

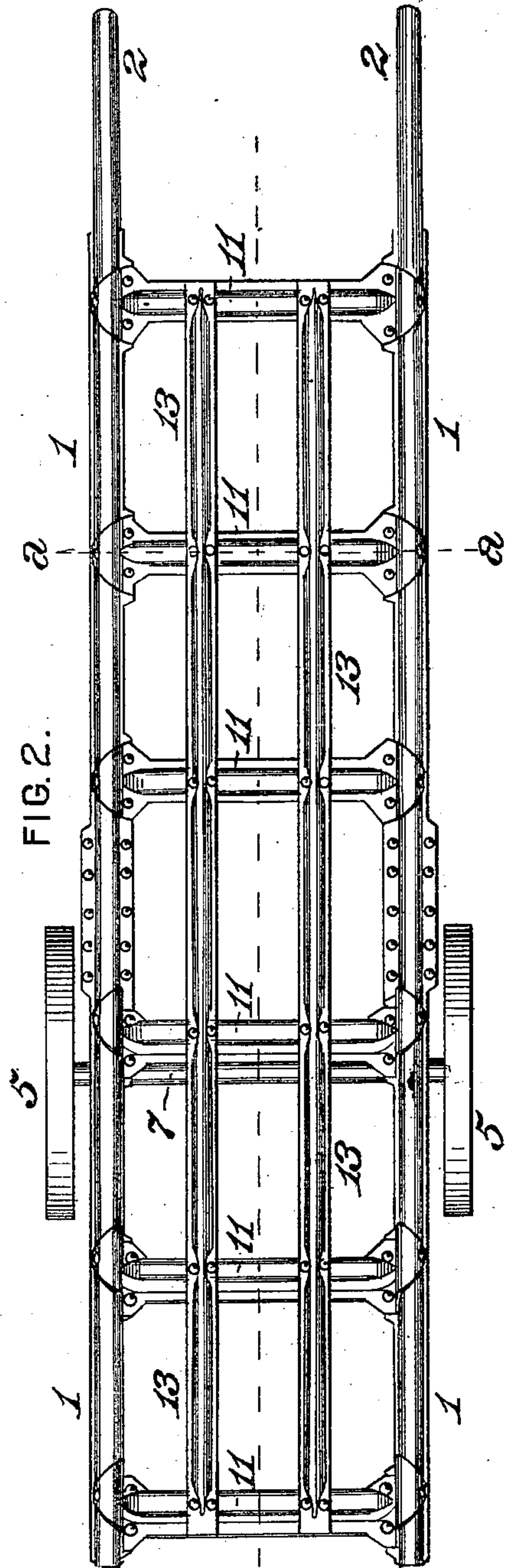
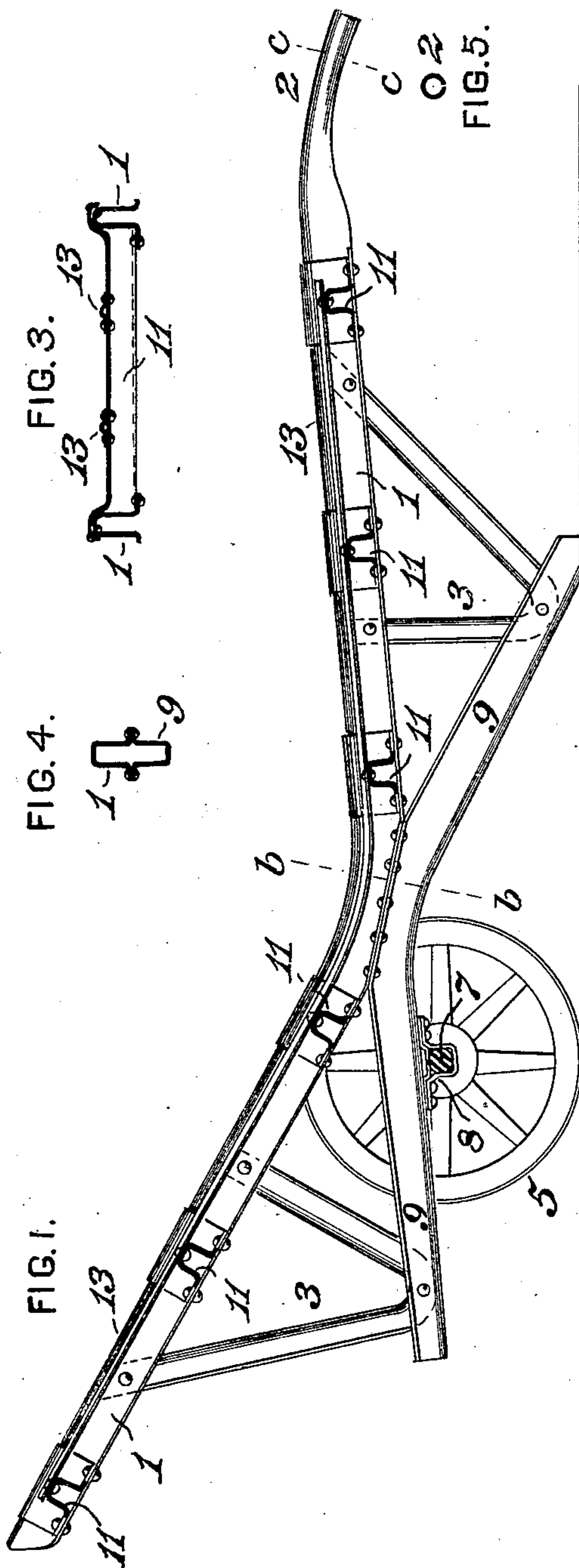
No. 669,199.

Patented Mar. 5, 1901.

B. HASKELL.  
BAGGAGE TRUCK.

(Application filed Sept. 25, 1900.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

BRODERICK HASKELL, OF SAGINAW, MICHIGAN.

## BAGGAGE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 669,199, dated March 5, 1901.

Application filed September 25, 1900. Serial No. 31,072. (No model.)

*To all whom it may concern:*

Be it known that I, BRODERICK HASKELL, of Saginaw, in the county of Saginaw and State of Michigan, have invented a certain new and useful Improvement in Baggage-Trucks, of which improvement the following is a specification.

The object of my invention is to provide a hand-truck for the conveyance of trunks or other baggage on and about railroad-station platforms, steamboat-docks, &c., which shall embody to a substantial extent the advantages of strength and lightness of construction and which can be constructed at comparatively slight cost by ordinary mechanics.

The improvement claimed is hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a vertical longitudinal central section through a baggage-truck, illustrating an embodiment of my invention; Fig. 2, a plan or top view of the same; and Figs. 3, 4, and 5, transverse sections at the lines *a a*, *b b*, and *c c*, respectively, of Figs. 1 and 2.

In the practice of my invention I form from sheet-steel or other suitable plate metal by pressing or bending in proper dies or formers two side frame members 1 1, which are at their front ends and for the major part of their length of inverted-U or channel section and are turned downwardly and into cylindrical form at and near their rear ends to form handles 2 2. The side frame members have lower lateral flanges at their middle portions, and said flanges preferably extend of less width throughout their entire length except on the handle portions. Each of the side frame members 1 is upwardly bent or inclined from its middle portion to each of its ends, and at its middle portion is connected to a ground-support 9, which is of U or channel section, with upper flanges, and is bent or inclined from its middle portion to each of its ends downwardly or in reverse direction to the side frame member. The side frame members and ground-supports are secured together by rivets passing through their abutting lower and upper flanges, and V-shaped braces 3, preferably of pressed metal and of channel section, are riveted at their apexes to the ground-supports, adjacent to the ends thereof, and at their ends to the side frame

members. The forward portion of the truck is supported upon wheels 5, which are journaled on an axle 7, connected by clips or staples 8 to the lower sides of the ground-supports 9. When the truck is standing, its rear portion is supported by the rear ends of the ground-supports 9, which are lifted clear of the ground by the operator by elevating the handles of the main frame members when wheeling the truck from place to place. The side frame members are connected at proper intervals by pressed or bent metal cross-beams 11, which are of inverted-U or channel section, substantially similar in form to that of the side frame members between which the vertical webs of the cross-beams fit, and the horizontal webs of the cross-beams extend over and are riveted to those of the side frame members. The cross-beams are connected by pressed or bent metal longitudinal sills 13, which are of inverted-U or channel section and of less depth than the cross-beams and side frame members and are secured by rivets to the cross-beams.

The construction, substantially as herein set forth, is strong, light, and durable for any desired and determined carrying capacity, the several members, other than the wheels and axle, may be readily and economically formed of pressed steel, and there is no tendency to looseness or breakage of their connections.

I claim as my invention and desire to secure by Letters Patent—

1. In a baggage-truck, the combination of two metal side frame members, pressed or bent into inverted-U or channel section for the major portion of their length and inclined in opposite directions from their middle portions to their end, said members having lower lateral flanges on their middle portions, metal ground-supports, pressed or bent into U or channel section and inclined from their middle portions to their ends, in opposite directions to the frame members, said ground-supports having upper flanges on their middle portions, which are secured to the lower flanges of the side frame members, metal braces connecting the ground-supports, adjacent to their outer ends, with the side frame members, pressed or bent metal cross-beams, of U or channel section, connecting the side



frame members, and supporting-wheels journaled in the ground-supports.

2. In a baggage-truck, the combination of two metal side frame members, pressed or bent into inverted-U or channel form for the major portion of their length and inclined in opposite directions from their middle portions to their ends, metal ground-supports pressed or bent into U or channel section and inclined from their middle portions to their ends, in opposite directions to the frame members, and secured thereto at their middle portions, V-shaped metal braces connecting the ground-supports, adjacent to their ends, with the side frame members, pressed or bent metal cross-beams, of U or channel section, connecting the side frame members, and supporting-wheels journaled in the ground-supports.

3. In a baggage-truck, the combination of two metal side frame members, pressed or

bent into inverted-U or channel form for the major portion of their length and inclined in opposite directions from their middle portions to their ends, metal ground-supports pressed or bent into U or channel form and inclined from their middle portions to their ends, in opposite directions to the frame members, and secured thereto at their middle portions, metal braces connecting the ground-supports, adjacent to their ends, with the side frame members, pressed or bent metal cross-beams, of U or channel section, connecting the side frame members, longitudinal sills, of inverted-U or channel section, connecting the cross-beams, and supporting-wheels journaled in the ground-supports.

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Witnesses:

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