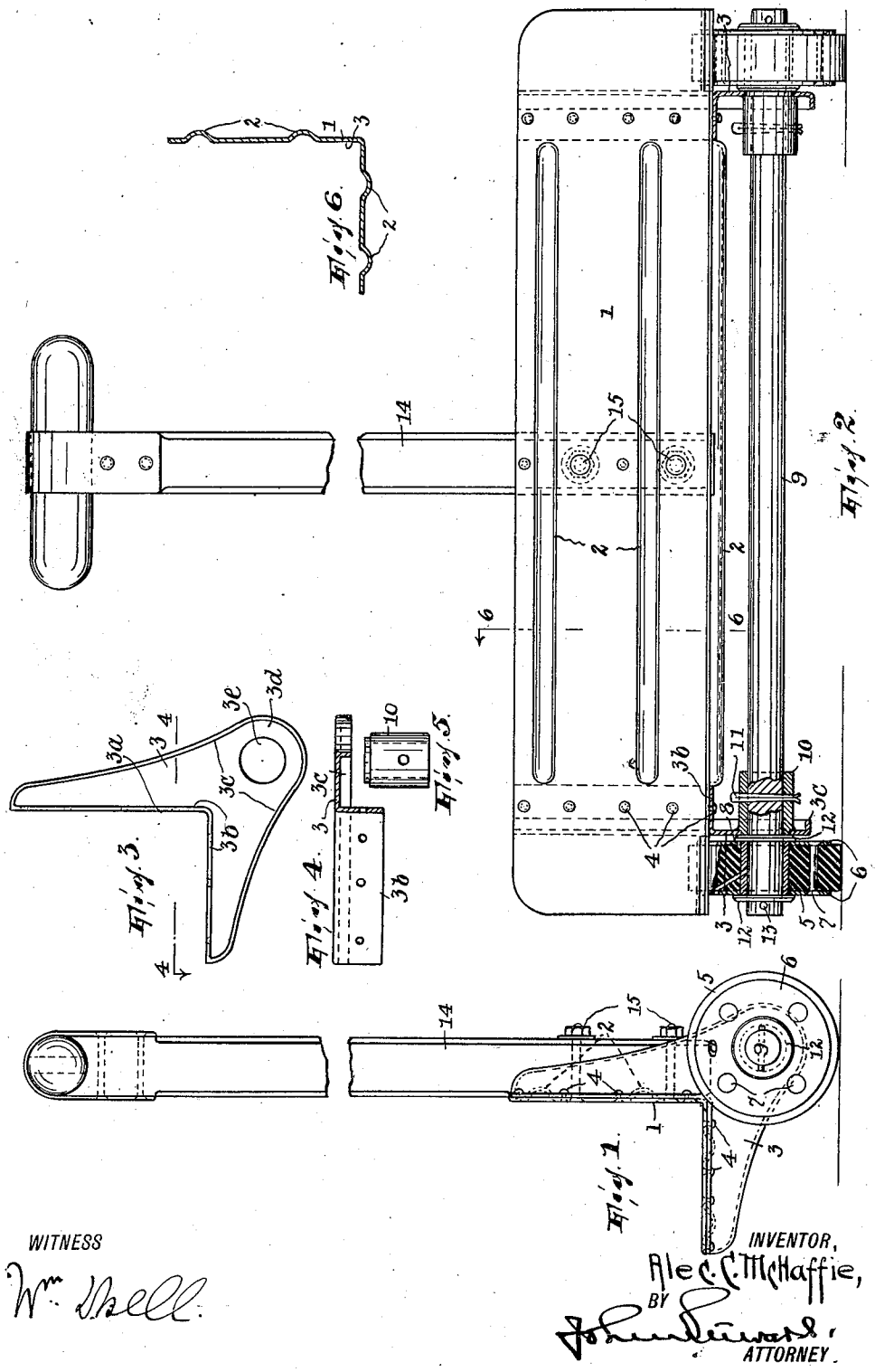
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PORTER'S TRUCK

Filed June 22, 1928



WITNESS

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UNITED STATES PATENT OFFICE

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PORTER'S TRUCK

Application filed June 22, 1928, Serial No. 287,418, and in Great Britain October 12, 1927.

The object of this invention is to provide a truck suitable for moving about trunks, boxes and the like, which shall be inexpensive to manufacture and yet light, strong and durable and which may be used either with or without a handle.

According to the invention the body of the truck comprises three members, to wit, a pair of angle members and a cross-sectionally angular bridge member, the latter member being seated in the angles or crotches of both angle members so that its two walls are respectively supported by the arms of said angle members and said bridge member being secured to both angle members, preferably to both arms of each. The angle members may be equipped with any runner means, as will hereinafter appear. In the best form the inexpensiveness with lightness and strength and durability are increased by forming each of these three members of a single piece of sheet metal, the bridge member by bending a sheet into cross-sectionally angular form and by fluting its walls and the angle members by stamping the same from triangular sheet metal blanks so as to leave marginal flanges thereon. Where the runner means takes the form of an axle with wheels thereon the axle (a bar of metal) is removably mounted in and secured against endwise displacement to two bushings which are fitted into and preferably permanently secured in holes in the angle members and abut them.

In the drawing,

Fig. 1 is a side elevation of the truck, with certain parts in section;

Fig. 2 is a front elevation, with certain parts in section;

Fig. 3 is an inside elevation of one of the angle members;

Fig. 4 a section thereof on line 4—4, Fig. 3;

Fig. 5 a plan of one of the bushings; and

Fig. 6 a section of the bridge member on line 6—6, Fig. 2.

The bridge member 1 is formed from a rectangular sheet of metal bent on a line parallel with and between two of its sides, in the present case to a right angle. It is thus a unitary structure, with consequent strength and lightness, and its strength is preferably increased by fluting it, as at 2, lengthwise of and in each of its walls.

Each angle member 3 is formed from a generally triangular piece or plate of sheet metal having a crotch or entrant angle 3^a (Fig. 3) conforming to the angle of the cross-section of member 1. It is given augmented strength by bending of its edge all around in one direction so as to form preferably an endless flange; that portion 3^b of such flange which conforms with the angle 3^a is wider, preferably, than the remaining portion 3^c of said flange.

The body of the truck is assembled by seating the bridge member in the crotches 3^a of the angle members, with its two walls respectively in face to face contact with its resulting arms, specifically with the wider portions 3^b of the flanges of said angle members and, suitable mating holes being provided for the purpose, riveting the bridge member and angle members together as indicated at 4. The resultant structure is an exceedingly strong yet comparatively light body.

The apical portion or leg 3^d of each angle member is preferably rounded and it has a hole 3^e therein. Usually the runner means of the truck will comprise a pair of wheels and an axial support for them which will pass through and thus itself be supported in said holes 3^e. The wheels may be of any type, but those shown are annuli 5 of rubber or other yielding material each held between two metal disks 6 by rivets 7 and having a metal tubular core or hub 8. Said axial portion here comprises the metal bar or axle 9 and the bushings 10 in which the axle is removably secured by cotter pins 11. Each bushing is arranged inwardly of an angle member and has its outer end reduced and fitting and preferably welded in the hole 3^e thereof. Thus there results an axial support on which the wheels in the example revolve while said support remains fixed with respect to the body, though the actual bearing-forming part or axle thereof is removable; and in this specific construction each bushing

affords an elongated rigid support for the axle, such as it would not have if it passed directly through the holes 3e. The axle 9 protrudes at each end through the angle members and on its protruding ends the wheels are journaled, being interposed between washers 12 and retained in place by pins 13 in the axle.

Usually a handle 14, which may be removably bolted, as at 15, to one wall of the bridge member, will be provided. But in many instances, as is known, as in shifting boxes and other rectangular loads about, the handle may be omitted.

Regardless of those details which manifestly contribute to strength and durability, while permitting the truck to be constructed so as to be light in weight, such strength and durability, with lightness, are principally due to providing a body structure comprising a pair of spaced carrier members, as 3—3, each having angularly related arms, and a bridging member, as 1, consisting of a metal plate bridging said members and bent on a line crossing them and secured to them with the outer faces of the portions thereof on both sides of the line of bend respectively bearing against the arms of each such member.

Having thus fully described my invention, what I claim is:

In a porter's truck, a load carrying body structure comprising a pair of spaced carrier members each having angularly related arms and formed of a single piece of sheet metal and with a flange projecting substantially at right angles to the plane of such piece and along the inner edge of each arm, and a bridge member consisting of a metal plate bridging said carrier members and bent on a line crossing them and secured to said flanges with the outer faces of the portions thereof on both sides of the line of bend respectively bearing against the flanges of each such member.

In testimony whereof I affix my signature.

ALEC C. McHAFFIE.