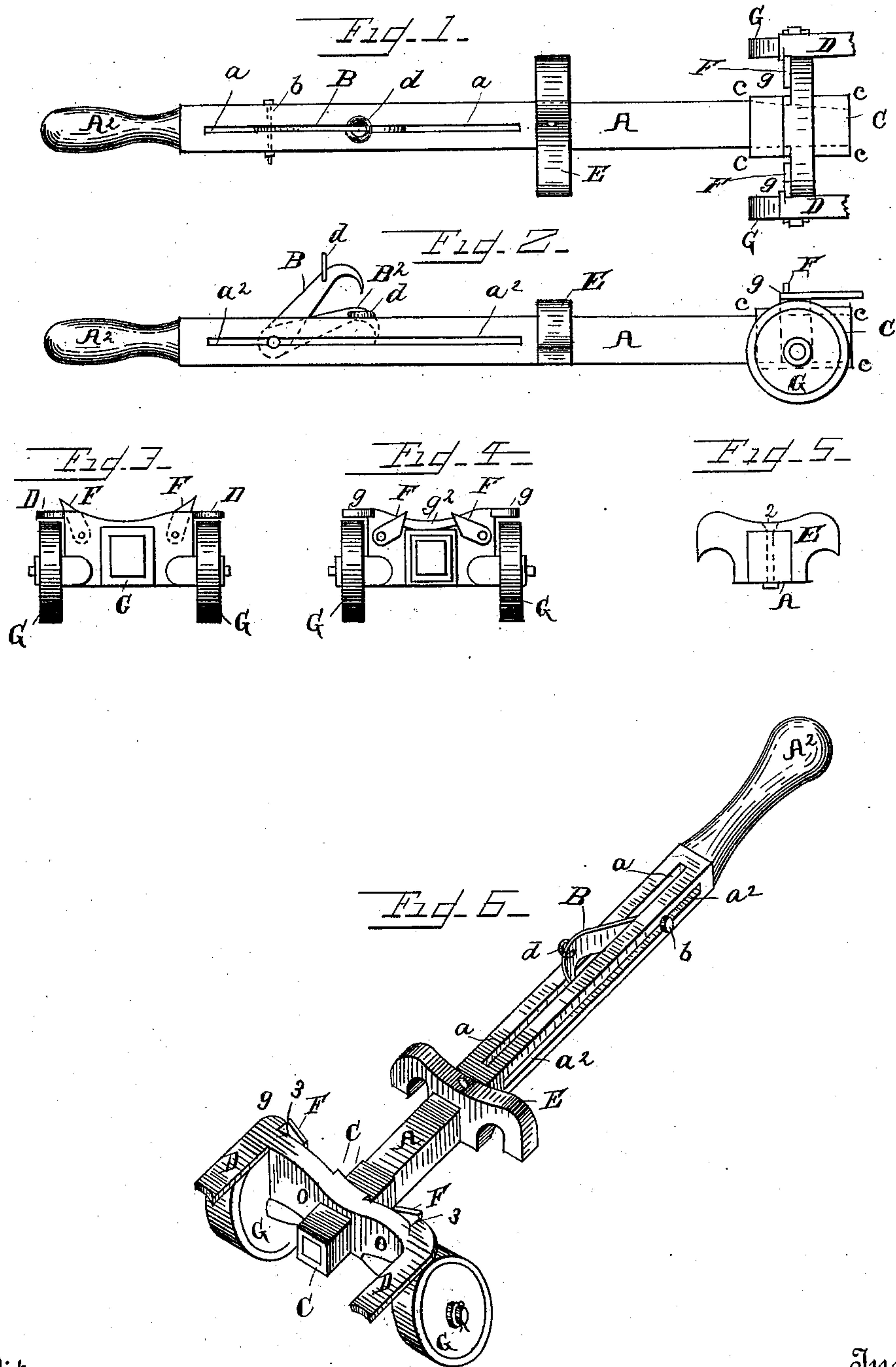


(No Model.)

S. ROGERS.
HAND TRUCK.

No. 376,209.

Patented Jan. 10; 1888.



Witnesses
G. A. Tauberschmidt,
Jmth H. Bates.

Inventor
Seth Rogers
 By His Attorney *W. E. Hagan*

UNITED STATES PATENT OFFICE.

SETH ROGERS, OF BALLSTON SPA, NEW YORK, ASSIGNOR TO EMMITT LEE,
OF SAME PLACE.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 376,209, dated January 10, 1888.

Application filed September 3, 1887. Serial No. 218,761. (No model.)

To all whom it may concern:

Be it known that I, SETH ROGERS, a citizen of the United States of America, residing at Ballston Spa, in the county of Saratoga and State of New York, have invented new and useful Improvements in Hand-Trucks, of which the following is a specification.

My invention relates to hand-trucks for carrying or transporting packages, casks, barrels, and other articles too heavy or bulky to be otherwise conveyed.

My invention consists in the novel construction of parts and their combination, as will be hereinafter fully described, and especially as the same is pointed out in the claims.

I have fully illustrated my improved hand-truck in the accompanying drawings, wherein—

Figure 1 is a plan view of the truck. Fig. 2 is a side view thereof. Fig. 3 is a rear view. Fig. 4 is a front view of the truck-frame with the handle removed, and showing the pivoted chucks. Fig. 5 is a detail view of the bolster or rest on the handle, and Fig. 6 is a perspective of the truck.

Reference being had to the drawings, A designates the handle of the truck. This is formed with a conveniently-shaped hand end, as A², and at its lower end is tapered, as shown in dotted lines in Figs. 1 and 2, to fit in the flaring sleeve C of the truck-frame. This construction of the lower end of the handle permits it to be driven tight in the sleeve should it become loosened from any cause. Below the hand end and extending well down the body of the handle are formed slots *a a*², arranged at right angles to each other, substantially as seen in Fig. 6 of the drawings. In the vertically-arranged slot *a* is arranged a clutch-hook, B, having a bearing-pin, *b*, arranged in the other slot, *a*². The pin *b* is headed, and on the other end is threaded and provided with a threaded nut, 1, by means of which the clutch-hook may be clamped at any desired point in the slot, the object being to provide ready and convenient means for adjusting the clutch-hook to suit the size of the article to be carried, and then to securely fix it in such position. In the knuckle of the clutch-hook is a ring, *d*, which prevents the

hook from swinging through the slot, and also affords means by which the hook may be lifted and carried into engagement with the article it is intended to assist in holding on the truck. On the handle is secured a bolster or rest, E, having its lower middle part mortised out to set over the handle, and having its upper surface hollowed out to keep an article steady on the truck. This rest is secured to the handle by a bolt, 2, substantially as seen in Fig. 5 of the drawings.

g designates the truck-frame, provided with spindles on which are arranged the wheels G. In the center of the truck-frame is formed a sleeve, C, which is interiorly flared to take the tapering end of the handle A. The truck-frame is carried upward to a short distance above the wheels, and has extending rearward from each side, and so as to be directly over the wheels, side arms, D. These side arms, D, are of such length that when the handle is raised their ends shall lodge on the floor and the wheels will be lifted; and thus the truck be prevented from running backward on the workman. This construction enables the load to be put securely on the truck before the handle is drawn down and the wheels again touch the floor. The upper surface of the truck-frame is hollowed out in the middle to make a good bed for the load. On the face of the truck-frame are pivoted chuck-pieces F, so arranged that when their use is not desired they may be turned inward and lodge on the sleeve, as seen in Fig. 4, and that when they are desired to serve the purpose of holding the load steady on the truck they can be turned outward, as seen in Fig. 3 of the drawings. The inward position of these chuck-pieces is desirable whenever the load consists of material that would be torn or otherwise injured by their prominence, as seen when in their outward position. To prevent the chuck-pieces from turning outward too far, shoulders, as 3, are formed on the truck-frame.

What I claim is—

1. In a hand-truck, a handle, A, formed with slots arranged at right angles to each other, in combination with a clutch-hook, B, arranged in the vertical slot and formed with a clamping holding-pin, *b*, arranged in the horizontal

slot, substantially as and for the purpose specified.

2. In a hand-truck, the combination, with the handle A, having a tapering lower end, of
5 the truck-frame g, mounted on wheels and having a central flaring sleeve to take the tapering end of the handle, and formed with side arms, D, extended rearwardly over the wheels, substantially as described, and for the purpose
10 specified.

3. The combination of the slotted handle,

the clutch-hook adjustably secured therein, the bolster E, secured to the handle, and the truck-frame mounted on wheels and formed with side arms, D, extended rearwardly over the
15 wheels, and the pivoted chuck-pieces on the face of the truck-frame, all substantially as and for the purpose specified.

SETH ROGERS.

Witnesses:

CADY T. YOUNG,
WILLIAM BRIGGS.