

1,355,173.

2 SHEETS--SHEET 1.

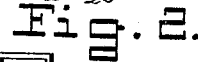


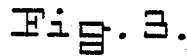
Fig. 1.

INVENTORS.
HENRY A. SHADEL.
HARMON HALVERSON.
BY *Charles Albert French*,
ATTORNEY.

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2 SHEETS—SHEET 2.



Frances French
Bertha French

HENRY. A. SHADEL .

BY *Charles Albert French.*

ATTORNEY.

UNITED STATES PATENT OFFICE.

HENRY A. SHADEL AND HARMON HALVERSON, OF MADISON, WISCONSIN.

COLLAPSIBLE SHIPPING-CRATE FOR LIVE STOCK.

1,355,173.

Specification of Letters Patent.

Patented Oct. 12, 1920.

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To all whom it may concern:

Be it known that we, HENRY A. SHADEL and HARMON HALVERSON, citizens of the United States, residing at Madison, in the county of Dane and State of Wisconsin, have invented certain new and useful Improvements in Collapsible Shipping-Crates for Live Stock, of which the following is a specification.

Our invention relates to truck shipping crates, for live stock; also adapted to general use as a hand truck, and the objects of our invention are, first, to construct a crate with a foldable stanchion disposed therein for securing stock; second, to have the crate attachable to a base, with a foldable running gear secured to the under side of same; and third, to be able to remove the ends of crate, turn down stanchion and fold a portion of both sides inward onto the stanchion and end portions thereby facilitating the return shipment of the entire device in a compact form.

We obtain these objects by the mechanism shown in the accompanying drawing, in which—

Figure 1, is a view of the underside of truck and running gear.

Fig. 2, is a vertical longitudinal section on line A—B, Figs. 1 and 3.

Fig. 3, is a plan of truck and crate.

Fig. 4, is a front elevation wheels in use.

Fig. 5, is a front elevation, knocked down for return.

Similar numerals refer to similar parts throughout the several views.

The truck frame is of box form comprising side rails 1, front end beam 2, rear end beam 3, and platform 4. A stanchion frame 5, is hinged to the platform by hinges 6, and can be folded down upon the platform see Fig. 2, or secured in an upright position by a rod 7. Sockets 8, are disposed at intervals around the frame, adjacent the top, into which the lower ends of the post 9 of the removable side and end fences of the crate are located. The fences are composed of slats 10, spaced apart and nailed or otherwise secured to the inside of the post 9, and strips 27 are secured to the top slats to hold the stanchion from moving from the rod 9. The slats on the sides extend to the outer edge of the corresponding slats on the end

fences, the posts on the left side are joined by hinges 11, at the top of the second slat from the bottom, and on the right side at the underside of the third slat from the bottom see Figs. 4 and 5, allowing the sides to be folded inward when the end fences are removed. Hinged hasps 12, are secured to the next to the upper slat on the end fences and secured to staples 13, on corresponding slats on the sides adjacent the ends thereof, beams 14, are pivotally mounted on rods 15, crosswise and beneath the platform 4. Said rods 15, pass through the beams from end to end and also through the side rails 1. An axle 16, is secured within the lower side of the rear beam and wheels 17, are revolvably mounted at the ends thereof. The front beam is cut away, at the lower side a distance from the ends sufficient to allow the mounting of casters 18. A rod 19, is secured in the lower side of the front beam between the casters similar to axle 16, and a rod 20, is clipped to 16 and 19, by clips 21. Straps 22, connect rod 20, to a link 23, which extends forward through the beam 2, of the frame and connects to lever 24, which is pivotally attached to beam 2 by staple 25. A latch 26, is mounted inside of link 23, which when the lever 24, is pressed downward passes forward and hooks onto staple 25, thereby bringing the wheels 17, and casters 18, in contact with the floor and the front beam 14, against the stops 28, at the same time raising the frame and entire crate so as to be moved as a truck. When the lever 24, is again raised and disposed against the front end of the crate the crate is lowered and its entire lower side comes in contact with the floor, and the wheels and running gear are folded back and upward within the frame, see Fig. 2, after use as a shipping crate; to prepare for return shipment remove rod 7, and fold the stanchion backward and downward upon the platform 4, disengage the end fences and place them on top of the stanchion, fold inward the hinged upper section of the left side upon the end fences, and turn down the upper hinged portion of the right side fence, thereby putting the crate into knockdown and compact form, greatly reducing return charges on the same.

It is obvious that by removing the stanchion from the top of the platform and de-

taching the side and end fences from the socket 8, a useful general service hand truck remains.

Having thus described our invention, we
5 claim—

1. In a collapsible shipping crate for live stock, a truck platform with stake sockets spaced around the outer edges thereof and an adjustable set of wheels and running gear
10 disposed beneath the platform, a foldable stanchion hingedly secured to the top of the platform, side and end fences secured to posts adapted to be disposed in the sockets aforesaid and means for securing the stan-
15 chion, the truck, and fences into a secure shipping crate for live stock.

2. In a collapsible shipping crate for live stock a truck platform with means for at-

taching side and end fences, and a stanchion secured to the top of the platform 20 and a foldable running gear and wheels secured beneath the platform.

3. In a collapsible shipping crate for live stock the combination of a truck with fold-
able running gear and removable end 25 fences, with removable and foldable side fences and a stanchion for securing the stock.

In testimony whereof we affix our signatures in the presence of two subscribing wit- 30 nesses.

HENRY A. SHADEL.
HARMON HALVERSON.

Witnesses:

SIDNEY R. LYNN,
EVELYN LYNN.