(No Model.)

2 Sheets—Sheet 1.

J. STEEL.

HAND TRUCK.

No. 319,524. Patented June 9, 1885.

Fig 1

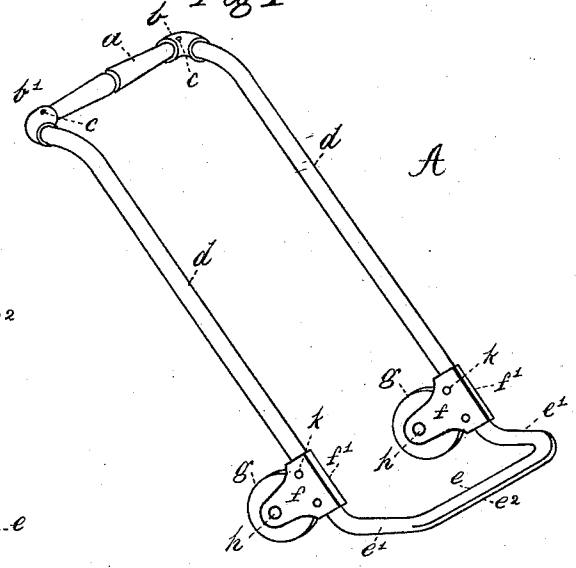


Fig 2

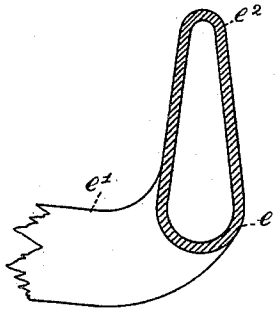


Fig 3

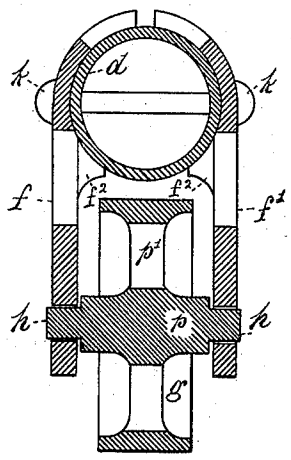
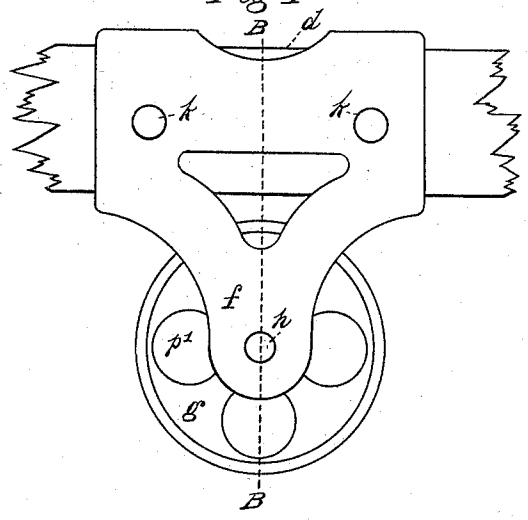


Fig 4



Witnesses
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(No Model.) 2 Sheets—Sheet 2.

J. STEEL.

HAND TRUCK.

No. 319,524. Patented June 9, 1885.

Fig 5

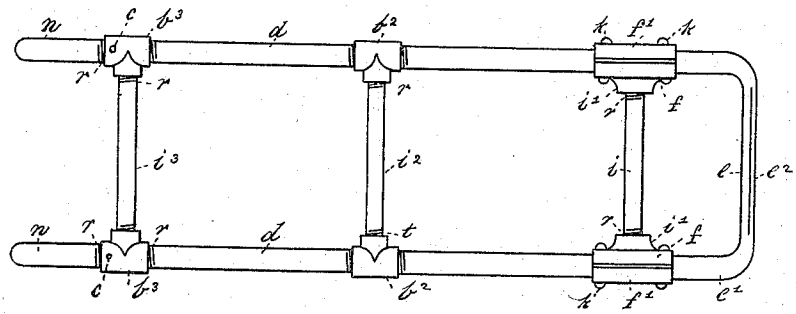
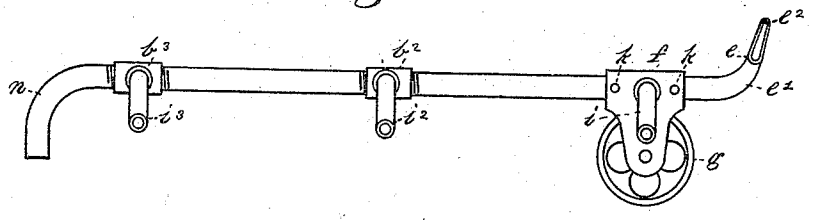


Fig 6



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UNITED STATES PATENT OFFICE.

JAMES STEEL, OF PATERSON, NEW JERSEY.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 319,524, dated June 9, 1885.

Application filed February 18, 1885. (No model.)

To all whom it may concern:

Be it known that I, JAMES STEEL, a citizen of the United States, residing at Paterson, Passaic county, State of New Jersey, have invented a new and useful Improvement in Hand-Trucks, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof.

The object of my invention is to provide an improved hand-truck wherein reside simplicity of construction, durability, and cheapness. I attain these objects by the construction shown, which will be fully explained, and pointed out in the claim.

Figure 1 of the drawings shows my invention in perspective. Fig. 2 is a view of the front part of the same, part sectional, detached. Fig. 3 is a section of wheel attachment, taken on line B B of Fig. 4; and Fig. 4 shows the wheel device in elevation, detached. Figs. 5 and 6 are modications of that shown in Figs. 1 to 4, inclusive.

A represents a hand-truck constructed and having a body composed of sides *d*, front part, *e*, and handle *a*. The sides *d* of the truck A are formed of wrought-iron tubing of suitable size to give ample strength to the truck for practical purposes, and of a length suitable to form in connection with said sides *d* the front part, *e*. When forming the body of the truck the center portion of the piece of tubing provided therefor is flattened out to suit the width of the truck, which forms the outer sharpened front part or toe, e^2, of the truck A, after which the sides *d* are bent back in a line at right angles with the front *e*, and are curved at *e'* to elevate at a suitable angle the front of the truck, as shown in Figs. 1 and 2. The rear end of each one of the sides *d* is curved in a downward direction until they reach a line sufficiently low to hold the body of the truck nearly horizontal when the same is not in use. The rear curved end of each one of the sides *d* is provided with a screw-thread, on which there are screwed elbows *b* and *b'*. The inner orifices of the elbows *b b'* have arranged in them a handle, *a*, which handle is secured in the elbows *b b'* by pins or screws *c*, said screws passing through the elbows into the handle *a*, which handle may be made of wood or other suitable material. The plates or cheeks *f f'* are suitably curved at the top, where they bear on the sides *d*, and are made to conform thereto, and are riveted to the said sides *d* by rivets *k*, said rivets passing through the plates *f f'* and sides *d*, which firmly secure the plates *f f'* to the said sides *d*, the lugs f^2 conforming rigidly to the inner under side of the sides *d*. The wheel *g*, which has a journal, *h*, cast on each side of the same, is journaled in suitable bearings prepared therefor in the lower portion of the plates *f f'*, the wheels having openings *p'*. (Shown in Fig. 3.) When used in the modified form shown in Figs. 5 and 6, the sides *d* of the truck A are provided at suitable points with a screw-thread, *r*, to accommodate T connecting-joints b^2 and b^3, that have a similar screw-thread, *r*, and which are screwed thereon. In the connections b^2 b^3 there are arranged curved cross-bars i^2 and i^3, the latter having right-hand screw-threads *r*, which adapts the concave bar i^3 to screw in the said T-connections b^3. The curved bar i^2 is provided at one of its ends with a right-hand screw, *r*, and at its opposite end with a left-hand screw, *t*. This construction renders the center of the sides of the truck capable of being expanded or contracted at pleasure, by turning the bar i^2 in the direction to increase or diminish the width of the truck centrally, while the concave form of the bars is adapted to rounded forms when placed longitudinally on the truck. The inner plates or cheeks, *f*, have hubs *i'* formed on them to give ample thread-space for the brace *i*, having screw-thread *r*, which is screwed in said hubs *i'*, while the rear end of each one of the sides *d* is bent downward to form handles *n*, as shown in said Figs. 5 and 6.

It will be readily seen that my improved truck is simply and durably constructed, and may be supplied at a small cost to the market.

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

In a hand-truck, the combination, with the body of the truck A, having a flattened front part, *e* and e^2, and tube-sides *d*, the sides curved upward at *e'* to elevate the front of the truck,

and downward at the opposite end to hold the truck in a nearly horizontal position, of the elbows *b b'*, screwed on the ends of said sides *d*, and handle *a*, secured in said elbows, with pins or screws for securing said handle in the elbows, and plates *f f'*, secured to said sides *d*, with rivets *k*, for securing the plates to the sides, and wheel *g*, journaled in the plates *f f'*, the wheel having journals *h* and openings *p'*, the plates having lugs f^2, said lugs conforming rigidly to the tube-sides, substantially as described.

JAMES STEEL.

Witnesses:
JENNIE INGLIS,
JOHN INGLIS.