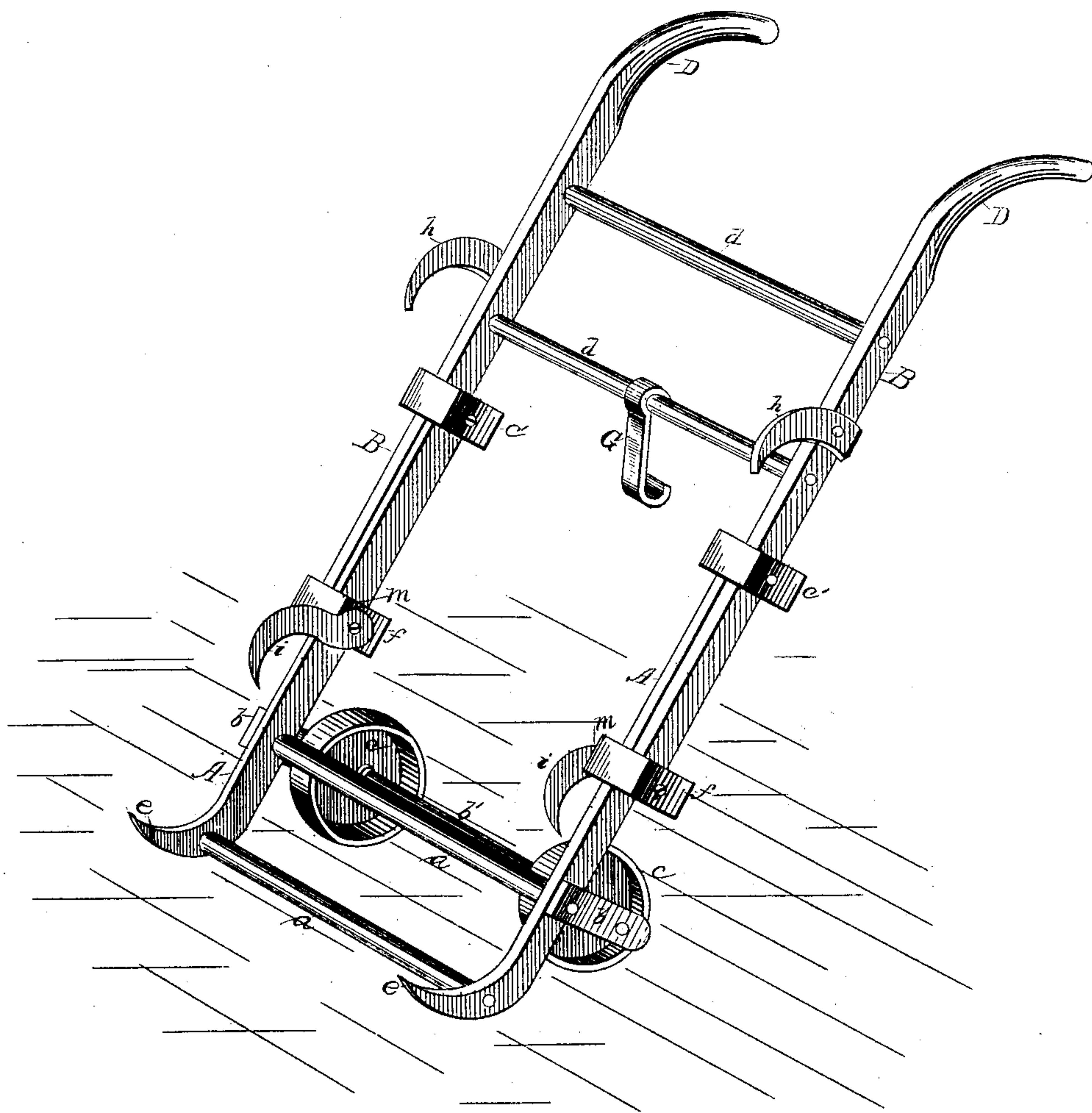


M. JOHNSON.  
Hand-Truck.

No. 224,693.

Patented Feb. 17, 1880.



WITNESSES

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# UNITED STATES PATENT OFFICE.

MOSES JOHNSON, OF LOCKPORT, NEW YORK.

## HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 224,693, dated February 17, 1880.

Application filed December 20, 1879.

*To all whom it may concern:*

Be it known that I, MOSES JOHNSON, of Lockport, in the county of Niagara and State of New York, have invented certain new and useful Improvements in Hand-Trucks; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in hand-trucks chiefly designed for loading and conveying barrels, boxes, bales, packages, and other portable articles without other aid than that of the operator; and it consists in a frame comprising the longitudinal side pieces, A A and B B, transverse bars *a a*, shouldered up-rights *b b*, axle *b'*, with wheels *c c*, the expansible and adjustable handles D D, with connecting-bars *d d* and hooks *h h* and *i i*, and the guides *c'* and *f*; in constructing the truck in sections, as shown, and in the combination and arrangement of the parts; as hereinafter more specifically set forth.

Figure 1 is a view, in perspective, of a device embodying my invention.

The letters A A represent a section of the longitudinal sides of the frame of my device, with curved points *e e*, supported by the vertical standards *b b*, which are provided with shoulders as bearings for the same, and these standards *b b* furnish the bearings of the axle *b'*, and are rigidly secured by the bar *a*, which projects through orifices provided in them and the longitudinal pieces A A.

The longitudinal pieces B B, which comprise the rear section of the frame, are provided with the handles D, which, in practice, are wound with twine as easier to the hands, and they are curved and project downward a distance equal to the plane of lower part of the wheels, and thus this section of the truck comprises a part of the frame, the handles, and feet of the device, and obviates the expense of the latter as ordinarily required.

The longitudinal pieces B B slide in the guide-couplings *c' c'*, which latter are rigidly attached to the front section of the frame, as shown.

The adjustable hooks *i i* are pivoted in the guides *f f*, and shoulders *m m* are provided in said guides for their retention in position when employed, and when not used they may be turned down out of the way.

The letters *h h* mark hooks rigidly secured to the rear section of the frame. G marks a hook curved into a cylinder to encircle loosely the bar *d*, and it is chiefly designed to hook against the flange of casks and barrels.

In the construction of the sections of my hand-truck I do not confine myself to the longitudinal pieces or slide-bars and guides shown as the only means of rendering the device adjustable as to length, as such pieces may be constructed of tubular formation, of angle-iron, or in grooved bars, and yet be telescopic or adjustable and expansible as to length.

The operation is as follows: When boxes or small packages are to be loaded the handles of the truck are elevated and the points *e e* inserted beneath the bottom of such box or package. The handles are then slid down and the hooks *i i* thrown over the top of the box, and the operation of loading the truck is performed.

For loading large packages the hooks *i i* are turned down out of the way, the handles elevated, and the points *e e* thrust beneath the intended load, which is secured by the hooks *h h* clutching against the lifted article.

In loading casks or barrels, when the points *e e* have been placed beneath the article, the adjustable hook G is thrown forward and clutches in the chine of such article, and the lowering of the handles completes the operation of loading.

What I claim is—

1. In a hand-truck, the longitudinal side pieces, A A and B B, with guides *c' c'* and *f f*, substantially as shown and described.

2. The rigid hooks *h h*, longitudinal side pieces, B B, and adjustable hooks *i i*, substantially as and for the purpose described.

3. The combination of the longitudinal side pieces, B B, adjustable hooks *i i* and G, rigid hooks *h h*, and guides *f f*, substantially as shown, and for the purpose set forth.

4. The longitudinal side pieces, A A, guides *c' c'*, and uprights *b b*, substantially as shown.

5. The adjustable hooks *i i*, in combination



with the shouldered guides *f f*, substantially as set forth.

6. The combination of handles *D D* and longitudinal pieces *B B* with rigid hooks *h h* and  
5 loose hook *G*, substantially as herein shown and set forth.

7. In a hand-truck, the longitudinal side pieces, *A A*, guides *c' c'*, and longitudinal side pieces, *B B*, with guides *f f* and adjustable

hooks *i i* and *G*, substantially as and for the 10 purpose herein shown and set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

MOSES JOHNSON.

Witnesses:

J. J. ARNOLD,

W. P. DAVISON.