(No Model.)

G. LILLIE.

HAND TRUCK.

No. 500,661. Patented July 4, 1893.

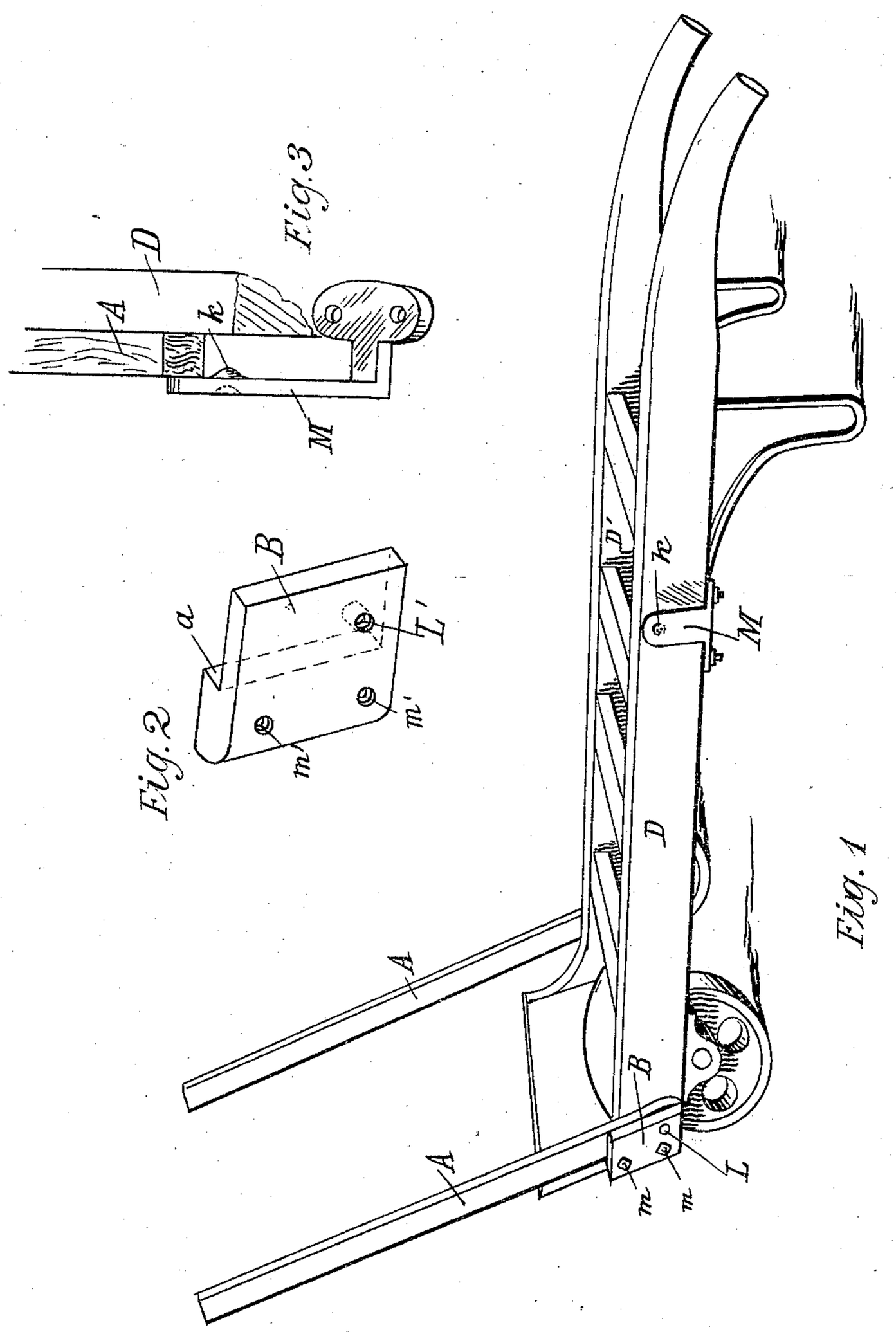

Fig. 3

Fig. 2

Fig. 1

Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE LILLIE, OF PEORIA, ILLINOIS.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 500,661, dated July 4, 1893.

Application filed March 2, 1891. Renewed December 9, 1892. Serial No. 454,581. (No model.)

To all whom it may concern:

Be it known that I, GEORGE LILLIE, a citizen of the United States, residing at the city of Peoria, in the county of Peoria and State of Illinois, 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.

My invention relates to certain new and useful improvements in hand trucks, being simple in construction, durable and cheap in first cost.

More particularly, my invention consists of a hand truck, provided with levers or arms, pivoted upon the frame pieces at the forward end of the truck that may be raised or lowered, as desired.

That my invention may be more fully understood, reference is had to the accompanying drawings in which—

Figure 1— is a perspective view of a hand truck, embodying my improvements. Fig. 2— is a detailed view of a clamp or bearing plate. Fig. 3— is a detailed view of a clamp.

In Fig. 1, D—D′, are frame pieces, provided with handles at its backward end and with a forwardly inclined plate or projection at its forward end and provided with suitable cross frame pieces, connecting the said frame pieces D—D′, and also provided with wheels, carried upon a suitable shaft and journaled in suitable boxes on the under side of said frame pieces D—D′, and at the forward end of the truck, and with suitable legs at its backward end or near thereto. Upon the outer faces of the frame pieces D—D′, and at their forward extremities or near thereto, are securely bolted the clamps or plates B, there being but one shown in the drawings, but there being provided a similar clamp upon the outer face of the frame portion D′, and in the same relative position and designed for the same use as the one herein shown; the said plate B, as will be seen is adjusted upon the frame piece or pieces at a slight angle, thus providing a forward incline to the said plate or clamp, a detailed view of which is shown in Fig. 2, in which said figure, *a*, is a lug, against which is designed to bear the pivoted levers A—A, the same being pivoted by means of the bolt L, as shown in Fig. 1, the same bearing through the perforation L′, and through a perforation or perforations in the lower ends of the levers or arms A—A, and finally through the frame pieces D—D′. There are also provided suitable clamps; as M, bolted upon the frame pieces D—D′, there being but one shown in the figure, but there being provided a similar clamp, designed for the same purpose, attached to the frame piece D′, and in the same relative position, the said clamps bearing slightly outward from the said frame pieces, thence upward, parallel therewith and provided with suitable lugs at their upward portions and upon their inner faces, as best shown in detail in Fig. 3, in which M, is the clamp and *k*, is the lug or raised portion.

The truck in use is especially useful in that it provides by means of the pivoted arms A—A, a bearing for whatever goods or merchandise may be placed thereon, regardless of the form or construction of the same, besides rendering it possible and practicable to place larger loads thereon. We will suppose for instance, that very bulky articles are to be placed thereon in form of boxes; it will be seen that the same may be placed one upon another, with the upper boxes placed slightly forward and bearing against the arms A—A, in their raised position as herein shown, thus providing a greater capacity than would be possessed by the same form of truck without the arms, besides, throwing a portion of the weight beyond the fulcrum point (which is the axle upon which the wheels are carried) and from off the handles, thus rendering the load more easily handled, and without danger of the same falling off from the truck. Again if it is desired to load merchandise, which has considerable length, the same is piled upon the truck between the arms A—A, and bear laterally against the same, rendering it impossible for the same to roll off and making it possible to carry a larger load than could be carried upon a truck, without the arms attached thereto.

The object in having the arms A—A, pivoted as at L, is that they are not always needed to be used and when they are not needed, they are depressed and carried within the clamps M, and parallel with the frame pieces D—D′, and are held firmly in position

by means of the lugs *k;* the clamps M, being made slightly flexible so that they will spring outward by contact of the said arms with the projections *k*, to allow them to pass to a position below the lugs. It is very essential that they should be so secured as they would be thrown forward if the lugs were not provided by violent contact with boxes of the forward projection of the framework in running under such boxes to gain a purchase thereon in loading the same.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the sides D—D′ of an ordinary truck having cross braces and the other usual parts, of the plates B having the shoulders *a*, and having pivoted thereto the arms A—A each independent of the other, the clamps M provided with the small raised portions to secure the arms A—A in the lowered position, all substantially as described and set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE LILLIE.

Witnesses:
C. E. WELSH,
JOSIE TEFFT.