

(No Model.)

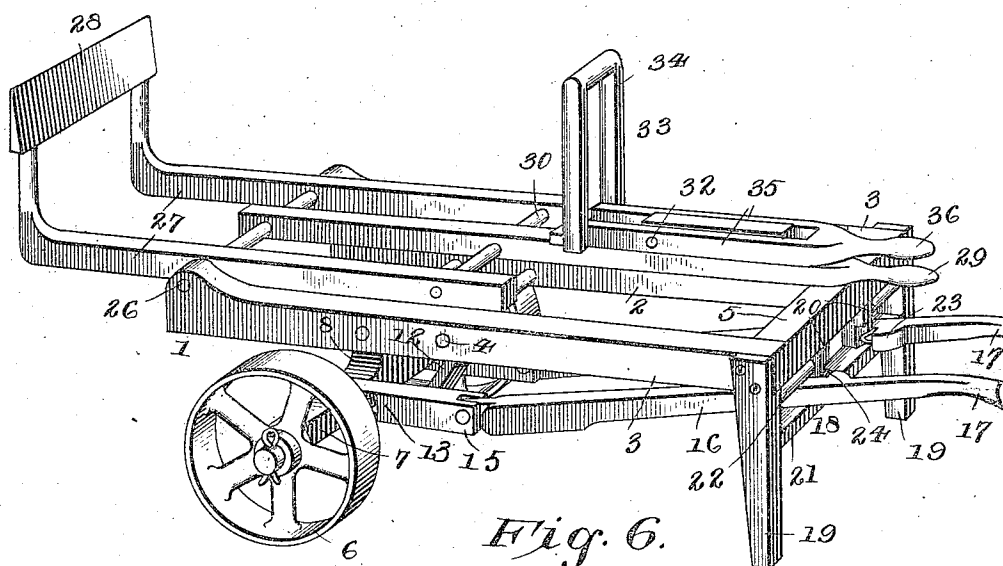
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C. S. PERCY.  
TRUCK.

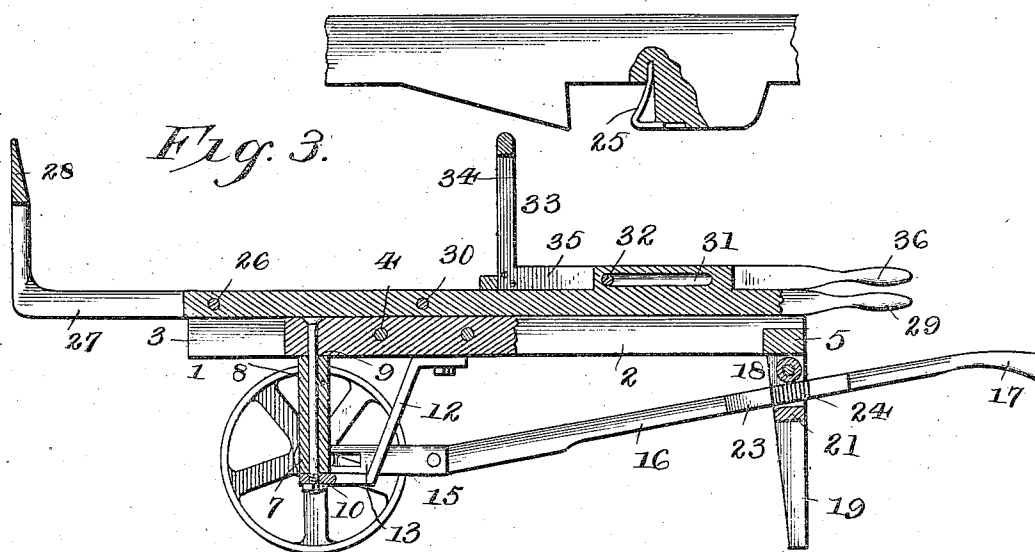
No. 555,532.

Patented Mar. 3, 1896.

*Fig. 1.*



*Fig. 6.*



*Fig. 3.*

Inventor

Clarence S. Percy

Witnesses

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By his Attorneys,

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*Fig. 4.*

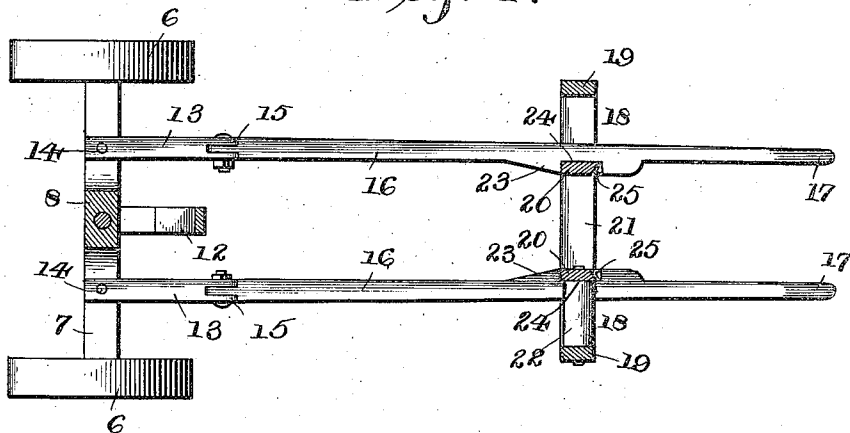
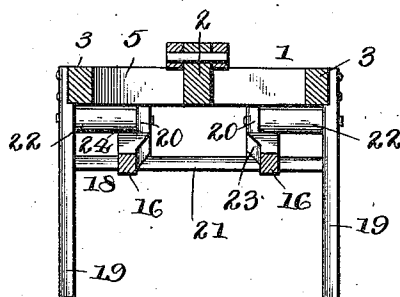
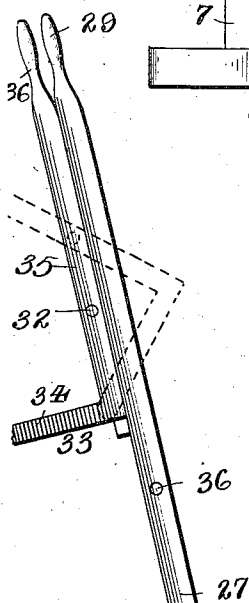
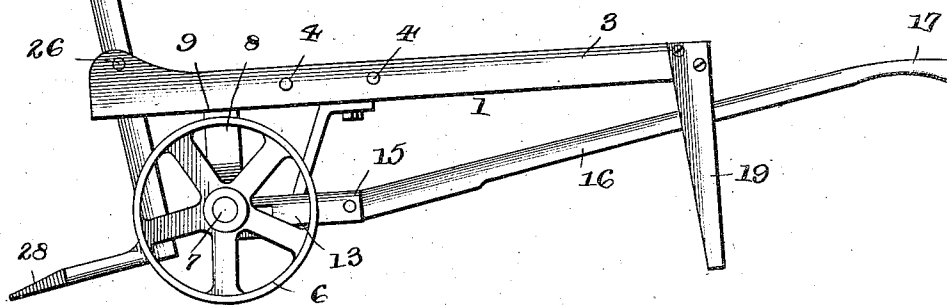


Fig. 5.



*Fig. 2.*



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# UNITED STATES PATENT OFFICE.

CLARENCE S. PERCY, OF BAYOU SARA, LOUISIANA.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 555,532, dated March 3, 1896.

Application filed September 13, 1895. Serial No. 562,435. (No model.)

*To all whom it may concern:*

Be it known that I, CLARENCE S. PERCY, a citizen of the United States, residing at Bayou Sara, in the parish of West Feliciana and State of Louisiana, have invented a new and useful Truck, of which the following is a specification.

My invention relates to hand-trucks for use in warehouses, railway-depots, stores, &c.

My object is to provide a truck that will accommodate itself to turn in a narrow passage and that will enable one man to load an awkward and heavy package.

Other features of advantage will appear from the detailed description hereto annexed and the accompanying drawings illustrative of my invention.

In the drawings, Figure 1 is a perspective view of my improved truck. Fig. 2 is a side elevation thereof in position of loading. Fig. 3 is a longitudinal section thereof. Fig. 4 is a horizontal section to show the running-gear. Fig. 5 is a cross-section through the fender-pivot, showing the rear handle-slideways, and Fig. 6 is a detail view of the handle.

Reference-numeral 1 designates the special platform of my truck. This comprises a main beam 2, two side beams 3 parallel thereto, and iron or wooden transverse rods 4 securing said beams in place near their forward ends and a rear frame-piece 5 flush with the rear ends of said beams, to which it is rigidly secured by mortising or halving the parts together.

Beneath platform 1 is the running-gear, comprising two wheels 6 loosely mounted at either end of axle 7. Axle 7 is free to swing on a central king-post 8 journaled at its upper end in the forward end of main beam 2, where it is provided with a broad shoulder 9 to receive the weight of the truck. The king-bolt 10 depends below the axle and passes through the king-post 8 and is journaled in the lower end of a heavy bracket 12, which is inclined and located in advance of the axle and secured at its lower end to the same by the king-bolt and fastened at its upper end to the lower face of the central beam, 2.

Secured to the axle 7 adjacent either end is a bracket arm 13, secured to the axle by a vertical pivot therethrough journaled in horizontal upper and lower ears 14, which em-

brace the axle. At their rear ends these arms 13 are provided with vertical ears 15, between which are pivoted the hand-rods 16, which extend to the rear end of the truck-platform, where they are provided with suitable hand-holds 17. Near their rear ends rods 16 pass through guide-brackets 18, which comprise end hangers 19, which may be the same as the truck-legs, and intermediate hangers 20, secured together by a base-support 21. Parallel to the base-support 21, above either hand-rod, is a friction-roller 22, which is journaled at either end in the adjacent hangers 19 and 20.

By the construction just described it is evident that the axle 7 may be skewed around on its pivot by pulling on one hand-rod and pushing on the other. To secure said axle and traction-wheels in straight-ahead alignment I provide on the inside face of either hand-rod a wedge-shaped projection 23 having a locking-notch 24 midway of its length opposite the hanger 20, said notch being provided on one of its faces, preferably the deeper rear face, with a retaining-spring 25. This is a leaf-spring which wedges over the hanger 20 when the hand-rod is adjusted thereto by means of the notch 24.

The platform 1 carries pivoted thereto by means of the pivot-rod 26, journaled through the forwardly-projecting and thickened ends of the side beams, 3, the package-lifter. This comprises the bottom beams, 27, secured to the pivot-rod 26 midway of their length and carrying the lifting-shoe 28 at their outer ends and secured together and to the hand-lever 29 at their inner ends by a transverse bolt 30. The hand-lever 29 is also secured to the pivot-rod 26 at its outer end and extends slightly beyond the platform at its rear end.

The hand-lever 29 is provided near its rear end with a longitudinal slot 31, which extends longitudinally of a rectangular block or enlargement and which receives the bearing-rod 32 of the substantially L-shaped loading-fender 33. This loading-fender comprises a projecting inverted-U-shaped fender end 34 and parallel side pieces 35 spaced apart to form an opening and to lie on either side of the block or enlargement and connected at their rear ends on either side of the handle-post 36. Slot 31 is of sufficient length to al-

low the fender end 34 to abut at its bottom end in line with the bottom beams, 27, and then slide back until the top of the fender end 34 is adjacent to said bottom beams, 27.

5 The operation of my improved truck is as follows: The truck is moved up to the barrel, trunk or other package to be loaded, and the package-lifter is thrown over into vertical position with the forward edge of the lifting-shoe 28 resting next to the floor immediately  
10 in front of the package. The truck is moved forward so that the loading-fender 33 comes in contact with the upper end of the package to push it over, thereby tipping up the lower  
15 near edge thereof. This permits the lifting-shoe 28 to enter under the package. The fender-handle 36 is then released, which allows the package to drop back onto the lifting-shoe. The handle-lever 29 of the pack-  
20 age-lifter is then pulled over onto the truck-platform and the heavy package is loaded. If the package tends to shift as it is loaded, it may be steadied on the truck by sliding the loading-fender back in its slot until its  
25 end 34 is brought against the upper end of the package. Now if the exit for the truck is narrow and crooked it is not necessary to take a wide sweep in order to turn the truck, but lever-rods 16 are disengaged from the  
30 guide-brackets 18 and pushed or pulled respectively to skew the running-gear properly on its king-post 8. This permits the truck to turn within very narrow limits.

Many changes and substitutions in details  
35 of construction may be made without departing from the spirit and scope of my invention.

What I claim is—

1. The combination with a truck-body, of  
40 running-gear having its axle vertically pivoted to said truck-body, a hand-rod pivoted to said axle at either side of its pivot, and suitable guide-brackets depending at the rear end of said truck-body and arranged to receive said hand-rods to reciprocate there-  
45 through, substantially as described.

2. The combination with a truck-body, of  
50 running-gear having its axle vertically pivoted to said truck-body, a hand-rod pivoted to said axle at either side of its pivot, provided with a locking-notch, and suitable guide-brackets depending at the rear end of said truck-body and arranged to receive said hand-rods to reciprocate therethrough and to

be engaged by said notch, substantially as described.

3. The combination with a truck-body, of  
55 running-gear having its axle vertically pivoted to said truck-body, a hand-rod pivoted to said axle at either side of its pivot, provided with a locking-notch, and a retaining-  
60 spring within said notch, and suitable guide-brackets depending at the rear end of said truck-body provided in their upper side with friction-rollers and arranged to receive said  
65 hand-rods to reciprocate therethrough and to be engaged by said notch, substantially as described.

4. The combination of a truck-body, a pack-  
age-lifter pivotally secured intermediate of  
70 its ends to the truck-body and provided at its front end with a lifting-shoe and having at its other end a handle, and provided adjacent to the same with a rectangular block or enlargement having a longitudinal slot, a sub-  
75 stantially L-shaped loading-fender having one portion parallel with the said shoe, and having in its other portion a longitudinal opening receiving the block or enlargement, and a pivot arranged in the slot of the block  
80 or enlargement and loosely connecting the adjacent portion of the loading-fender to the same, substantially as described.

5. In a hand-truck for moving heavy pack-  
ages, the combination with a suitable plat-  
85 form-body, of a running-gear having its axle vertically pivoted to said body and provided with two hand-rods pivoted to said axle, one on either side of its pivot and extending be-  
90 yond the rear of said body through suitable guide-brackets provided to depend from the rear of said body, and a loading mechanism, comprising a package-lifter extending beyond  
95 said body and horizontally pivoted thereto at its forward end, provided with a hand-lever rigid therewith and extending beyond the rear end of the platform-body, and a loading-fender loosely pivoted in a longitudinal slot provided in said lifting-lever, all substan-  
tially as described.

In testimony that I claim the foregoing as  
100 my own I have hereto affixed my signature in the presence of two witnesses.

CLARENCE S. PERCY.

Witnesses:

J. N. ANGLIN,  
G. W. NEWMAN.