

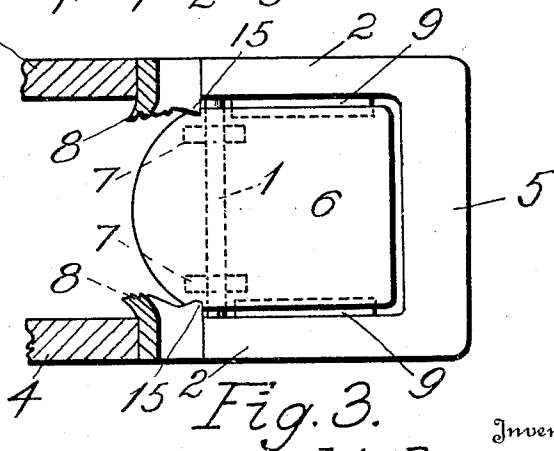
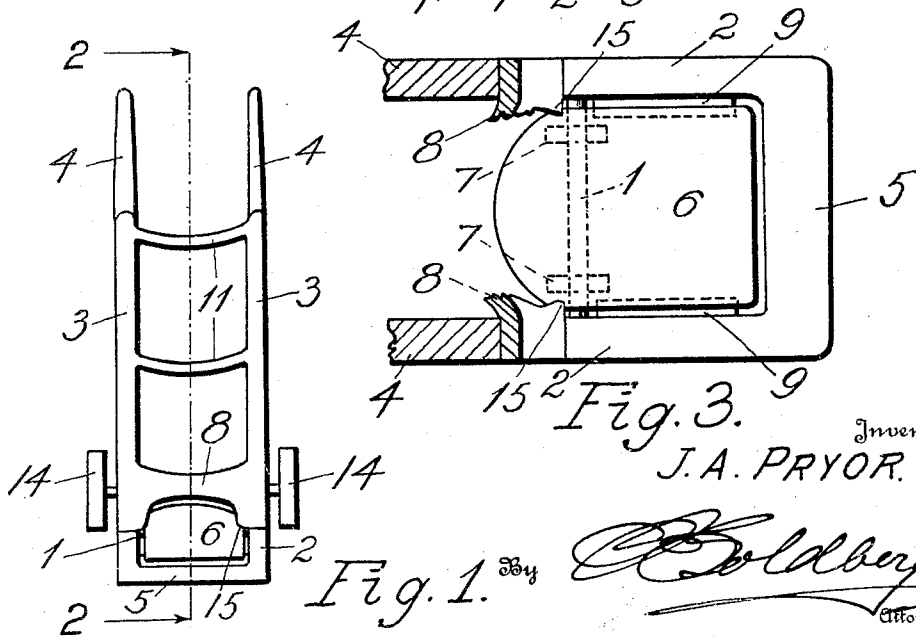
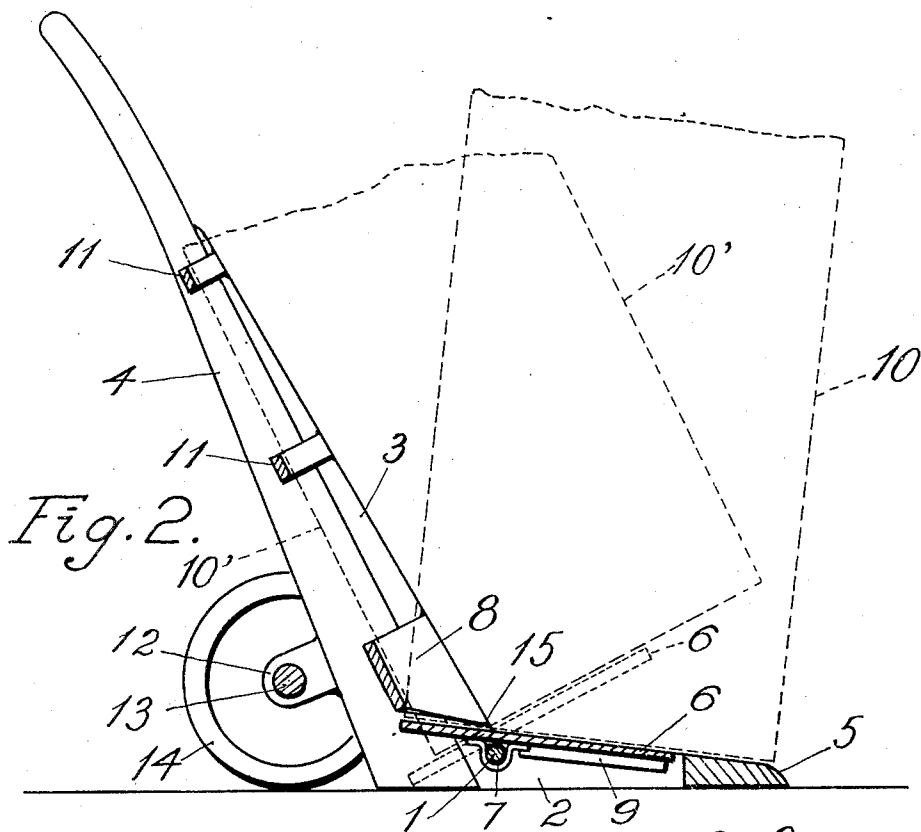
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HAND TRUCK

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HAND TRUCK.

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My invention relates to hand trucks in which a tilting seat is incorporated in the foot portion of said hand truck.

The objects of my invention are to provide a flat support for the end surface of a roll of printing or other paper, whereby the latter can be transported on a hand truck without having the edges damaged by chafing.

Other objects and advantages are to be found in the construction and arrangement of parts as will be described in the specification and particularly pointed out in the appended claims.

I attain these objects with the mechanism illustrated in the accompanying drawing, in which—

Fig. 1 is a hand truck in front elevation; Fig. 2 is a section through Fig. 1 along the line 2—2.

Fig. 3 is a plan view of the seat, illustrating its attachment to the foot portion of a hand truck.

Similar numerals refer to similar parts throughout the several views.

The rolls of paper, especially printing paper, produced in our modern paper mills weigh sometimes thirteen hundred pounds or more and require a considerable amount of hand trucking. In the present construction of hand trucks the soft edge of the paper rests largely on the two sharp, inner edges of the hand truck footing where the latter joins the upright handles, and serious damage to the paper is apt to result. To avoid this damage I weld a shaft 1 into the side members 2 of the footing just where these side members 2 merge into the reinforcing straps 3 on the wooden handles 4. The open space in the footing between the side members 2 and the toe 5 is then filled in with a seat 6 which rests flat on the shaft 1 and is held to the latter by means of the hinges 7. The rear edge of the seat 6 extends beyond the shaft 1 for a certain distance, has preferably a circular outline, and is bordered by a curved backing or apron 8 which reaches across the truck from one reinforcing strap 3 to the other. An iron bar

9 welded to each side member 2 of the footing forms a rabbet wherein the seat 6 is normally supported flush with the upper surface of the footing.

In operation the footing of the truck is slipped under the end surface of the roll of paper as far as the apron 8 will permit. When the said roll of paper is then tilted toward the handles 4 the seat will obviously tilt too, and the roll of paper, instead of resting on two sharp edges, will have the entire flat surface of the seat 6 for its support. Any damage to the paper is thus safely avoided.

The dotted lines 10 show the paper roll resting on the footing, and the dotted lines 10' show the paper roll resting on the tilted-up seat 6.

The numerals 11 indicate the customary cross straps between the reinforcing straps 3. 12 is a bearing, 13 an axle, and 14 a wheel.

The lower corner 15 of the apron 8 extends sufficiently into the path of the tilting seat 6 to constitute a stop whereby said seat is prevented from tilting upward too far and consequently being out of place when the footing of the truck is ready to be slipped under the roll of paper.

Having thus described my invention, it will be seen that my objects have been accomplished, and, though I have shown the preferred form of construction, I reserve to myself the right to make minor changes, providing I do not violate the spirit and principles of my invention.

I claim:

1. In a hand truck, a hand truck footing, a flat seat rabbeted in the footing and pivotally mounted for upward tilting in said footing, the rearward edge of the seat being bordered by an apron, the lower corners of said apron limiting the upward-tilting movement of the said seat.

2. In a hand truck, the combination of two handles, an open footing comprising two side members and a toe connecting the two side members, a curved apron between the handles at the heel of the side members, a shaft extending across the open footing and

welded into the side members near the heels thereof, a flat seat inserted in the open footing, said seat having the upper surface normally flush with the footing and resting
5 with its lower surface on the shaft, hinges attached to the lower surface of the seat and pivotally mounted on the shaft, the rear edge of the seat extending beyond the pivotal

point and being bordered by the curved apron, said seat tilting automatically upon pressure applied to the rearward extension of the seat and transferring a load from the edges of the side members to the upper flat surface of the seat. 10

In testimony whereof I affix my signature.
JOHN A. PRYOR.