

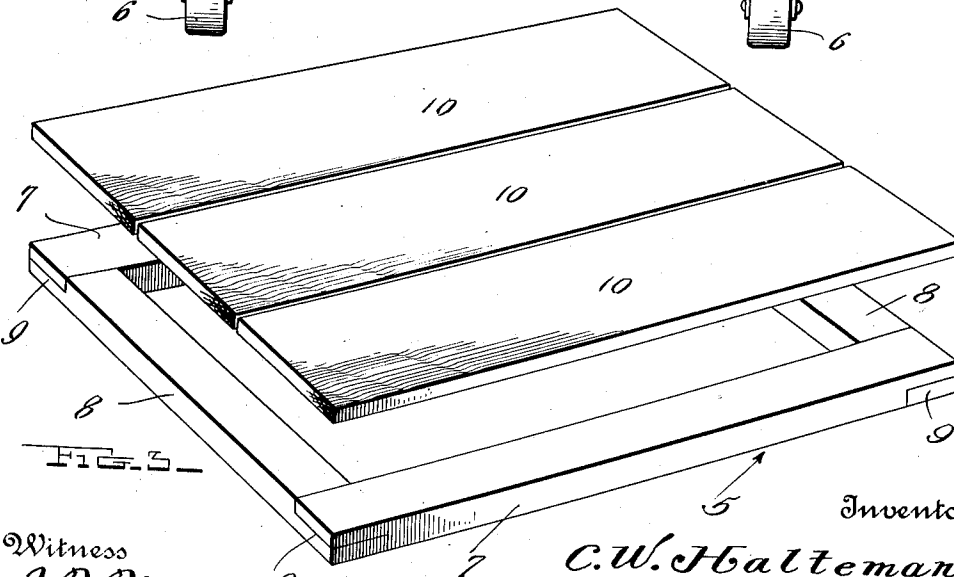
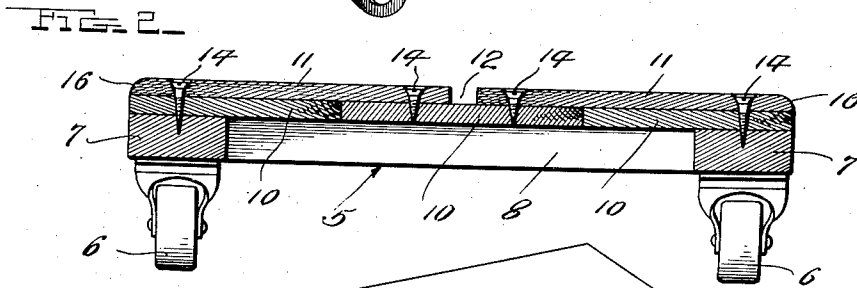
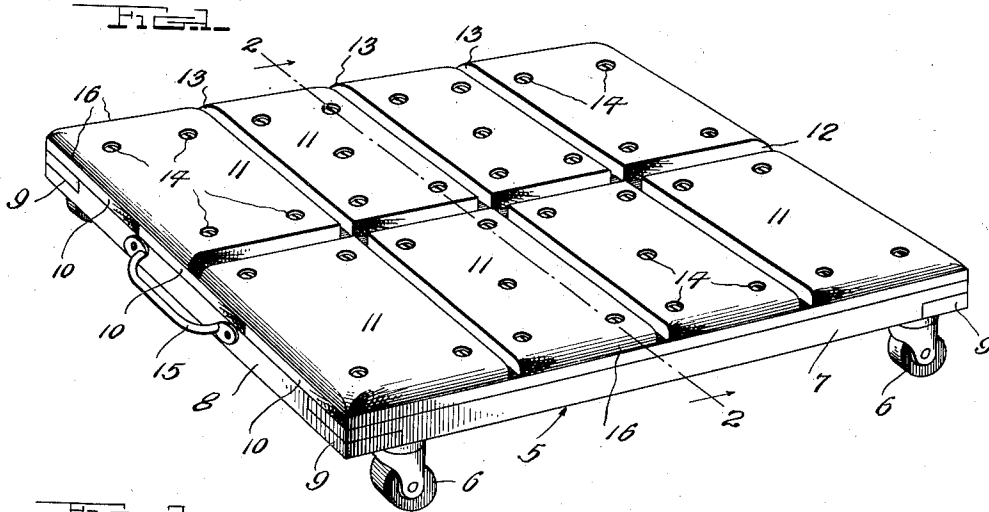
Oct. 7, 1930.

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1,777,694

PACKAGE TYING AND CONVEYING TRUCKS

Filed June 24, 1929



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PACKAGE TYING AND CONVEYING TRUCKS

Application filed June 24, 1929. Serial No. 373,407.

The invention relates to a new and improved truck for use in supporting boxes, cartons and other packages while ties of wire, strip metal or other material are being secured around them for shipment, and the same truck may then be used for conveying the sealed carton or the like to a shipping room or other rather remote point. Moreover, when the truck is not being used for these purposes, it may be used as a general truck for conveying machine parts, boxes, crates, etc. from place to place, the device probably having its greatest field of use in textile mills.

The truck is of an exceptionally low form and embodies a platform grooved transversely and longitudinally to receive and position the ties prior to fastening of the latter, and the unusually low height of the device permits easy insertion beneath boxes or the like when it is to be used merely as a conveying truck, as well as allowing easy discharge or sliding of boxes and the like from the platform when their destination has been reached. It has been one of the principal aims of the invention to provide a novel construction which permits the truck to have only a small vertical dimension, and provides an exceptionally strong and durable structure without the necessity of numerous struts, braces and the like, the structure being also such that the truck may be of extremely light weight.

With the foregoing and minor objects in view, the invention resides in the novel subject matter hereinafter described and claimed, description being accomplished by reference to the accompanying drawing.

Fig. 1 is a perspective view of a truck constructed in accordance with my invention.

Fig. 2 is a transverse sectional view on line 2—2 of Fig. 1.

Fig. 3 is a perspective view of the base frame and the sub-floor boards of the platform, in juxtaposition.

The drawing above briefly described, illustrates the preferred form of construction and while such construction will be herein specifically explained, it is to be understood

that within the scope of the invention as claimed, minor variations may be made.

The numeral 5 denotes a horizontal base frame supported on roller or ball-bearing casters 6. This frame embodies two parallel side bars and two parallel end bars 7—8 respectively, all formed of wood and having half-together-joints 9 at the corners of the frame.

A sub-floor is secured upon the frame 5, said floor being formed of a plurality of boards 10 extending throughout the length of said frame, having their longitudinal edges in contact with each other, and having their grain disposed longitudinally of said frame.

A super-floor is secured upon the sub-floor, said super-floor being formed from a plurality of rectangular floor boards 11 of wood, each board being less than half the width of the sub-floor. Each of these boards 11 is of a width which is only a fractional part of the length of the sub-floor. The boards 11 are secured upon the upper side of the sub-floor with their edges spaced apart to provide a central longitudinal groove 12 and a plurality of transverse grooves 13, said grooves being adapted to receive ties for use in fastening a box, carton or the like placed upon the truck.

A plurality of screws 14 have been shown securing the wooden boards 11 of the super-floor upon the wooden boards 10 of the sub-floor with the grain of said boards 11 transverse to the grain of said boards 10, thereby providing an exceptionally strong supporting platform for effectively supporting heavy weight without distortion, and it will be observed that the necessary strength is obtained by the relation of sub-floor and super-floor boards and their fastening means, without the necessity of providing any struts or braces beneath the platform, thereby allowing the truck to have much less height than would otherwise be possible.

Some of the fasteners 14 above described are only of sufficient length to secure the boards 10—11 together, but others of said fasteners are of greater length and extend through the boards 10—11 and into the side

and end bars 7—8 of the frame 5, tightly tying all parts together and overcoming the necessity of using any other fastening means for securing the platform upon the frame.

Any desired handle 15 may be provided for manipulating the truck as necessary, and all edges of its platform are preferably beveled as at 16 to facilitate its insertion under boxes and the like as well as assisting in sliding it out from beneath cartons or the like.

By providing the novel construction shown and described or its equivalent, a truck is provided which will well attain the objects of the invention and will have also a wide variety of other uses. As above stated, the details disclosed are preferably followed, but within the scope of the invention as claimed, minor variations may be made.

I claim:—

1. A truck of the class described comprising a wheeled frame composed of two horizontal side bars and two horizontal end bars, a sub-floor secured upon said frame and composed of abutting wood boards extending throughout the length of the frame and having their grain disposed longitudinally of said frame, a super-floor upon said sub-floor and composed of rectangular wood boards spaced apart to provide longitudinal and transverse tie-receiving grooves, the grain of the super-floor boards being transverse to that of the sub-floor boards, and fasteners securing the sub-floor and super-floor boards together, providing a rigid unitary package-supporting platform grooved for the reception of package ties.

2. A structure as specified in claim 1; certain of said fasteners passing entirely through said sub-floor and super-floor boards and into said side and end bars to securely fasten said boards and bars together.

In testimony whereof I have hereunto affixed my signature.

CLEMENCE W. HALTEMAN.