(No Model.)

J. ASH.

HAND TRUCK.

No. 363,940. Patented May 31, 1887.

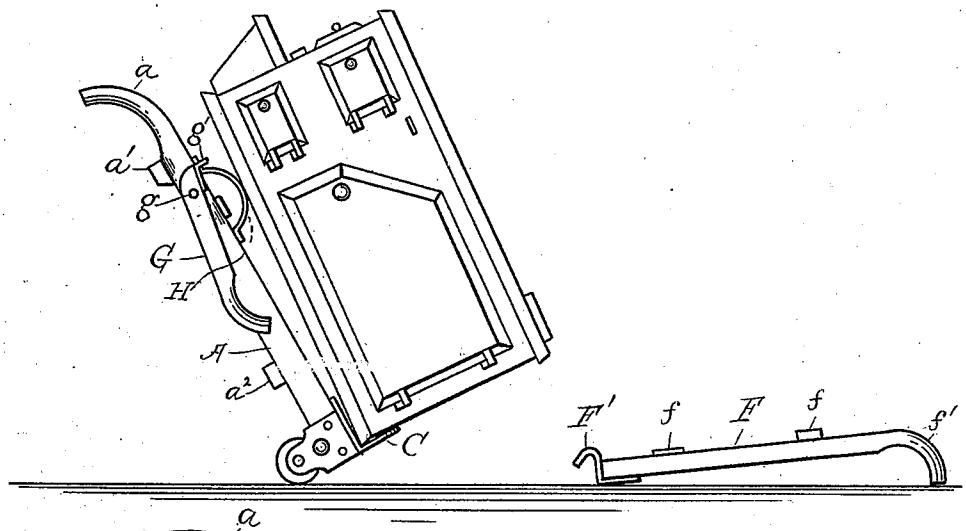


FIG. 1.

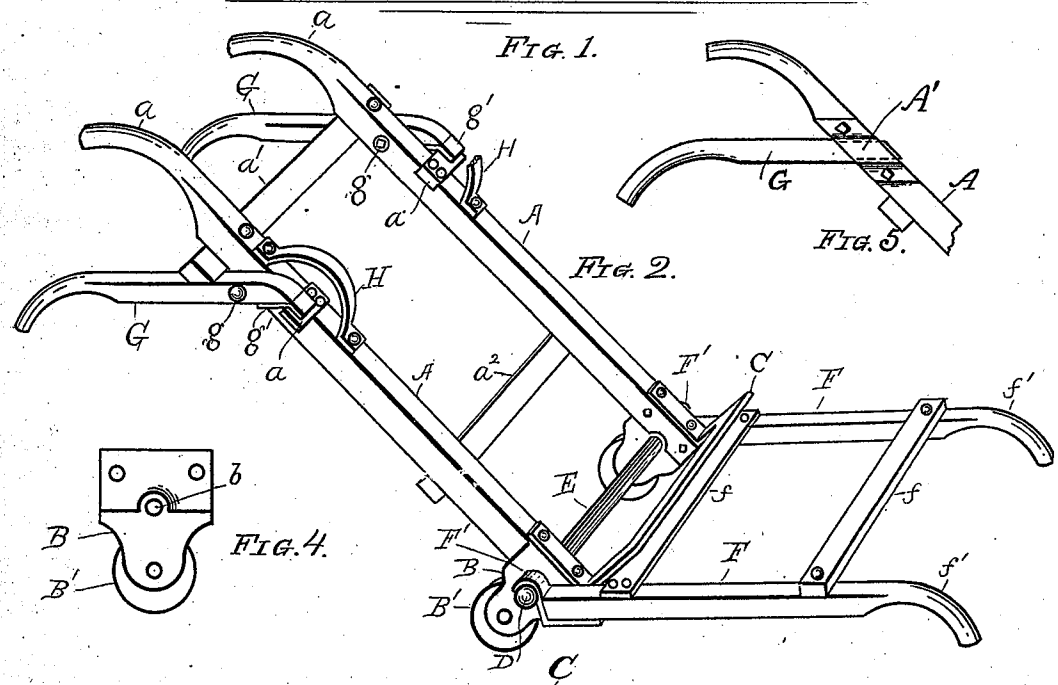


FIG. 2.

FIG. 5.

FIG. 4.

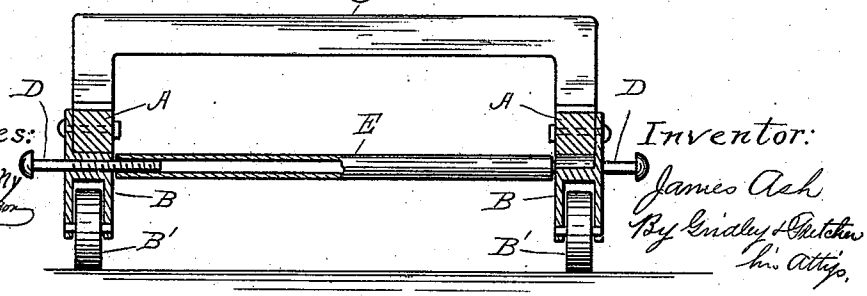


FIG. 3.

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UNITED STATES PATENT OFFICE.

JAMES ASH, OF CHICAGO, ILLINOIS.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 363,940, dated May 31, 1887.

Application filed March 15, 1887. Serial No. 230,957. (No model.)

To all whom it may concern:

Be it known that I, JAMES ASH, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Hand-Trucks, of which the following is a description, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side view of said truck as applied to ordinary uses, the front attachment thereto being folded under, while the rear attachment is separated therefrom. Fig. 2 is a perspective view of said truck, representing my improved attachments connected therewith for special uses. Fig. 3 is a transverse vertical sectional view upon a line drawn through the axes of the truck-wheels. Fig. 4 is a side view in detail of one of the truck-wheels and the casting to which the truck-frame is attached, and Fig. 5 shows a modified construction of the handles.

Like letters of reference indicate like parts in the different figures.

The object of my invention is to provide adjustable handles for hand-trucks, which may be so arranged and constructed as to be compactly folded or wholly detached when the truck is applied to ordinary uses, and unfolded or attached thereto when it is desired to temporarily employ the truck as a frame for carrying the loads which may be placed thereon up or down stairs or over places where it is impracticable to wheel the same, thus obviating the necessity of removing the load from the truck. I accomplish said object substantially in the manner hereinafter more particularly described and claimed.

A in the drawings represents the bars which constitute the main portion of the usual truck-frame. The curved extensions of said bars respectively serve to form the customary handles, *a a*, while to the lower ends are rigidly bolted castings B B, which form bearings for the wheels B′ B′.

C is the ordinary bent cross-bar, which is permanently attached by bolts or screws to the top of the bars A. The castings B are provided with interior screw-threaded perforations, *b*, Fig. 4, into which are inserted screw-threaded bolts D D, of sufficient length to extend through the bars A A into the respective ends of a cross-bar, E, preferably of gas-pipe, which serves as a rest for the foot of the operator in loading and unloading said truck. The bolts D are preferably provided with heads, and are allowed to project outwardly upon the respective sides of the truck, as clearly shown in Fig. 3, for the purposes hereinafter stated.

In Figs. 1 and 2, F F are bars which are rigidly connected with each other by means of cross-bars *f f*. The bars F F are bent at the ends to form handles *f′ f′*, and are preferably placed sufficiently far apart to permit the lower ends to straddle the truck. Iron hooks F′ F′ are rigidly bolted to said lower ends, and are so adjusted that they may be readily hooked over the bolts D D, so that when the handles are elevated the lower cross-bar *f* is brought into contact with and bears against the bar C, as shown in Fig. 2.

Loosely attached to the bars A A, preferably upon the outside thereof, by means of bolts *g g*, are handles G G, which are arranged to fold against the sides of the truck-frame when not in use, as shown in Fig. 1. Said handles are provided upon the shorter ends with bent iron plates *g′ g′*, which, when the handles are unfolded, bear upon plates *a a*, which are rigidly bolted to the frame. Said frame is also provided with cross-bars *a′ a²*, the former of which projects outwardly at the ends sufficiently to form a secondary bearing or fulcrum for the handles G. Thus it will be seen that when the supplemental handles are extended horizontally in front and rear the frame of the truck is in a position oblique thereto. When so extended, workmen may grasp said supplemental handles and easily carry the truck with its load up one or more flights of stairs, when the rear handles may be removed and the others folded in place, and the load wheeled to any desired point.

Said device is especially useful in the moving of stoves and other heavy articles, in that it constitutes a convenient carrying-frame as well as a truck. I prefer to place raised iron straps H H upon the respective sides of the frame, in order to permit the shorter ends, *g′*, of the handles G from being brought into contact with the load, and thus being prevented from folding or unfolding.

While I prefer to attach the handles G G to the frame and arrange them to fold substantially as described, it is obvious that they may

be made detachable. Such a construction is shown in Fig. 5, in which sockets A′ are rigidly secured to the frame for the reception of the handles G G.

I am aware that hand-trucks have been made provided with permanent handles substantially in line with the main frame, in the front and rear thereof. I am also aware that truck-handles have been made removable, and I do not claim either of these features in themselves; but

What I do claim, and desire to secure by Letters Patent, is—

1. The combination, with the main frame of a hand-truck, of supplemental handles at its front and rear ends, respectively, said supplemental handles being arranged in planes substantially parallel to each other and oblique to the plane of the main frame, substantially as and for the purposes set forth.

2. The combination, with the main frame A of a hand-truck, of the handles G G and F F and means for maintaining the same when in use in parallel planes which are oblique to the plane of the frame A, substantially as and for the purposes specified.

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Witnesses:
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