

C. E. BARBA.

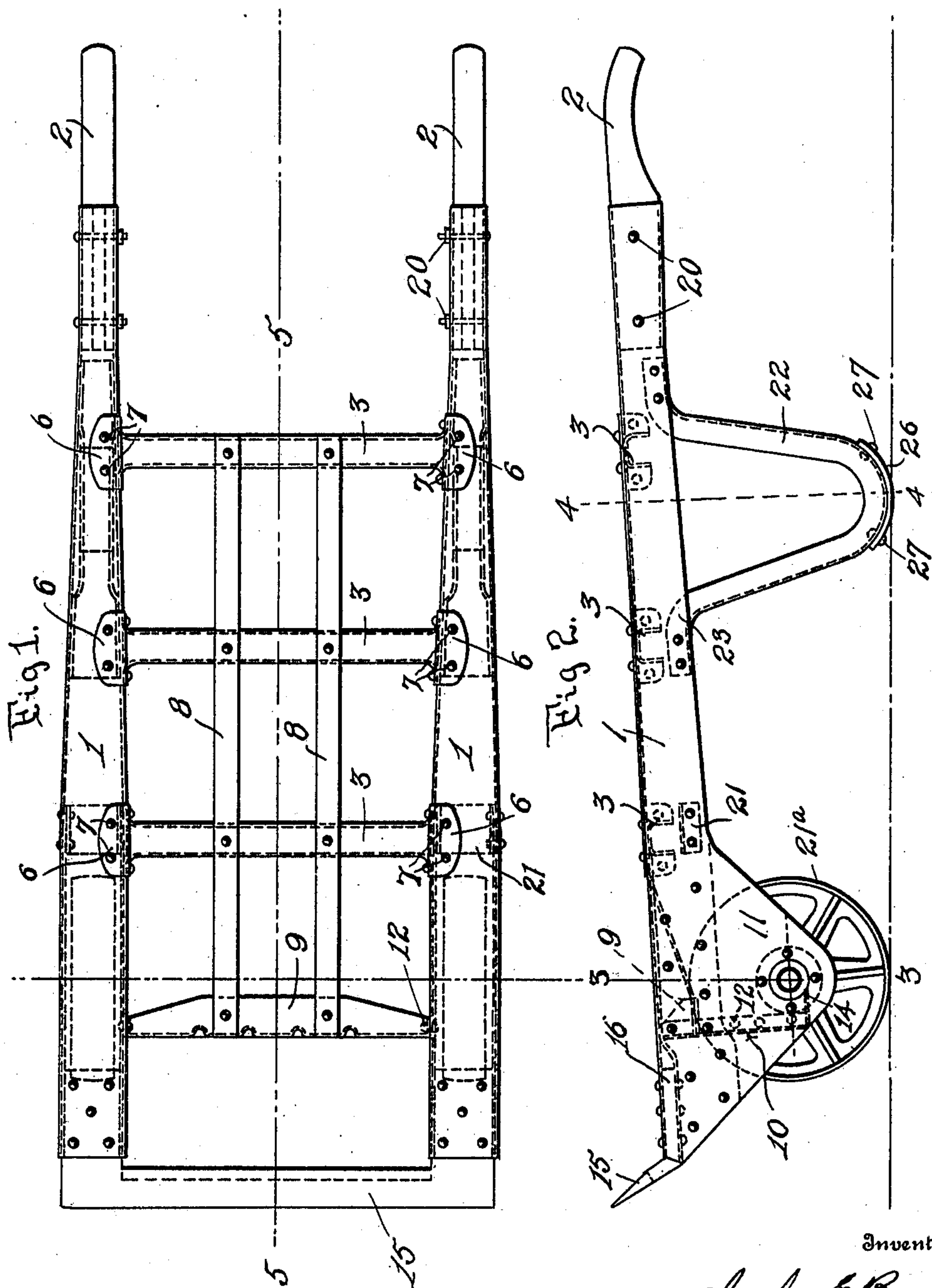
TRUCK.

APPLICATION FILED AUG. 16, 1909.

978,428.

Patented Dec. 13, 1910.

2 SHEETS—SHEET 1.



Witnesses

Walter Kelly.  
Emory L. Hoff

384

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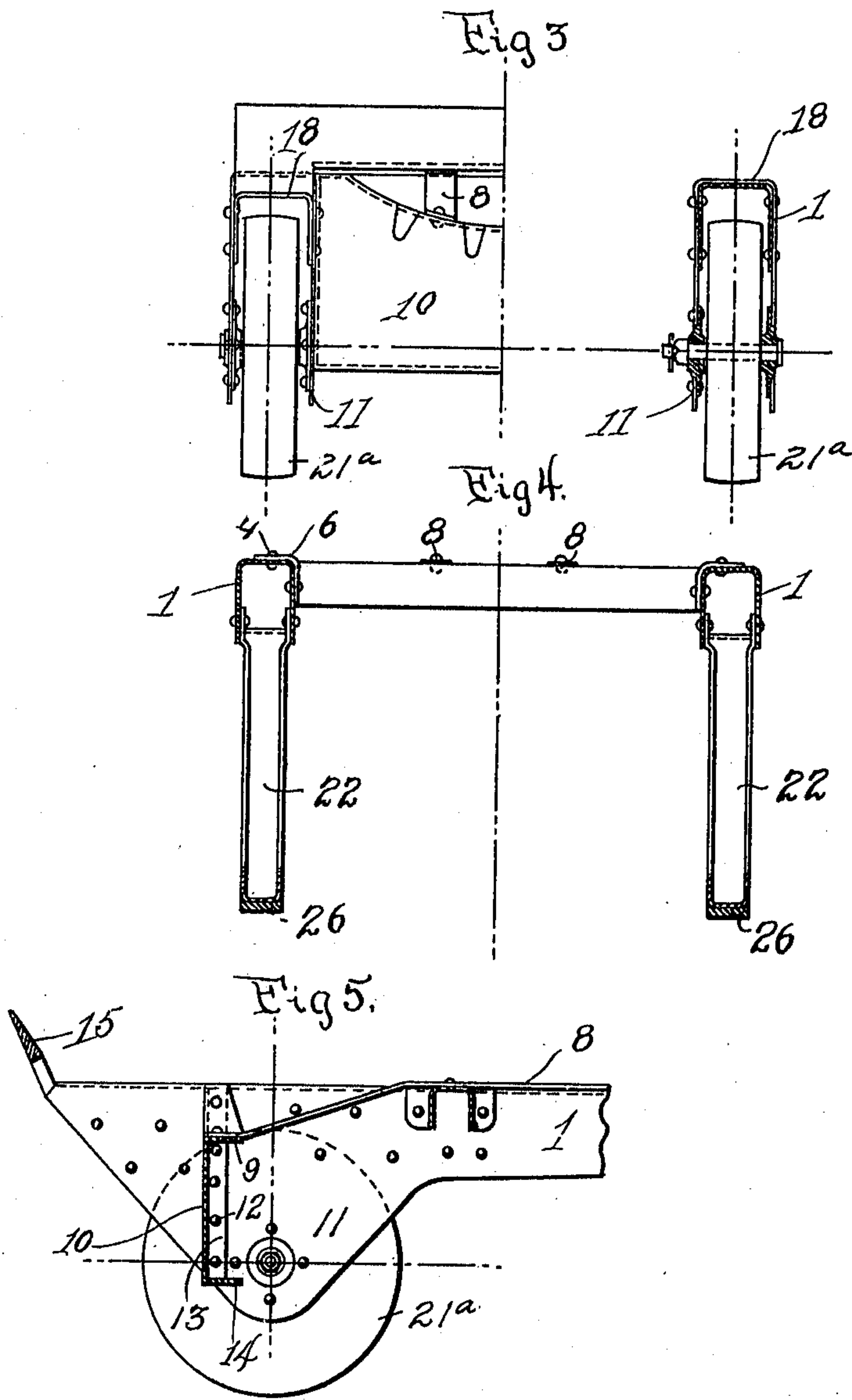
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# UNITED STATES PATENT OFFICE.

CHARLES E. BARBA, OF ALTOONA, PENNSYLVANIA.

## TRUCK.

978,428.

Specification of Letters Patent. Patented Dec. 13, 1910.

Application filed August 16, 1909. Serial No. 513,158.

*To all whom it may concern:*

Be it known that I, CHARLES E. BARBA, a citizen of the United States, residing at Altoona, in the county of Blair and State of Pennsylvania, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

The present invention relates to hand-trucks, for use in the transportation of goods in bulk, in and about railway cars, freight-stations, ware and store-houses.

The primary object is to provide a rigid frame construction for the wheels that will obviate the necessity of the usual axle that extends beneath the frame and bonds the pedestals together. In this connection, it may be stated that while any type of wheel and wheel mounting may be employed, I prefer to use a wheel and bearing of an improved character in the construction of these trucks, but this wheel and bearing, except in a general way, constitutes no part of the present invention.

Another object of the invention is to provide a strong and durable truck that is well balanced and easily operated.

Another and important object is to provide an improved balancing feature that will permit the turning of the truck frame with ease and expedition upon the axis of rotation of the wheels.

With these and many objects in view, which will readily appear as the nature of the invention is better understood, the same preferably consists of the novel construction, combination and arrangement of parts, hereinafter described and illustrated in the accompanying drawings, wherein:—

Figure 1 is a top plan view of the truck. Fig. 2 is a side elevation of the same. Fig. 3 is a front end view, partially in section, the section being taken on the line 3—3 of Fig. 2. Fig. 4 is a sectional view on the line 4—4 of Fig. 2. Fig. 5 is a sectional view taken on the line 5—5 of Fig. 1.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

The frame of the truck is formed entirely of metal, and includes side bars or beams 1 of channel iron, that taper gradually toward the handle grips 2, which handle grips have their inner ends arranged between the flanges of the bars and secured therein by bolts 20 or other fasteners. Cross bars 3

bridge the space between the side bars 1 and are also preferably of channel section, the terminal portions 6 thereof being pressed into saddles that embrace the upper inner edges of the side bars, said saddles being riveted or otherwise secured to the side bars, as shown at 7. To the cross bars or braces 3 are fastened longitudinal straps 8, which are secured at their front ends to the upper flanged portion of the diaphragm plate or web 9. This plate is disposed below the plane of the bars 3, as shown in Fig. 5, and the front ends of the straps 8 are bent downwardly, as illustrated, thus permitting the operator to more easily transport barrels and the like. The diaphragm or web plate has an upright body 10 that fits between the wheel pedestals 11, and it is secured thereto by rivets 12 that pass through flanges 13 formed at the ends of said plate. This construction, not only greatly reinforces the truck frame, but serves to hold the wheels rigid without the necessity of a continuous axle. The lower margin 14 of the diaphragm or web plate 10 is turned at right angles to the main body, and constitutes a convenient step for the operator in balancing the load, and turning the truck upon the axis of the wheels.

The nosing iron is designated 15, and is preferably in one piece, having side extensions 16 that extend into the channels of the side bars 1 beneath the tops of said bars and above pedestal stiffening members 18, in other words, being interposed between said members and said tops. This construction permits of the rough handling of the truck without the danger of breaking the nosing iron.

The wheel pedestals are preferably integral extensions of the side bars, and besides the above described stiffening members, said pedestals are further strengthened by the channel-braces 21, illustrated more particularly in Figs. 1 and 2, which braces connect the side flanges of each side bar, and are so located that they do not interfere with the wheels and wheel mountings. These wheels, which are designated 21<sup>a</sup>, are journaled in and between the extensions of the flanges.

The rear supports for the truck are designated 22, and are also preferably formed of channel section pressed into substantially V-shape, with their upper portions 23 outwardly disposed and riveted between the



sides of the side bars. The lower ends of these supports are fitted with wear-shoes 26 attached thereto by rivets 27.

The novel construction set forth provides  
5 a light, durable and well balanced truck for the purposes outlined.

From the foregoing, it is thought that the construction, operation and many advantages of the herein described invention will  
10 be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the  
15 advantages of the invention.

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

20 1. In a truck of the character set forth, a frame including metallic side bars of channel section, having depending integral pedestals, a diaphragm of metal connecting the pedestals and having an offset flange along  
25 its lower edge forming a foot-rest, and wheels journaled in the pedestals.

2. In a truck of the character set forth, a metallic frame comprising side bars of channel section, cross bars of channel iron connecting the side bars and having terminal  
30 saddles secured thereto, handles fitted into the rear ends of the channels and secured to the side bars, said side bars having depending integral pedestals, a reinforcing diaphragm or web connecting the pedestals and  
35 having its upper edge disposed below the plane of the cross bars, longitudinal straps secured to the cross bars and to the upper edge of the diaphragm or web, wheels journaled in the pedestals, a nosing iron having  
40 offset terminals arranged in the channels of the side bars, and substantially V-shaped rear supports of channel section having outstanding ends located and secured in the  
45 channels of the side bars.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

CHARLES E. BARBA.

Witnesses:

J. F. MECK,  
N. E. GEE.