(No Model.)

J. STEWART, Jr. & G. PEENE, Jr.

HAND TRUCK.

No. 251,652. Patented Dec. 27, 1881.

Fig. 1

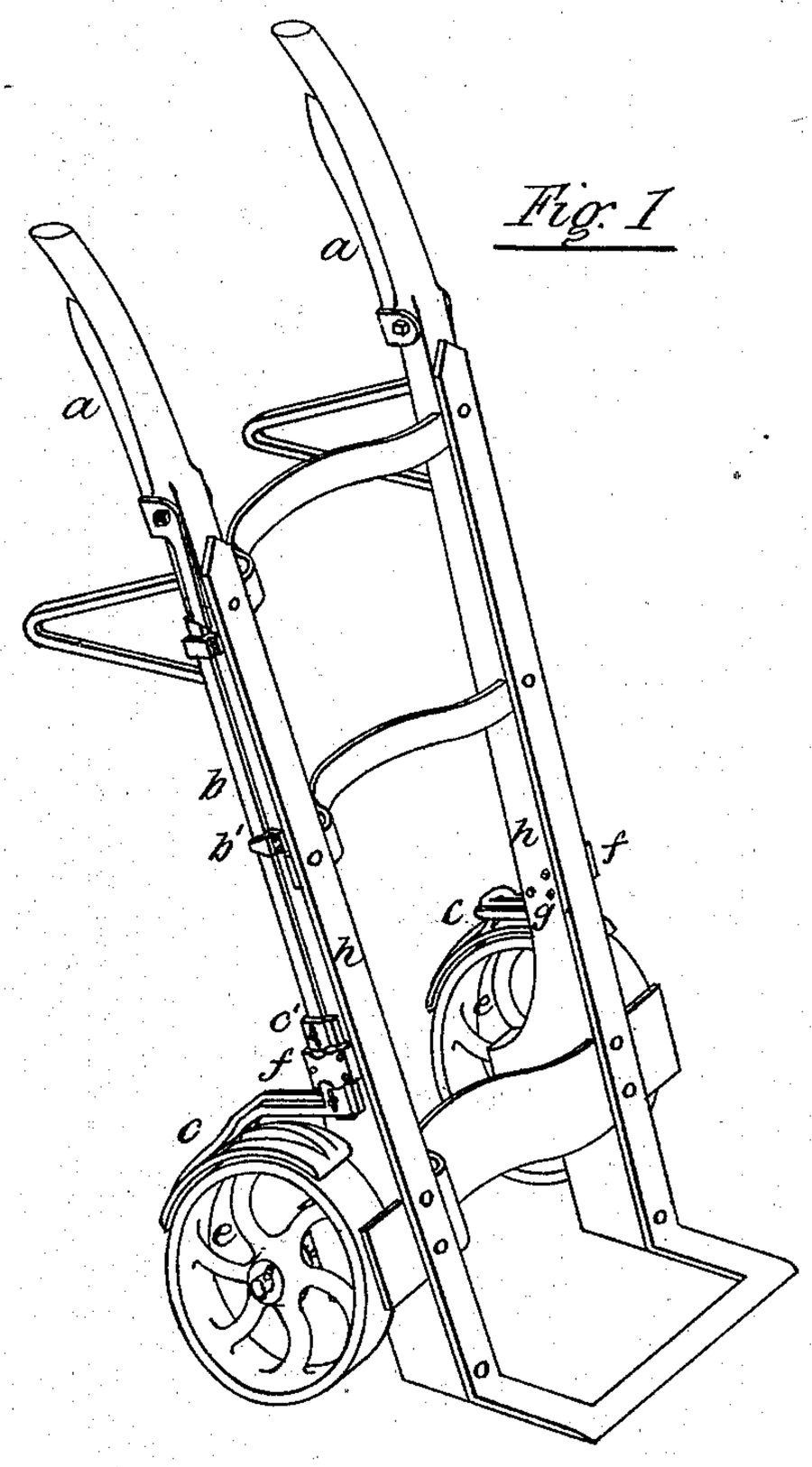


Fig. 3.

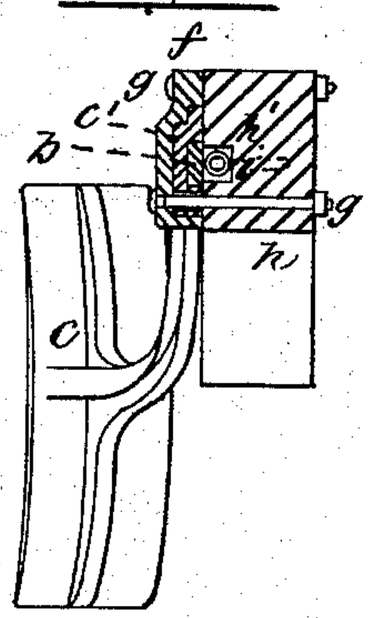


Fig. 2

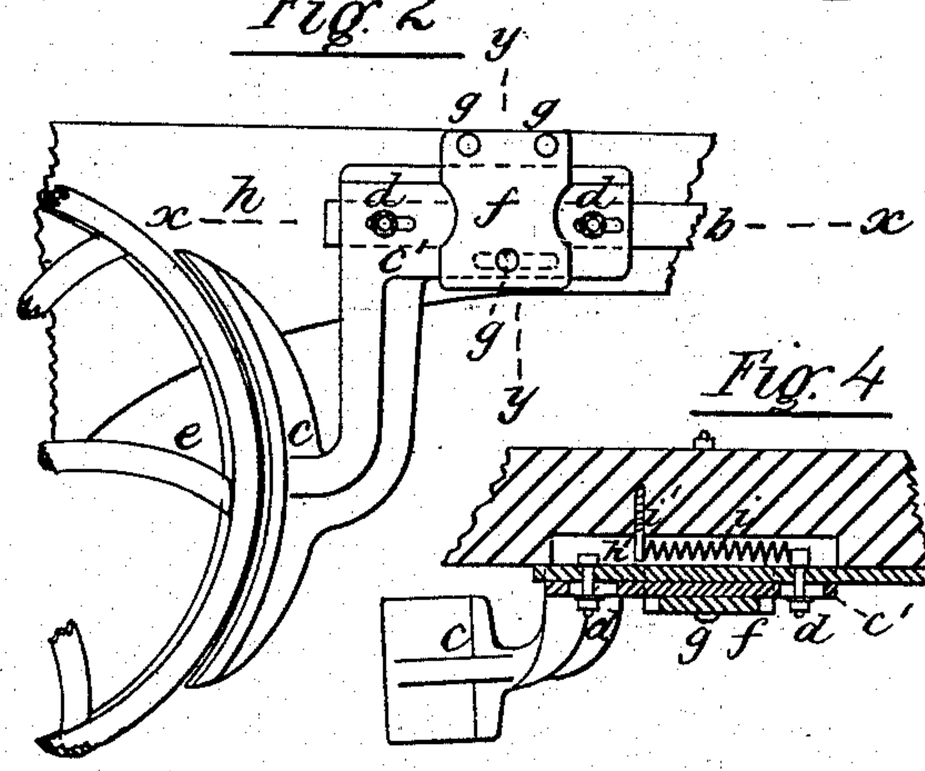


Fig. 4

Fig. 5

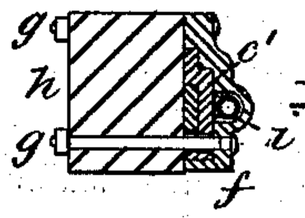
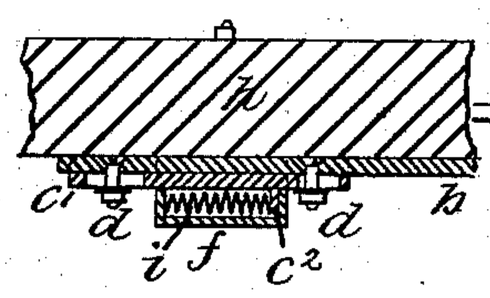


Fig. 6



Witnesses.
H. D. Williams
E. G. Baker.

James Stewart Jr. & George Peene Jr.
Inventors.
per Alfred Theodore Atty.

UNITED STATES PATENT OFFICE.

JAMES STEWART, JR., AND GEORGE PEENE, JR., OF YONKERS, NEW YORK.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 251,652, dated December 27, 1881.

Application filed October 22, 1881. (No model.)

To all whom it may concern:

Be it known that we, JAMES STEWART, Jr., and GEORGE PEENE, Jr., of Yonkers, county of Westchester, State of New York, have invented certain new and useful Improvements in Hand-Trucks, of which the following is a specification.

United States Letters Patent were granted to us November 2, 1880, and numbered 233,892, for improved brake attachment for hand-trucks. Now, this present invention has for its object to further improve the same; and it consists of such modifications in construction that the brake attachment may be made lighter, more easily applied to the truck, provisions made for the adjustment of the shoe in relation to the wheel in applying the brake attachment to trucks and when the shoe becomes worn away, and to enable new shoes to be readily applied in place of old ones when they become so worn away as to unfit them for further use.

Figure 1 of the accompanying drawings represents a perspective view of a hand-truck provided with our improved brake. Fig. 2 is an enlarged view of the brake-shoe and its connections. Fig. 3 is a transverse sectional view of the same, cut through the line *y y*, Fig. 2. Fig. 4 is a longitudinal section cut through the line *x x*, Fig. 2. Fig. 5 is a similar view to Fig. 3, but looking in the opposite direction, and showing a modification in the spring arrangement; and Fig. 6 is a longitudinal section of Fig. 5, cut through the line *z z*.

The principle upon which the brake operates is that set forth in our before-mentioned Letters Patent, the brake-handle *a*, and side bar, *b*, to the lower end of which the shoe *c* is attached, being located and secured to the truck-frame in a similar manner to their corresponding parts in said patent, but with an extra holding brace-piece, *b'*, for the side bar, *b*, and the said parts are here made much lighter to enable the truck to retain a standing position, as shown in the perspective view, Fig. 1. The shoe *c* is cast in one piece with its sliding part *c'*, which is provided with a groove on its under side, into which fits the lower end of the side bar, *b*. Bolts *d d* pass through holes in the bar *b* and through slotted holes in the slide *c'* of the shoe *c*, thus enabling the shoe *c* to be properly set in relation to the wheel *e* when the brake attachment is applied to the truck, said adjustability of the shoe obviating the necessity of exercising any particular care in fastening the handle *a* and holding braces, &c., to the truck-frame, and further admits the setting forward of the shoe *c* up to the wheel as the shoe wears away, and when entirely used up it may, as it is detachable from the side bar, *b*, be readily replaced by a new casting at little expense.

To hold the shoe in proper position and to provide a guide in which it may freely slide, the guide-brace *f* is cast to conform to the exterior shape of the slide *c'*, and is secured firmly to the side timber, *h*, of the truck by means of the three bolts *g g g*, the lower one passing through a slot in the slide *c'*, as shown at Fig. 2, the object of so placing it being to avoid the cutting away of the side timber, *h*, as would be necessary from the peculiar shape of the under side of the timber if the casting *f* were shaped to pass under the timber, to allow the lower holding bolt or screw to be set into firm wood; and this avoidance of cutting away the frame of the truck is one of the main objects of this invention. The only place in which it occurs in the principal views, Fig. 1 to 4, is the groove *h'*, to allow the heads of the bolts *d d* room to move in when the brake is operated, and in this groove *h'* is also placed the spring *i*, whose function is to draw the shoe away from the wheel. One end of the spring *i* bears against one of the heads of the bolts *d*, and the other end against a stop-pin, *i'*, driven or screwed into the bottom of the groove *h'*, so that the spring acts as a compression-spring. It may be made a tension acting spring by hooking one end of it over the other bolt-head *d* and the other end over a fixed pin.

In the modification, Figs. 5 and 6, we show the spring *i* placed in a recess formed in the center of the guide-brace *f*, with a lug, c^2, cast on the slide *c'* of the shoe to bear against one end of the spring. The heads of the bolts *d d* are countersunk in the bar *b*, and flush with the under side thereof, by which arrangement it becomes unnecessary to cut away the frame

of the truck in securing the brake attachment thereto other than in making the holes for the retaining bolts and screws.

It is intended to apply this improved brake attachment to both wheels of the truck, as in our before-mentioned patent.

Having now described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a brake for hand-trucks, the combination of a slide-bar attached to the side frame and adapted to be moved by means substantially as claimed in Letters Patent of the United States No. 233,892, dated November 2, 1880, with a brake-shoe adjustably secured to its lower end, and a guide-brace therefor, as and for the purposes hereinbefore set forth.

2. In combination, the slide-bar *b*, brake-shoe *c*, provided with the slide *c'*, guide-brace *f*, and a retractile spring, substantially as hereinbefore set forth.

3. In combination, the slide-bar *b*, brake-shoe *c*, provided with the slide *c'*, bolts *d d*, spring *i*, and stop-pin *i'*, substantially as and for the purpose set forth.

In witness whereof we have hereunto set our hands, at New York, county and State of New York, this 21st day of October, A. D. 1881.

JAMES STEWART, JR.
GEORGE PEENE, JR.

In presence of—
H. D. WILLIAMS,
E. G. BAKER.