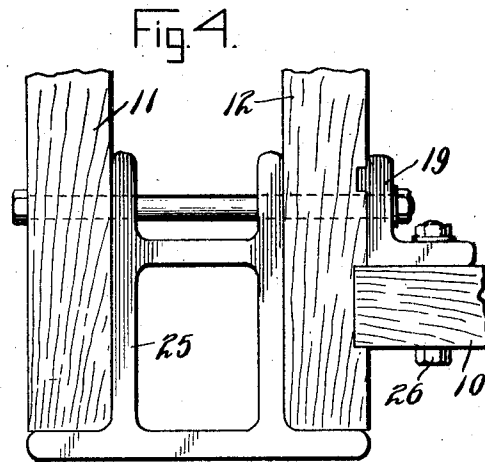
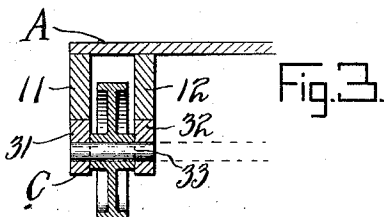
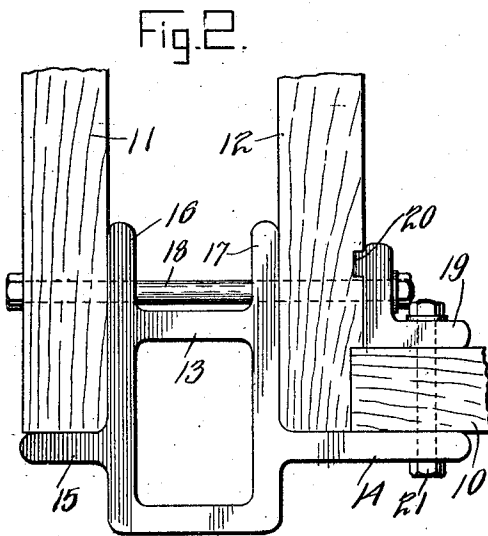
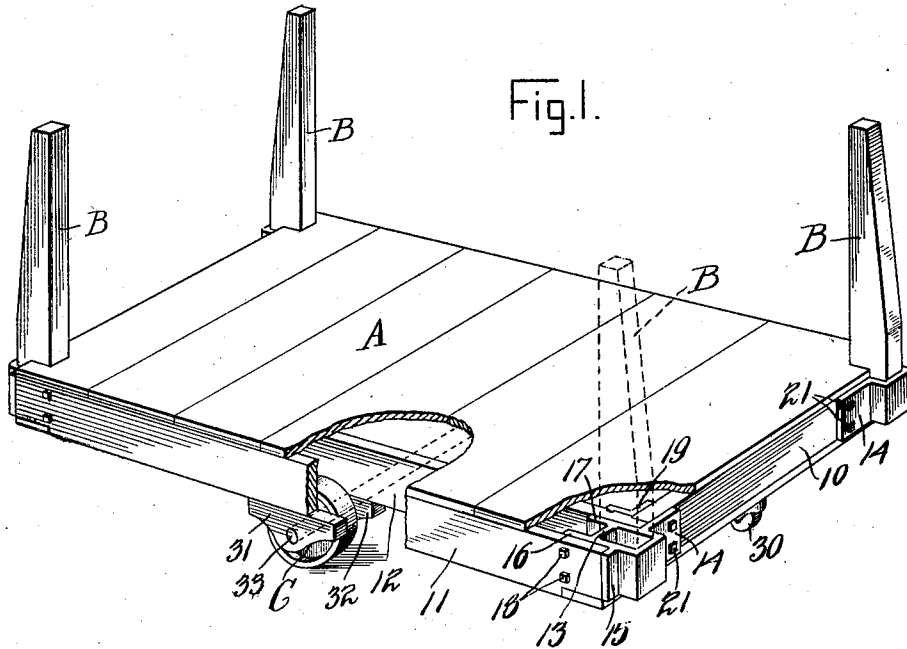


E. DIETZ.
TRUCK.

APPLICATION FILED JUNE 11, 1919.

1,349,500.

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EMIL DIETZ, OF INDIANAPOLIS, INDIANA.

TRUCK.

1,349,500.

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To all whom it may concern:

Be it known that I, EMIL DIETZ, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My said invention consists in various improvements in the details of construction of warehouse trucks, particularly the corner and side construction thereof, whereby a very rigid and durable structure is provided and one that can be made with comparatively small expense, all as will be hereinafter more fully described and claimed.

Referring to the accompanying drawings which are made a part hereof, and on which similar reference characters indicate similar parts,

Figure 1 is a perspective view of a warehouse truck constructed in accordance with my said invention, one corner of the floor and a portion of one side being broken away in order to illustrate the construction more clearly,

Fig. 2, a top or plan view of the corner construction,

Fig. 3, a detail section, and

Fig. 4, a view similar to Fig. 2 showing a somewhat modified form of the corner construction.

In said drawings the portions marked A represent the truck proper, B the corner posts, and C the main wheels on which the truck is mounted, all of which are, or may be, of any appropriate or desired construction.

The truck frame consists of two end members 10, and each side of the frame has two side members 11 and 12 extending from end to end and parallel with each other and spaced a short distance apart. The corner irons 13 are formed with sockets to receive the corner stakes, or posts, B, and are interposed between the members 11 and 12 at each corner, having flanges 14 which extend across the end of member 12 and for a distance along the face of the end member 10. It also has a flange 15 which extends across the end of member 11. It also has flanges 17 and 16 which extend inwardly from the stake socket and are formed with perforations to receive tie bolts 18. A corner angle-iron brace 19 is mounted in each right-angle corner between the members 10 and 12 of the frame and is formed with a vertical

tongue 20 on one face which fits into a corresponding groove in the face of said member 12. One flange of said corner iron 19 is formed with perforations to receive the tie bolts 18 and the other flange with perforations to receive bolts 21 which also extend through the member 10 and perforations in the flange 14 of the corner iron.

The wheels C are mounted on an axle 33 in bearing boxes 31 and 32 mounted on the under sides of the side members 11 and 12, as best shown in Fig. 3. Shaft 33 may be a short shaft on each side of the truck, or a continuous shaft extending from side to side as indicated by dotted lines, as will be readily understood.

In Fig. 4 the construction is substantially the same except the members 11 and 12 of the frame extend outwardly beyond the face of the end member 10, and the corner iron 25 is formed with flanges extending each way across the ends of the members 11 and 12. In this construction the angle-iron brace 19 is secured to the member 10 by a bolt 26 which bears directly against said member, or a washer, and extends or passes through the flanges of the corner iron as in the principal construction.

In use the truck is assembled, as shown the corners being secured together by the irons 13 and 19 and the bolts 18 and 21, four bolts at each corner being all that is required or necessary, thus providing a truck that can be put together quickly and conveniently and shipped in knock-down condition.

As is usual the truck as a whole is provided with casters 30 at each end, the bearing faces of which are in a plane just slightly above the plane of the wheels C, which carry the load and on which the truck is thus adapted to slightly rock.

By this construction a very rigid truck and one capable of carrying very heavy loads without breaking is provided. On account of the peculiar structure whereby the load is carried by the center wheels C, the strain on such trucks comes very largely on the center of the side frames causing them to break or buckle under heavy loads. The double structure of the sides of the frame herein provided not only increases the strength of the said sides but provides means for carrying the bearings of the shaft on which the trucks are mounted, which supports said shaft and enables the wheels to

be mounted between the bearing boxes with the ends of their hubs abutting the adjacent faces of said boxes, thus supporting them in a very secure manner. It will be understood that the shafts may turn in the boxes or be held fast and the wheels turn on the shafts, as preferred.

Having thus fully described my said invention, what I claim as new and desire to secure by Letters Patent, is:

1. A truck mounted to be supported mainly upon centrally disposed wheels and constructed with a frame the sides of which are each composed of two parallel members spaced a distance apart, corner irons interposed between said side members at each end and formed with sockets to receive the stakes, end members connected with said side members, and securing devices for securing said corner irons, side members and end members together, substantially as set forth.
2. A truck comprising a platform mounted on wheels disposed centrally thereof, said platform consisting of a frame each side of which has two parallel members, corner irons interposed between said two members on each side of said platform, end members connected therewith, corner braces interposed in the corner at the juncture between the end members and the inner members of the sides, and bolts extending through both side members, the corner irons and corner brace iron, for securing the parts together, substantially as set forth.
3. A truck composed of a platform and wheels, the wheels being centrally disposed

on axles mounted in bearings on the side members of the frame, said frame being composed of two members on each side spaced a distance apart with corner irons between them having stake sockets, a bearing for the axle of the wheels on each side member, and bolts for securing the corner irons and corners of the frame members together, substantially as set forth.

4. A truck comprising wheels, an axle, a platform frame, said platform frame consisting of two parallel members on each side and an end member secured together at the corners by corner irons interposed between the pair of said members on each side and bolts extending through said parts, said platform frame being mounted on the axle by means of bearings carried on the several side members, and wheels mounted on the axle between the members of the sides of the frame, substantially as set forth.

5. In a truck a frame comprising side and end members, said side members being longer than the end members and each comprising substantially parallel members, wheels fixed between the parts of each side member at about its mid length, and corner irons for holding the several members in their proper relative positions.

In witness whereof, I have hereunto set my hand and seal at Indianapolis, Indiana, this 9th day of June, A. D. nineteen hundred and nineteen.

EMIL DIETZ. [L. s.]

Witnesses:

H. V. BIERMAN,
M. L. THULER.