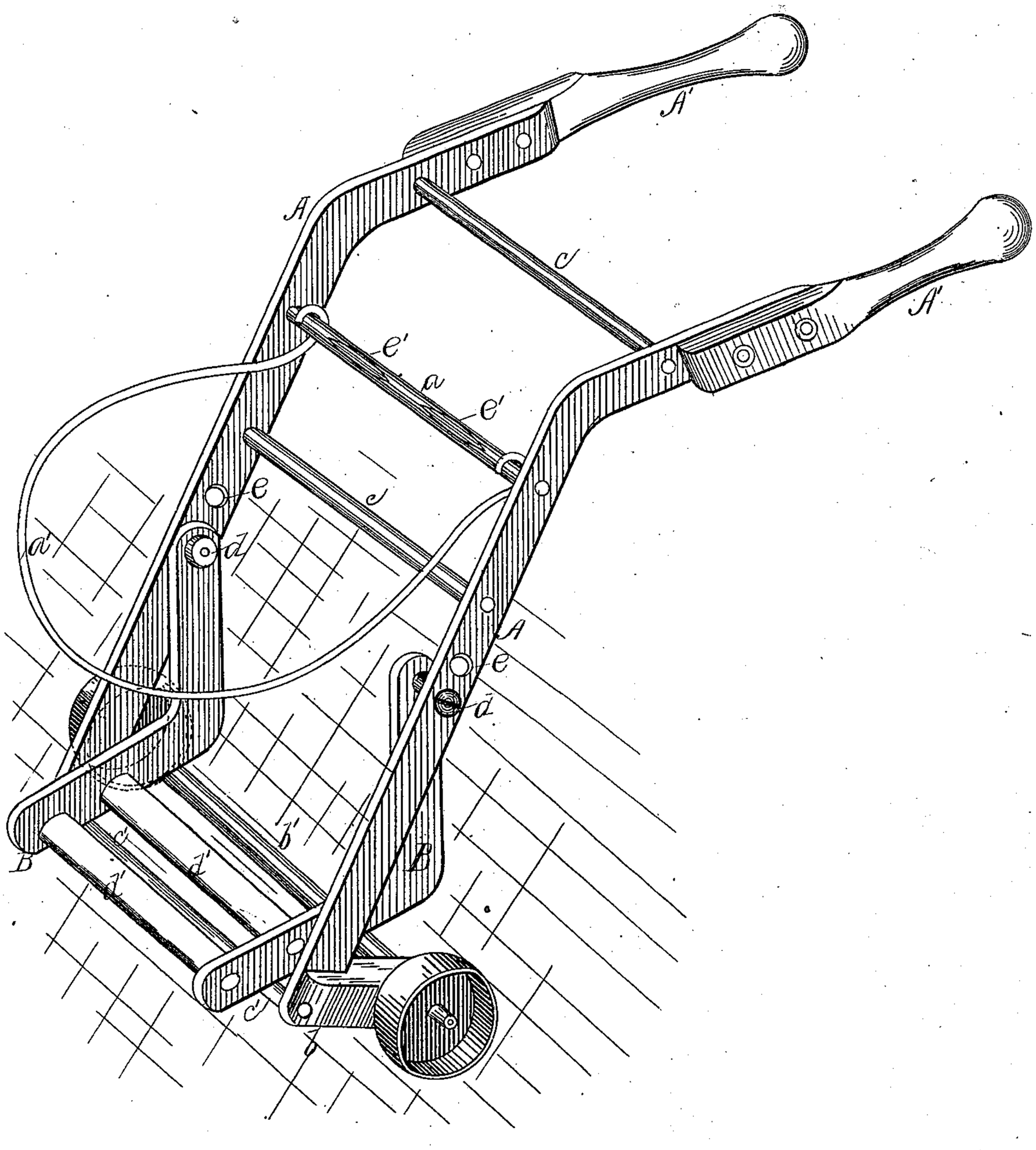
(No Model.)

M. JOHNSON.
Hand-Truck.

No. 227,790. **Patented May 18, 1880.**



WITNESSES

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MOSES JOHNSON, OF LOCKPORT, NEW YORK.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 227,790, dated May 18, 1880.

Application filed March 18, 1880. (No model.)

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; and it consists in the curved frame A, having handles A′ A′ and bar *a*, notched or flattened for release of the barrel-clasp *a′*, the swinging platform B, and the standards *b b*, combined and arranged substantially as hereinafter more fully shown and described.

In the figure is a view in perspective of my improved truck.

A represents the frame of my hand-truck, having the transverse bars *c c*, with the standards *b b*, having shoulders on their inner surfaces for reception of the longitudinal pieces thereof. These longitudinal pieces are curved, as shown, and have bolted thereto the wooden handles A′ A′.

The upright standards *b b* are fitted upon the axle *b′*, and the hubs project beyond the periphery of the wheels and abut against these standards.

The transverse bar *c′* secures the standards and longitudinal bars of the frame rigidly together.

B marks a swinging platform, hinged by screw-bolts *d d*, which project through orifices provided in the longitudinal bars of the frame A and the rear end of the arms of the platform. These arms are bent, as shown, to form a seat, and are connected by the platform-bars *d′ d′*. The altitude of this platform is adjusted by means of the orifices *e e*, provided in the longitudinal bars of the frame A.

The barrel-clasp *a′* is partly circular at either end, and in part encircles the transverse bar *a*, there being a space between the curved ends, as shown, as a means of disengaging it from the bar. It is elastic, and admits the curved ends being pressed together, which, when at rest, are spread apart to about the full width of the bar *a*. This bar *a* is notched, recessed, or flattened at *e′ e′*, and when the character of the load renders it desirable to remove the barrel-holder *a′* its ends are compressed to the notched or flattened points, by which means it is readily disengaged.

The operation of loading the truck is as follows: The truck being first placed against a barrel and the hoop thrown over it, the operator places his foot against the axle and presses against the barrel near the top thereof by pushing forward the handles, which tips the barrel, and the moment the barrel tips in the least the swinging platform swings under it. A slight pressure on the handles lifts the barrel, and the platform swings back to the truck and over the axle, so that it nearly or quite balances, and the barrel and swinging frame occupy a vertical position. Therefore there is no weight to be lifted or carried by the operator, as in other similar devices.

By means of my truck unheaded barrels of fluid may be transported without the spilling thereof.

It will be observed that ordinary small hand truck-wheels are employed in the construction of my device, and that this could not be accomplished if the swinging platform had its bearings in the hub of the truck-wheel; and it is obvious that the small truck-wheels are stronger and require less space in packing the truck for shipment than large wheels, and hence they are desirable.

What I claim is—

1. The combination of the swinging platform B, hinged to longitudinal pieces A, the latter being bent nearly at right angles for connection with handles A′, and connected with upright standards *b b*, substantially as shown, and for the purpose described.

2. The combination of the frame A, transverse notched or flattened bar *a*, and barrel-clasp *a′*, substantially as shown, and for the purpose specified.

3. A hand-truck with swinging platform B

and barrel-clasp *a'*, in connection with the longitudinal pieces of frame A and handles A' A', for loading and transporting barrels while holding them in a vertical position, substantially as shown, and for the purpose specified.

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

MOSES JOHNSON.

Witnesses:
M. C. RICHARDSON,
J. J. ARNOLD.