the arms 29 at approximately the central portion thereof. The construction thus described is identical with the two forms of the invention, except that angle irons 16, Figure 4, are nearer the ends of the frame 10, than angle irons 16, Figure 1.

I will now describe the first form of the invention as shown in Figures 1 to 3 inclusive. The upper ends of the straps 29 are welded to the lower edge of a metal loop-band 30, having both ends closed. This loop-band is horizontally disposed, is wider than the upper frame and longer. The closed ends of the loop-band are rounded, corresponding generally to the rounded ends of the chassis or frame 10.

The numeral 31 designates a metal container, formed of sheet metal and having a perforated bottom. This container has rounded ends and tapers downwardly. The container is equipped with handles 32' at its ends. The container is adapted for insertion within the loop-band 30 and its bottom will rest upon the upper frame and will engage the horizontal webs 27 and be held in place by the vertical webs 28 and straps 29.

The numeral 32 designates end brackets having wheels 33, provided with rubber tires. These end brackets are arranged at the ends of the frame or chassis 10, at its transverse center, and the outer ends of the brackets 32 engage beneath the horizontal web 11 and are welded thereto, while their inner ends engage beneath horizontal webs 33' of horizontal transverse angle irons 34' and are welded to the webs 33'. The angle irons

34' have their horizontal webs arranged beneath the webs 11 and welded thereto. The numeral 34 designates side brackets carrying wheels 35, equipped with rubber tires. The brackets 34 are arranged adjacent to the sides of the frame or chassis 10, at its longitudinal center, and the ends of the brackets 34 are welded to the vertical webs 15. This permits for the brackets 34 being arranged at a lower elevation than the brackets 32 so that the wheels 35 are disposed at a lower elevation than the wheels 33. This permits of the chassis 10 being tilted transversely upon the wheels 35, to render steering convenient. Arranged beneath the horizontal strap 22 and centered with respect to this strap is a box or container 36, welded to the angle irons 13. This box or container is used to hold bad filling.

In use, the bobbins, quills, or fillings are placed within the container 31. The truck may be rolled in the weave room and will readily pass down the narrow aisles. The vertical posts 19 provide a narrow upright structure, which will avoid the warper beams of the looms or the like. The upper frame which holds the container 31 is about table high bringing the top of the container 31 about waist high. This renders it convenient for the operator, particularly women, to remove the filling. When desired, the entire container 31 may be removed from the upper frame.

In Figures 4 to 6 inclusive, the upstanding arms 29 have a horizontal loop-band 37 welded to their top ends. One end of the loop band 37 is closed and extends longitudinally beyond the adjacent arms 29 while its opposite end is open and terminates at adjacent arms 29. The loop-band 37 is wider than the upper frame and extends longitudinally beyond the upper frame at one end, as shown. Horizontal straps 38 rigidly connect the arms 29 in each longitudinal pair and are welded to the vertical inner edges of the arms 29, at approximately the central portion thereof. Inclined angle irons 39 are provided having upper horizontal webs 40 and vertical webs 41. The vertical webs 41 are welded to the upper ends of the straps 29. A transverse angle iron 42 is provided including a horizontal web 43 and a vertical web 44. The web 43 is arranged beneath and welded to the webs 40 while the web 44 projects above the horizontal webs 40. The upper ends of the angle irons 39 are connected by an upper transverse angle iron 39', having a horizontal web 40' and a vertical web 41'. The horizontal web 40' is arranged beneath and welded to the horizontal webs 40.

The numeral 45 designates a removable container formed of sheet metal and having a perforated bottom. This container has a round end 46 and a square end 47 and handles 48. It is thus seen that when the container is placed in position it will rest upon the angle irons 39 and be held longitudinally inclined in a vertical plane. The lower flat end of the container will rest against the vertical flange 44. The upper rounded end of the container will engage with the closed end of the loop-band.

The numeral 49 designates brackets carrying wheels 50, which are equipped with rubber tires. The brackets 49 have their outer ends arranged beneath the horizontal web 11 and are welded thereto and their inner ends are arranged beneath transverse angle irons 51 and are welded to the upper horizontal webs of the same. The angle irons 51 are arranged beneath the horizontal webs 11 and are welded to the same. The numeral 52 designates side brackets carrying wheels 53, having rubber tires. The side brackets are arranged within the transverse angle irons 13 and have their ends welded to the vertical webs 15. If desired the wheels 53 will extend below the wheels 50, to aid in steering. The same box 36 may be provided for receiving the bad filling.

The use of this form of truck is similar to that of the first form of truck. The filling held within the container 45 will roll to the lower end of the container thus rendering its removal more convenient.

It is to be understood that the forms of my invention herewith shown and described are to be taken as preferred examples of the same and that various changes in the shape, size, and arrangement of parts may be resorted to without departing from the spirit of my invention or the scope of the subjoined claims.

Having thus described my invention, what I claim is:

1. A truck for use in a textile mill and to be manually propelled, comprising a lower elongated horizontal frame having a substantial width and having its opposite ends rounded and convex, a transverse pair of wheels arranged beneath and mounted upon the lower frame near its longitudinal center and near the sides of the lower frame and confined within the lower frame, a longitudinal pair of wheels arranged beneath and mounted upon the lower frame near its transverse center and near its opposite ends and confined within the lower frame, relatively narrow pairs of upstanding posts rigidly mounted upon the lower frame near the transverse center and ends of the lower frame, the lower frame extending laterally beyond the posts for substantial distances in opposite directions, the posts in each pair being slightly spaced, a substantially horizontal bar arranged near the longitudinal centers of the posts and extending between the posts in the pairs and rigidly secured to such posts, an upper frame mounted upon the tops of the pairs of posts and having its transverse center arranged near such pairs, the upper frame extending laterally beyond the pairs of posts for substantial distances in opposite directions, a loop band arranged above and spaced from the upper frame, the loop band having at least one end closed and rounded and means securing said loop band to said upper frame.

2. A truck for use in a textile mill and to be manually propelled, comprising a lower horizontal elongated frame having a substantial width and its opposite ends rounded and convex, said frame being formed from an angle iron having an upper horizontal web and a depending vertical web, transverse angle irons arranged within the lower frame near its opposite ends and having upper horizontal webs and depending vertical webs, the upper horizontal webs of the transverse angle irons being welded to the horizontal web of the main frame, a longitudinal pair of brackets having bases which are arranged between the transverse angle irons and ends of the main frame at the longitudinal center of the main frame and disposed beneath the horizontal webs of the transverse angle irons and main frame and welded to the horizontal webs and arranged between the vertical webs of the transverse angle irons and main frame, wheels mounted in said brackets, an intermediate pair of transverse angle irons having inwardly facing horizontal webs and depending vertical webs and having their horizontal webs arranged beneath and welded to the horizontal

webs of the main frame, a transverse pair of brackets having bases, said bases being arranged between the vertical webs of the intermediate angle irons and beneath the horizontal webs of the same and welded to the horizontal webs, the last named brackets being disposed within the main frame and near the ends of the intermediate pair of angle irons, wheels mounted within the transverse pair of brackets, upstanding posts mounted upon the lower frame adjacent to the transverse center of the lower frame, and an upper horizontal frame mounted upon the tops of the posts and projecting laterally beyond the said posts.

3. A truck for use in textile mills and to be manually propelled, comprising a lower elongated horizontal frame having a substantial width and including a tapered deflecting end, wheels supporting the lower frame and confined within the lower frame, narrow upstanding posts mounted upon the lower frame at the transverse center of the lower frame and near the ends of the lower frame for providing large clearance spaces above the lower frame, an upper elongated frame mounted upon the tops of the posts and having its transverse center at the posts, the upper frame extending laterally beyond the posts for substantial distances in opposite directions, the upper frame including supporting elements arranged in an inclined plane extending longitudinally of the upper frame, a relatively high band including a tapered deflecting closed end and an opposite

open end, and a low stop near the open end of the band, the arrangement of the upper frame including the supporting elements thereon and the band being such that an elongated receptacle may be inserted into said upper frame through the open end of the band and held against longitudinal movement in one direction by the low stop.

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