(No Model.)

J. W. KING.

TRUCK.

No. 407,354. Patented July 23, 1889.

Fig. 1.

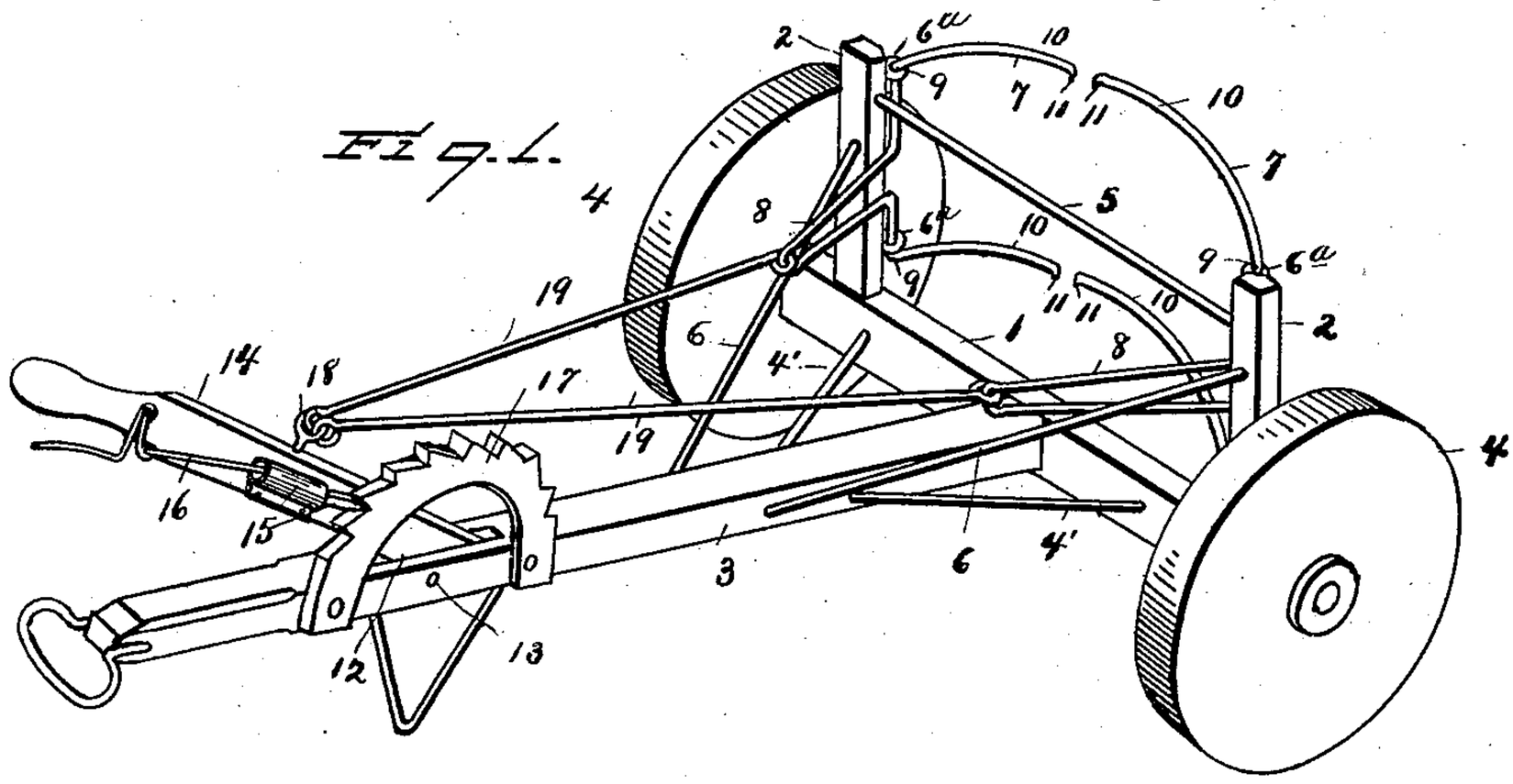
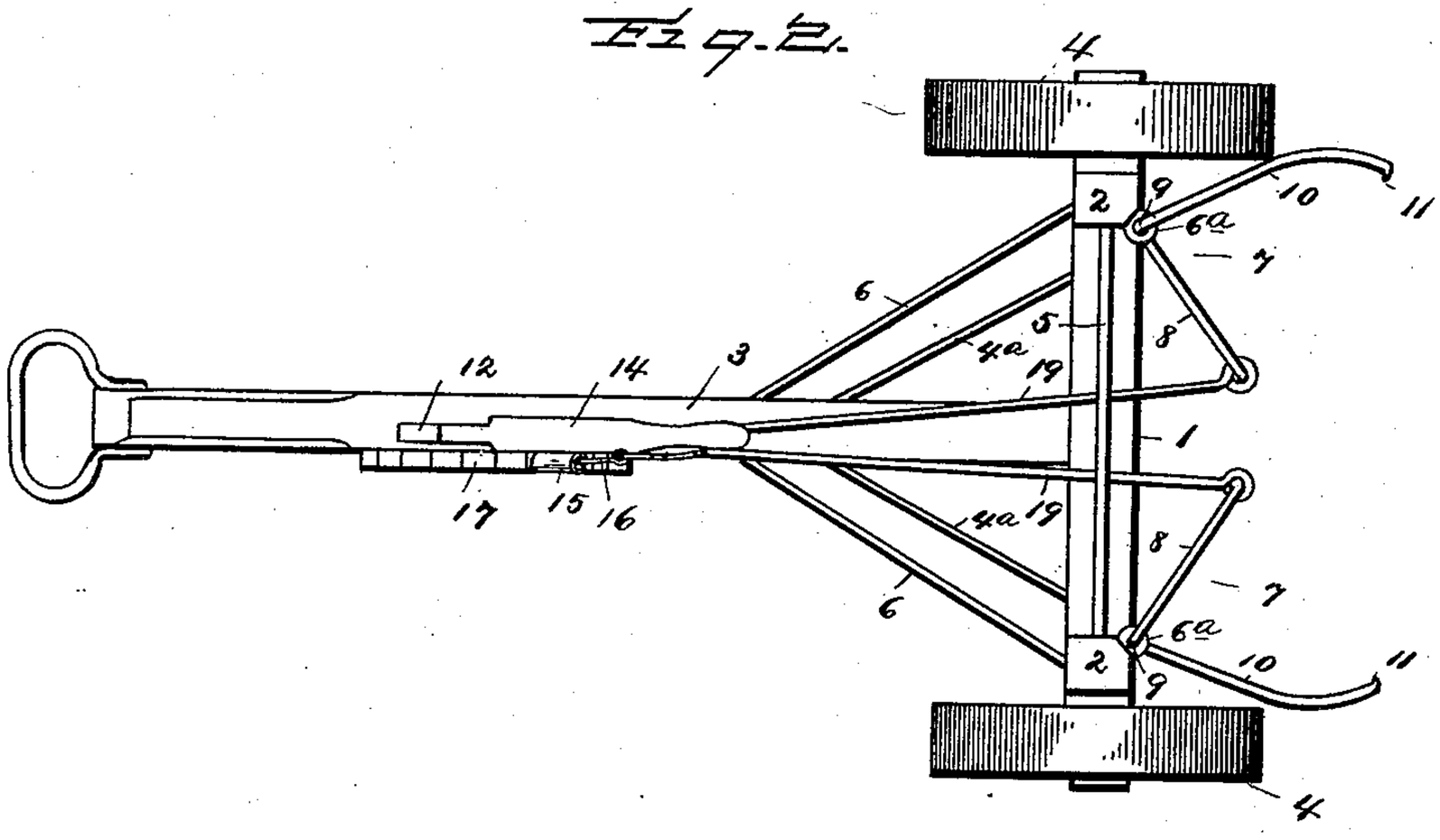


Fig. 2.



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JOHN W. KING, OF KINCAID, KANSAS.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 407,354, dated July 23, 1889.

Application filed May 4, 1889. Serial No. 309,551. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. KING, a citizen of the United States, residing at Kincaid, in the county of Anderson and State of Kansas, have invented a new and useful Hand and other Truck, of which the following is a specification.

This invention has relation to hand and other trucks for barrels and boxes, but is especially designed for use as a warehouse hand-truck; and among the objects in view are to provide a light and handy hand-truck and convenient and easy means for efficiently gripping and maintaining a barrel, box, or sack, whereby the same may be transported by the truck and released when desired.

The invention consists in certain features of construction, hereinafter specified, and particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of a hand-truck constructed in accordance with my invention, and Fig. 2 is a plan view, the gripping-arms being opened.

Like numerals of reference indicate like parts in both the figures of the drawings.

The truck in this instance comprises the usual shaft 1, having the side posts 2, and the central and forwardly projecting tongue 3, and the wheels 4. The upper ends of the posts 2 are braced by a cross-bar 5, and by suitable opposite-inclined bars 6, terminating in the tongue 3. Similar bars 4^a connect the main beam or axle with the draft bar or tongue 3. At the rear corners or faces of the posts 2 are inserted suitable eyes 6^a, arranged vertically opposite, there being provided two for each post. 7 represents the gripping-arms, and the same consist of central crank portions 8, and opposite vertical bearing portions 9, which are hinged in the eyes 6^a, after which the arms are bent outwardly and preferably curved, forming grippers 10, terminating in inwardly-disposed spurs 11. The tongue 3 is in this instance slotted, as at 12, intermediate its ends, and within the same is pivoted, as at 13, a lever 14, provided with a spring-bolt 15 at one side an operating-rod 16. At the side of the tongue 3 at which the spring-bolt and rod are arranged is located an upwardly-projecting toothed sector or rack 17, into the teeth of which the spring-bolt is adapted to lock against a forward movement of the hand-lever. An eye 18 projects from the rear face of the hand-lever 14, and said lever is connected with the cranked portions 8 of the grippers 7 by means of loose connecting-bars 19.

The operation of my invention will be readily understood from the above description; but in order to render a full understanding the same may be briefly stated as follows: To grip a box or barrel, the lever 14 is thrown to the rear, in doing so the spring-bolt of course having been withdrawn. As the lever advances, the grippers as a whole are swung upon their pivots, so that the gripping-arms 10 are open away from each other. The truck is then backed against the object and the hand-lever thrown in a reverse or forward position, and the spurs 11 of the arms take into the box or barrel and are locked in that position through the medium of the spring-bolt engaging with the teeth of the rack-bar. The truck is then tilted so that the rear end is raised and with it the object, and the same may be transported in the usual manner.

It will be observed that by reason of the peculiar construction and arrangement of parts headless barrels of oil, molasses, and other liquids may be safely and easily transported without the danger of wasting the contents.

Having described my invention, what I claim is—

1. In a truck, opposite standards provided with pivoted grippers and intermediate cranks, in combination with a locking-lever connected with the cranks, substantially as specified.

2. In a truck, opposite standards having vertically-opposite eyes, in combination with a gripper mounted in each of the pair of eyes, and consisting of a central cranked portion, oppositely-bent bearing portions, and opposite terminal gripping-arms, and with an operating-lever pivotally mounted in the frame of the truck and connected with the cranks of the grippers, and provided with a spring-bolt and a locking rack-bar arranged at the side of the lever, substantially as specified.

3. The beam or axle 1, having the tongue 3, wheels 4, and opposite posts 2, the latter provided with eyes 6, in combination with the grippers 7, comprising the central cranked portion 8, the bearings 9, mounted in the eyes and terminating in the gripping-arms 10, hav-

ing spurs 11, and the lever 14, pivoted as at 13 and carrying the spring-bolt 15 and its operating-rod 16, and the curved rack-bar 17, and the eye 18, and rods 19, connecting the eye and cranks, substantially as specified.

4. In a truck, the grippers mounted on the axle thereof, and comprising the central crank portion 8, the bearings 9, and the gripping-arms 10, combined with the lever 14, its locking device and connecting-rods, as set forth.

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

JOHN W. KING.

Witnesses:
E. KINCAID,
C. W. MCCOY.