

(No Model.)

J. G. PARKER.

HAND TRUCK.

No. 391,554.

Patented Oct. 23, 1888.

Fig. 1.

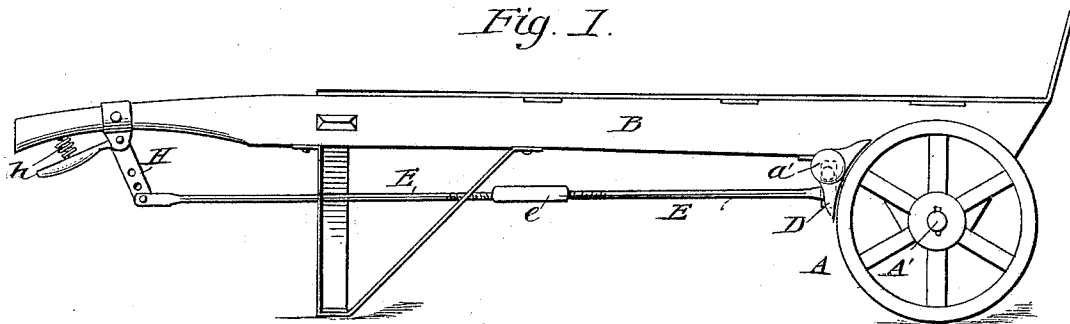


Fig. 2.

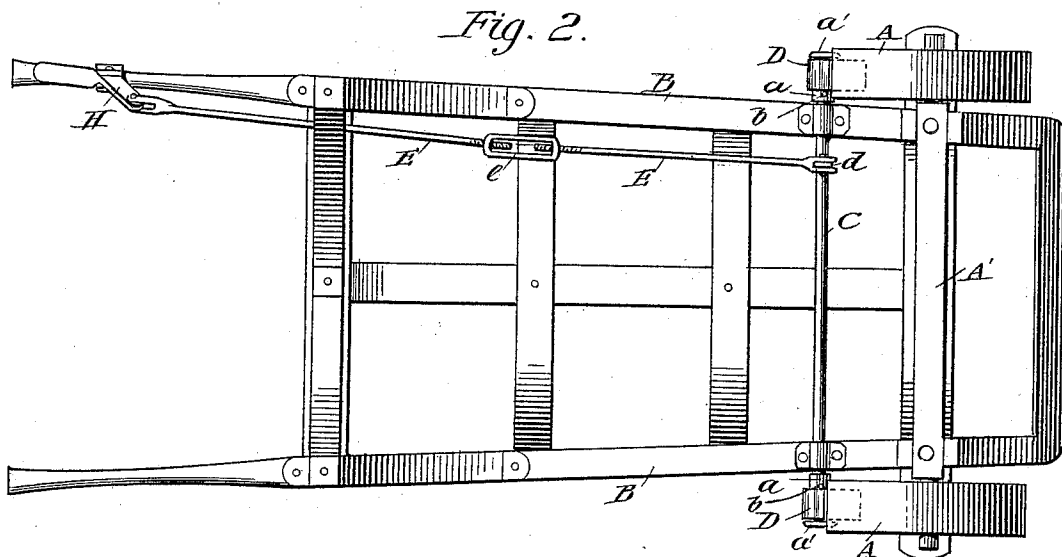


Fig. 3.

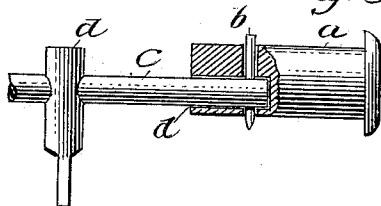
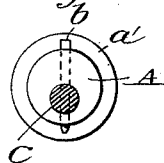


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN G. PARKER, OF TACOMA, WASHINGTON TERRITORY.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 391,554, dated October 23, 1888.

Application filed January 26, 1888. Serial No. 262,017. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. PARKER, of Tacoma, in the county of Pierce and Territory of Washington, have invented a new and useful Improvement in Hand-Trucks, of which the following is a full, clear, and exact description.

My invention relates to an improvement in hand-trucks in common use in and about steamboats, steamships, wharves, docks, railroads, warehouses, and other places, for handling and moving heavy loads of merchandise, freight, or baggage down an incline, and has for its object to provide in a novel and simple manner for applying a brake to one or both wheels of such truck, while both hands of the person operating the same are applied to the handles.

The invention consists in the construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a truck having my improvement applied. Fig. 2 is a bottom plan view. Fig. 3 is a detail view of the rock-shaft and eccentric, and Fig. 4 is a sectional end view of the same.

In carrying out the invention, A designates the wheels, A' the axle of the truck, and B designates the side frames, which are supported upon said axle in the ordinary way. A rock-shaft, C, is supported in suitable bearings attached to the under edge of the side frames, B, upon the projecting ends of which shaft a cylindrical rod, *a*, is eccentrically attached, and upon said eccentrics, which are provided with an outer head or shoulder, *a'*, brake-shoes D are loosely held, adapted for application to the wheels A.

In securing the eccentrics to the rock-shaft, the latter is forced into an eccentric-bore, *d*, in the former, the brake having previously been slipped over the eccentric and made to bear against the head *a'*, whereupon a pin or screw, *b*, is passed through the said eccentric and rock-shaft, as illustrated in Fig. 3, which pin also limits the inward movement of the shoe.

Within the side frames, B, and near one of said frames a post, *d*, is keyed or otherwise secured upon the rock-shaft, to extend per-

pendicularly downward. To this post a horizontal sectional rod, E, united by a turn-buckle, *e*, is pivoted, which rod, extending parallel with the side frame at one handle, is pivotally united to the vertical member of an angle-lever, H, fulcrumed upon the under side of said handle. Between the horizontal member of said lever, which is adapted to be grasped by the operator's hand, and the handle, a spring, *h*, is secured, having a bearing upon both, as illustrated in Fig. 1.

The turn-buckle is purposed to lengthen or shorten the rod E, and consequently lengthen or depress the spring, making it more or less positive in its return. The rod E may also be adjusted upon the lever.

In operation it only becomes necessary to compress the horizontal member of the lever with the hand grasping the handle and the brake is instantly applied, and as quickly taken off when said lever is released.

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

1. The combination, with the truck-frame and wheels, of the transverse rock-shaft C, having the cylinders *a* mounted eccentrically on the ends of said rock-shaft, and brake shoes mounted loose on said cylinders, as shown and described.

2. The combination, with the side frames and wheels of a truck, of a rock-shaft, eccentrics carried by said shaft, a brake shoe or shoes held upon said eccentrics, a spring-actuated angle-lever secured to one handle, and an adjustable connection between said rock-shaft and lever, substantially as shown and described.

3. The combination, with the side frames and wheels of a truck, of a rock-shaft, eccentrics having an outer flange or head secured to said rock-shaft, a brake shoe or shoes loosely held upon said eccentrics, a pin passing through the eccentrics and shaft and limiting the inward movement of the shoe, a spring-actuated lever secured to a handle, and a sectional rod united by a turn-buckle connecting said shaft and lever, as and for the purpose herein set forth.

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Witnesses:

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