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RACK FOR HAND TRUCKS

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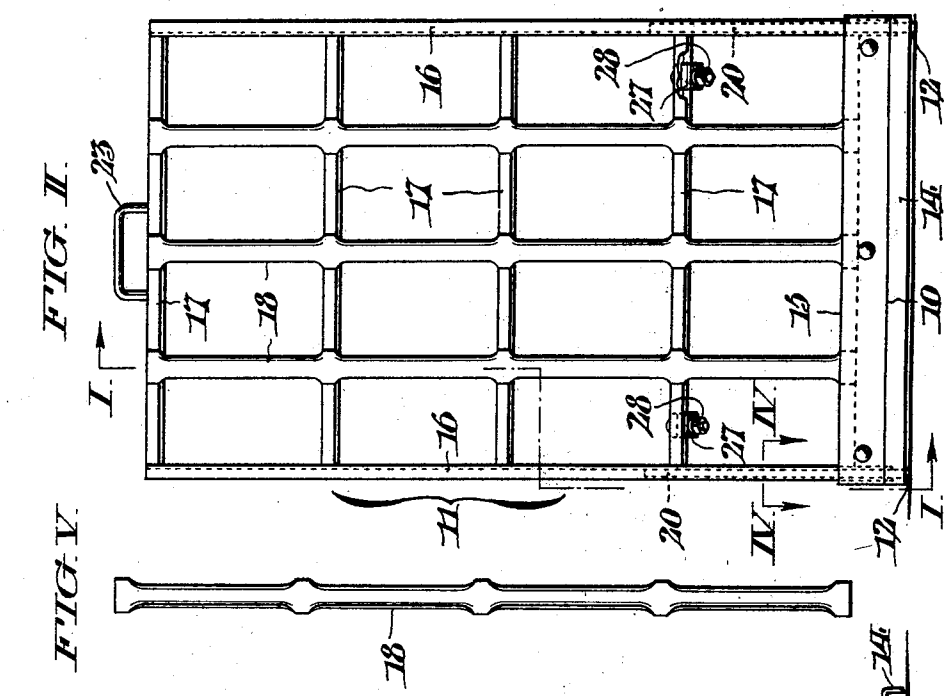


FIG. II.

FIG. V.

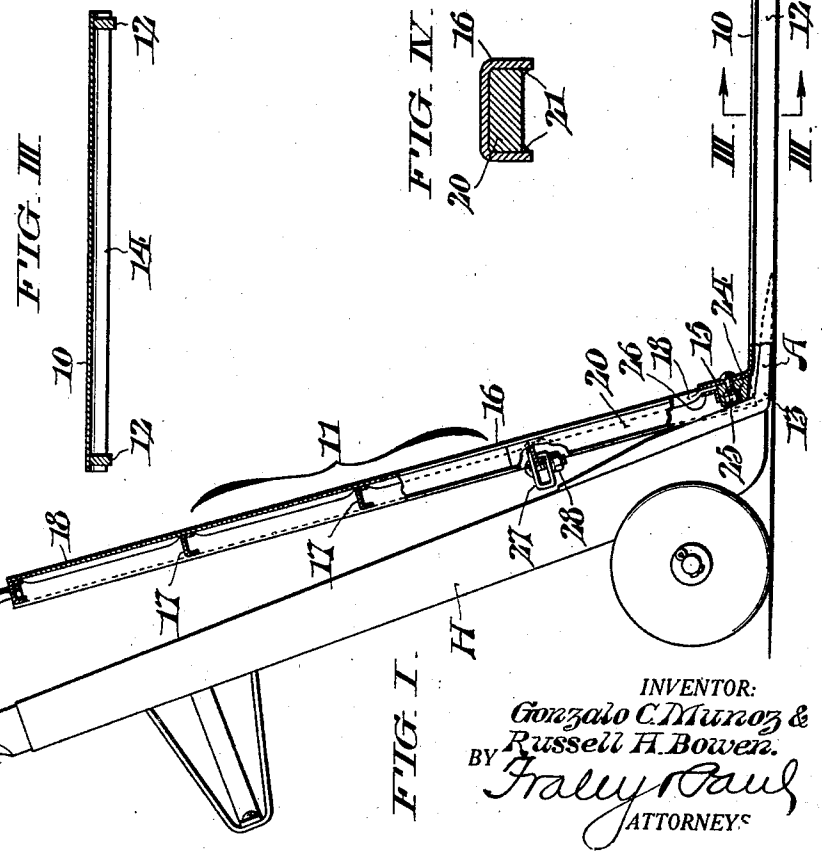


FIG. I.

FIG. III.

FIG. IV.

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UNITED STATES PATENT OFFICE

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RACK FOR HAND TRUCKS

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Our invention relates to a package carrier, tray, or rack for hand trucks and the like. In use, small packages or articles of any sort may be assembled and piled on the device, which is then readily picked up and transferred on a hand truck, and deposited wherever desired for unloading. In suitable forms of embodiment, such as hereinafter described, the invention affords a simple, strong, and convenient device that can be easily and economically manufactured.

In the drawings, Fig. I is a side view of one form of device conveniently embodying our invention, certain parts being shown in vertical section as indicated by the line and arrows I—I in Fig. II, and illustrating its use in connection with a hand truck.

Fig. II is a view of the device as viewed from the right of Fig. I.

Fig. III is a vertical section through the horizontal platform of the device, taken as indicated by the line and arrows III—III in Fig. I.

Fig. IV is a section through one of the side rails of the upstanding back of the device, taken as indicated by the line and arrows IV—IV in Fig. II; and,

Fig. V is a rear view of one of the longitudinal members of the back of the device, detached from the other parts.

As shown in the drawings, the device comprises a bottom platform 10 adapted to rest on the floor, and an upstanding wall or back 11. The bottom 10 is shown elevated on reinforcing members or "sills" 12, so that the toe A of an ordinary hand truck H can be slipped under it to lift it, as shown in Fig. I. The back 11 is shown sloping rearwardly somewhat beyond the heel 13 of the device, so that a high pile of articles on the latter will be partially balanced about the heel 13, and thus more readily tilted to lift it on the truck toe A.

As shown in Figs. I, II and III, the bottom platform 10 consists of a sheet metal plate, with its forward and rear edges bent downward and upward, respectively, to form transverse stiffening flanges 14, 15. As shown in Figs. II and III, the platform plate 10 overlies the sills 12 at its margins, and is welded or otherwise secured to their upper edges. The flange 14 may also be welded to the front ends of the sills 12. The back 11 is shown as of open-work construction, consisting of side members or rails 16 of channel section, cross members 17 of channel section extending between the rails or sills 16 and channel-shaped longitudinal members or slats 18 extending parallel with the side rails 16, and welded or otherwise secured to the cross members 17. As shown in Fig. II, the channel side members 16 are turned to face outward, and the ends of the cross members 17 are welded or otherwise secured to the "backs" of their webs. As shown in Figs. I and II, the platform 10 and the back 11 are interconnected by means of angle members or braces 20, each comprising a horizontal leg for the bottom platform 10 and an upstanding leg for the back 11. In the present instance, the horizontal legs of these angle members 20, constitute the bottom sills 12 already mentioned, and their upstanding legs or shanks are engaged in the back side rails 16, between their flanges, and are welded or otherwise secured to them.

As shown in Fig. IV, the edges of the upstanding angle shanks of the braces 20 are welded to the flanges of the side channels 16 by added fused metal 21.

As shown in Figs. I and II, the lower ends of the back slats 18 extend between the rear side of the platform flange 15 and the front flange of the lowermost cross member 17, and are welded to both of these parts. As shown in Figs. I and II, a handle 23 may be riveted (and also welded) to the upper cross member 17 of the back 11, for convenience in manipulating the device or moving it about. This handle 23 is curved rearward, so that it can be grasped even when articles are piled up above it on the rack.

A bar of wood 24 (or other friction material) is mounted at the rear side of the bottom flange 15, to increase the friction between the rack and truck H and thus help prevent said rack from slipping or sliding-off the truck H when a sudden turn is made. This bar 24 may be secured to the flange 15 by bolts 25. As shown in Fig. I, an angle

bar 26 is mounted in the corner at the upper edge of the bar 24, being welded across the flattened lower ends of the channel slats 18. In addition, rearward projecting lugs 27 may be provided on the rack, in position to engage at either side of the truck H and thus positively prevent sidewise displacement of the rack. As shown, each of these lugs 27 consists of a rectangularly bent metal strip clamped over the rear flange of one of the cross channels 17 by a bolt 28.

Having thus described our invention, we claim:

1. A device of the character described comprising a sheet-metal platform with rigidly secured sills having upturned shanks, an all-metal back including upstanding channels with said shanks engaged between their flanges, and means at the rear side of the platform to prevent the device from slipping-off a truck during transportation.

2. A device of the character described comprising a sheet-metal platform with integrally united sills, a back including upstanding outwardly-facing channels, angle members including horizontal legs attached to said platform with upstanding shanks secured between the flanges of said channels, and means at the rear side of the platform effective to prevent the device from slipping-off a truck during transportation.

3. A device of the character described comprising a back including outwardly-facing channel-section uprights, horizontal sills permanently attached to said uprights, a separate plate platform having margins laterally overlying said sills and attached thereto with an upturned rear stiffening flange attached to the back uprights, and a friction member secured to said stiffening flange effective to prevent the device from slipping off the truck during transportation.

4. A device of the character described comprising a sheet-metal platform with integrally united sills, a back attached thereto including upstanding channel-section side members, angular-section cross members spanned between them with intermediate upstanding channel-section members having the webs and flanges flattened into a common plane at said cross members and permanently secured thereto, and a friction member secured to the rear of the aforesaid platform effective to prevent the device from slipping-off the truck during transportation.

5. A device of the character described comprising a sheet-metal platform and an upstanding metal back, and a wooden bar with an abutting angle bar mounted across the rear of the back to engage against a truck and prevent the device from slipping off the truck during transportation.

6. A device as set forth in claim 5 having rectangularly formed lugs projecting rearward from the back to engage at either side of the truck during transportation.

7. A device of the character described comprising a sheet-metal platform and an upstanding back including angle section cross members, and rectangularly bent metal strip lugs projecting rearward from one of the angular section cross members of the back to engage at either side of a truck and prevent sidewise displacement of the device from the truck during transportation.

In testimony whereof, we have hereunto signed our names at Philadelphia, Pennsylvania, this 17th day of November 1928.

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