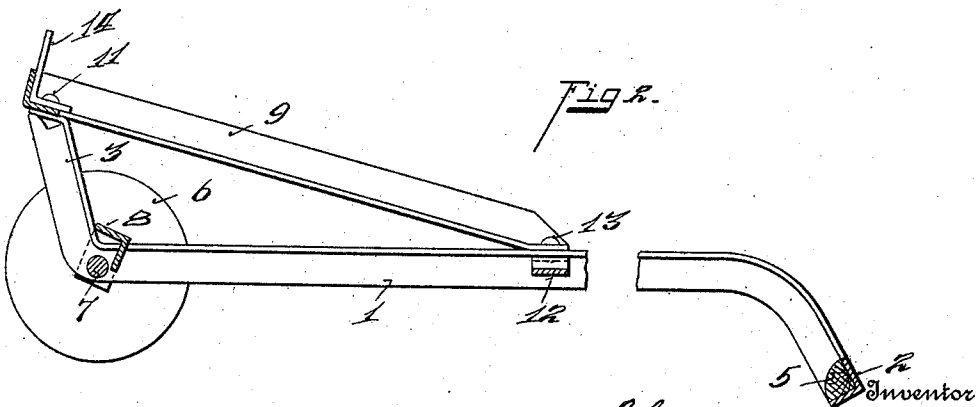
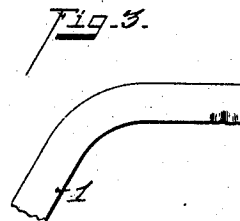
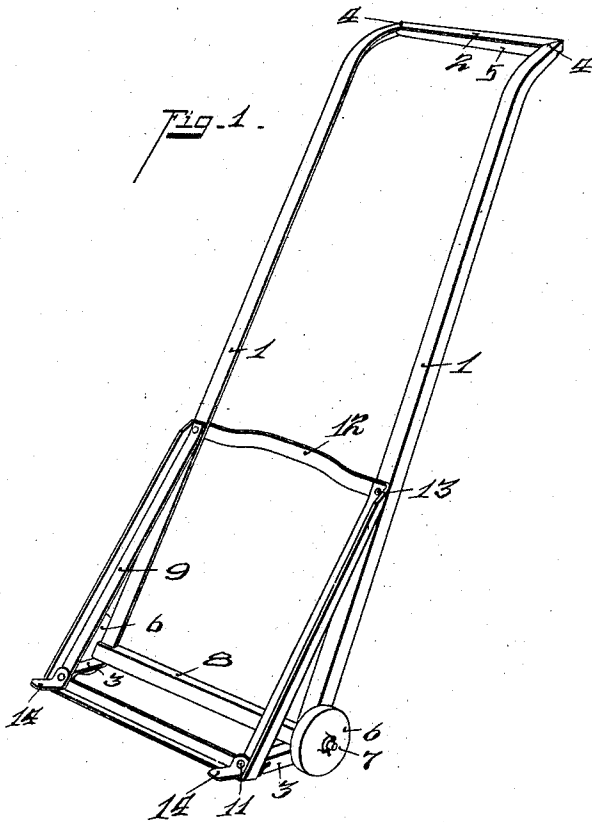


S. B. BROWN.
HAND TRUCK.
APPLICATION FILED FEB. 14, 1910.

980,485.

Patented Jan. 3, 1911.



Witnesses

Chas. B. Kainer
[Signature]

Silas B. Brown
Inventor

By *Wood & Wood*

Attorneys

UNITED STATES PATENT OFFICE.

SILAS B. BROWN, OF CINCINNATI, OHIO, ASSIGNOR TO THE ROCKAWAY COASTER COMPANY, OF CINCINNATI, OHIO, A CORPORATION OF OHIO.

HAND-TRUCK.

980,485.

Specification of Letters Patent.

Patented Jan. 3, 1911.

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To all whom it may concern:

Be it known that I, SILAS B. BROWN, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Hand-Trucks, of which the following is a specification.

My invention relates to an improvement in a hand truck.

The object of my invention is to provide a hand truck which is simple in construction, strong, light and durable.

The features of the invention are more fully set forth in the description of the accompanying drawings, forming a part of this specification, in which:—

Figure 1 is a perspective view of the truck. Fig. 2 is a central sectional elevation, showing an inside view of the truck frame. Fig. 3 is a view of the outside and rear end of the handle-bar.

The main frame of the truck is preferably made of a single piece of angle iron, bent in U-form, comprising the sides 1, the hand-hold 2, at right angles to the sides 1, with the terminal ends 3 of the side bent at right angles, outwardly forming a support for a supplemental frame. The horizontal flange of the angle iron at the side and hand-hold bends is provided with a miter cut 4, to facilitate in the bending of the metal.

5 represents a wooden filling-piece, preferably rounded on its front or exposed face, secured against the right-angled faces of the hand hold section of the frame, to form a smooth gripping surface. This filling-piece is secured in position by crimping in the vertical portion of the angle-iron and forcing the same into the ends of the filling-piece 5.

6 represents truck-wheels journaled upon the ends of the axle 7, said axle projecting through orifices formed in the vertical limbs of the angle-iron sides.

8 represents a strengthening cross-bar spanning and secured to the sides 1, and preferably connected thereto by slitting the horizontal limbs of the sides and notching the strengthening bar 8, so as to engage over the vertical flanges of the sides, forming an interlock therewith. The terminal ends of the strengthening bar are bent at right-angles thereto and provided with an orifice

through which the axle projects. This cross-bar covers and protects the axle from the strains of the weights on the loaded truck.

9 represents a supplemental frame made of a single piece of angle-iron bent in U-form, as shown in Fig. 1, and its knee portion secured to the free upturned ends of the sides 1 by rivets or other fastening devices, as shown in Fig. 2. The free ends of said supplemental frame are likewise secured to the sides.

11 represents rivets for securing the free ends of the supplemental frame to the sides.

12 represents a cross-bar, the free ends of which are upturned, as shown in Fig. 2, and secured to the main and supplemental frames by rivets 13.

14 represents guards or pick-up arms of angle-form, one limb of which rests upon the horizontal limb of the angle-iron supplemental frame, and the vertical limb abutting and projecting from the vertical limb of said supplemental frame. The position of the limbs of the supplemental frame are reversed in position to the limbs of the main-frame, so that the vertical limbs of the supplemental frame will form side rails of the truck-frame to assist in holding the article in position thereon.

The truck frame herein shown and described is very light, strong and durable and is cheap in construction.

Having described my invention, I claim:—

1. In a truck frame, a main frame formed of angle-iron bent in U-form, the free ends of which are bent in knee form, and the vertical limbs of which form a journal bearing, and a truck axle journaled therein.

2. A truck frame, having a main frame and a supplemental frame, each formed of a single piece of angle-iron bent and connected together, the free ends of said main frame being upturned to form a knee, an angle-iron cross-bar fitted and secured to the said main frame, the free ends of which are cut and bent downward, a truck axle journaling in said main frame and cross bar.

3. In a truck, a main frame and a supplemental frame, each formed of angle-iron, the angle limbs of said frames being rigidly connected together in reverse positions one to the other.

4. In a truck, a main frame formed of

angle-iron bent in U-form, the bail portion serving as a handle, and a filling-piece connected to the limbs and bail portion.

5 A truck composed of a main frame, and a supplemental frame, each formed of angle-iron rigidly connected together, the main frame being bent in U-form and the free ends upturned and serving as a support for the horizontal limbs of the supplemental

frame, and pick-up arms rigidly connected to the front end of the supplemental frame.

In testimony whereof, I have hereunto set my hand.

SILAS B. BROWN.

Witnesses:

OLIVER B. KAISER,
EMMA SPENER.