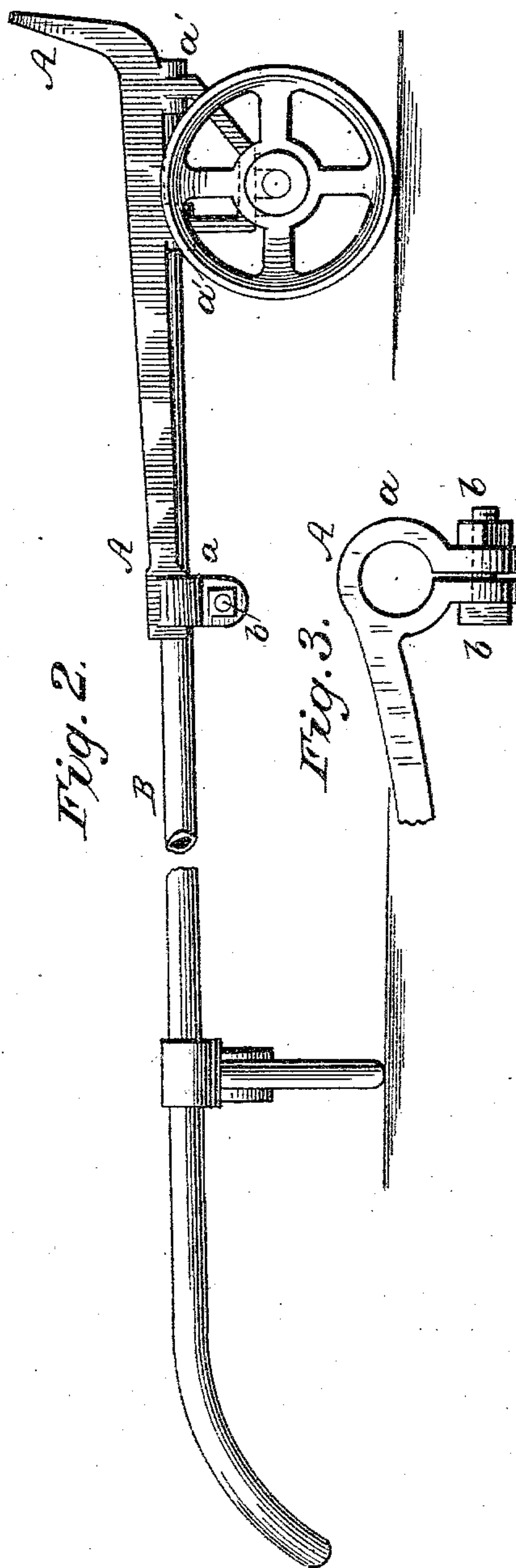
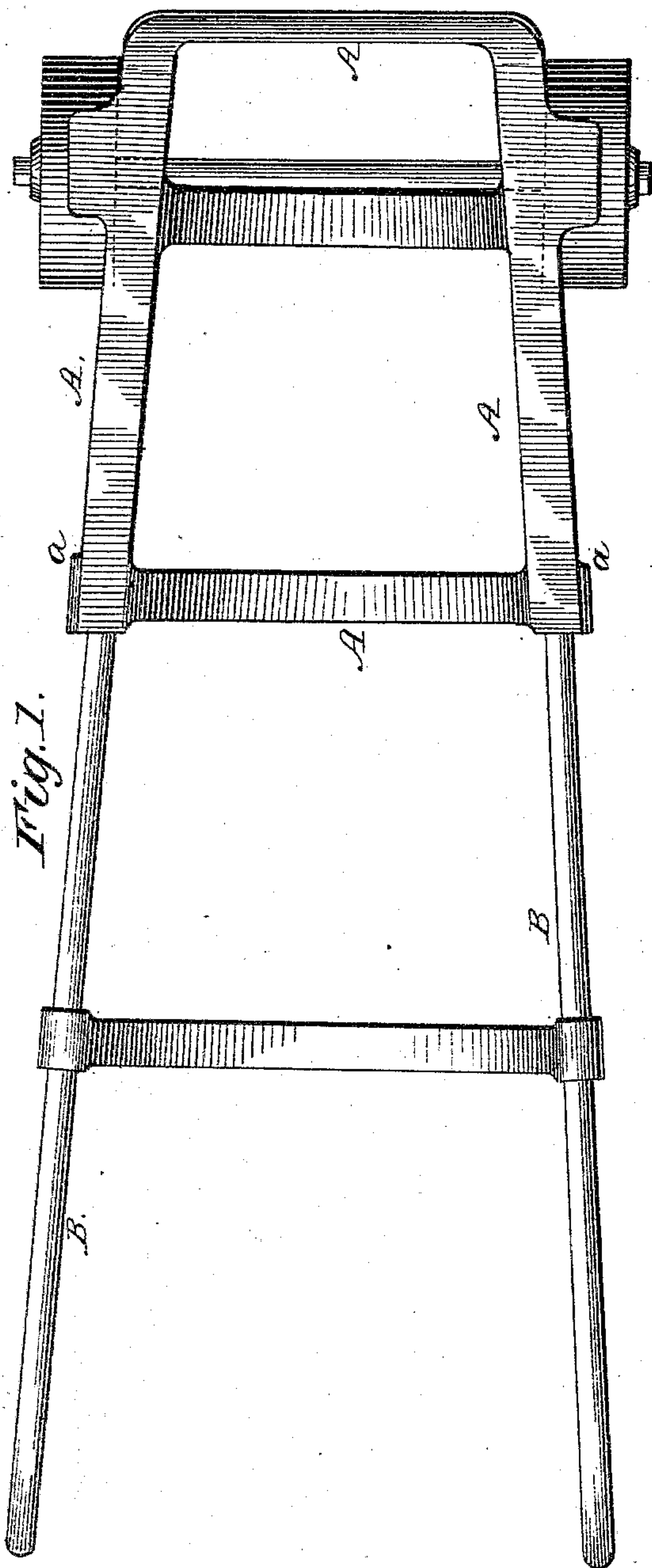


(No Model.)

J. ANNIN.
HAND TRUCK.

No. 305,880.

Patented Sept. 30, 1884.



WITNESSES:

Fred. G. Dieterich
Amos W. Hark

INVENTOR:

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOSEPH ANNIN, OF BROOKLYN, NEW YORK.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 305,880, dated September 30, 1884.

Application filed January 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH ANNIN, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Trucks, of which the following is a full, clear, and exact description.

My invention relates to improvements in hand-trucks for use in depots, warehouses, &c. Hitherto the frames of such trucks have usually been constructed of wood and wrought-iron, or mainly of the latter material. Recently, however, a cast-metal frame has been constructed with sockets that hold the handles immovable by reason of shrinkage of the metal in passing from a hot to cold state.

In my invention the main portion of the frame is formed of malleable cast-iron and provided with clamping-sockets, which adapts them for convenient attachment and removal of wrought-iron handles, as hereinafter described.

In the accompanying drawings, Figure 1 is a top plan view, and Fig. 2 a side view, of a wheelbarrow embodying my invention. Fig. 3 shows the clamping-socket.

The body or main portion A of the truck-frame is constructed of malleable cast-iron with a view to effecting an economy in the manufacture of the truck as a whole. The upper and lower ends of such frame A are provided, respectively, with sockets *aa*, which are adapted for receiving and clamping the wrought-iron handles B B—that is to say, said sockets *aa* are essentially cylindrical or ring-shaped, being formed by two semicircular jaws,

which are cast in one piece with body of the frame A and project downward from the corner portions thereof. The lower ends of said jaws *a* are slightly separated and provided with parallel downward prolongations, in which coincident holes are formed to receive a screw-bolt, *b*, that serves to draw them together, and thus clamp the jaws *a* tightly upon the handles B. By this construction the handles B and frame A may be quickly put together for use of the truck, or detached from each other in order to place the truck in condition for packing compactly, as required for shipment.

As before stated, I am aware that a truck-frame has been constructed of cast metal and provided with sockets adapted for receiving the handles, as illustrated in Patent No. 292,609; and I am further aware that sockets in the nature of screw-clamps are not new. These features, therefore, I do not broadly claim.

What I claim is—

1. The malleable cast-iron truck-frame having jaws cast in one piece therewith and provided with parallel extensions for receiving clamping-bolts, as shown and described.

2. The combination of the handles B with the metal truck-frame having sockets or clamping jaws and bolts for securing the latter tightly upon and around said handles, as shown and described.

JOSEPH ANNIN.

Witnesses:

AMOS W. HART,
GEO. S. BROCK.