

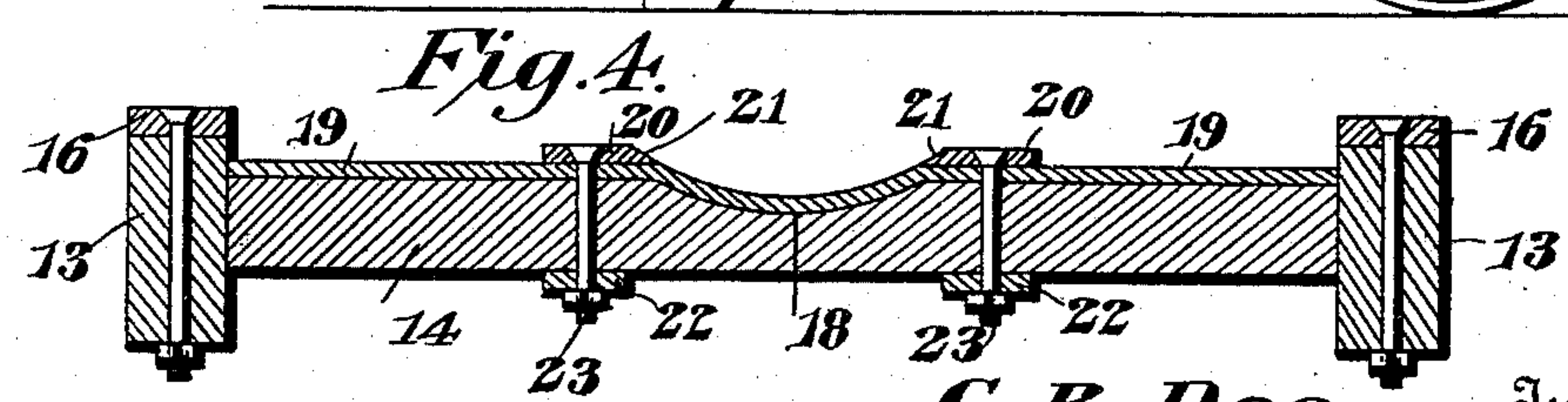
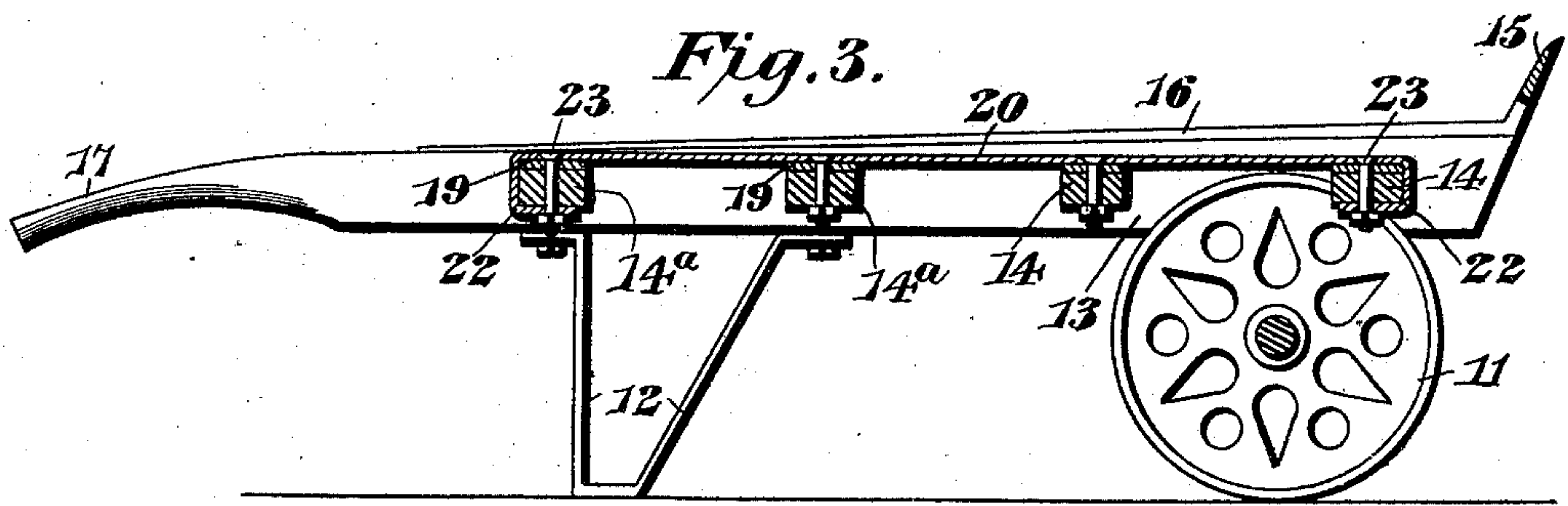
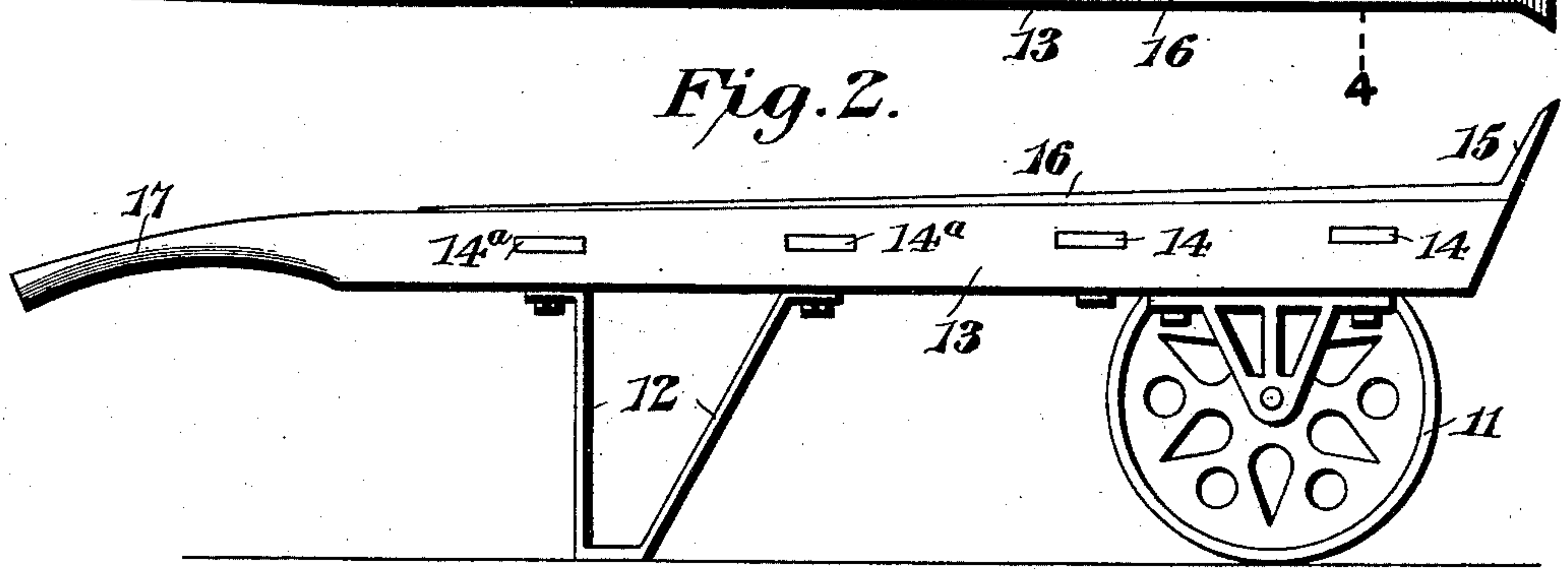
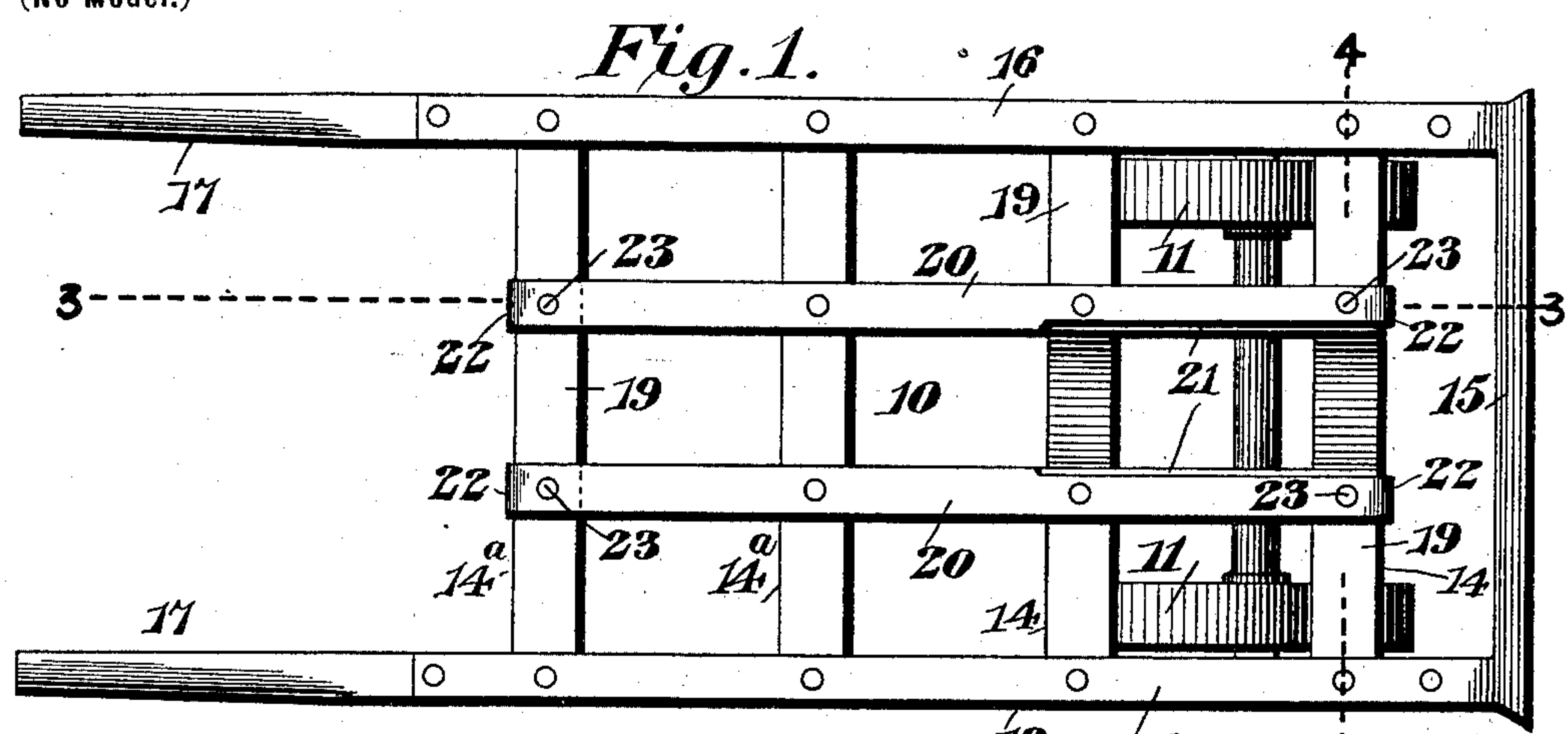
No. 673,247.

Patented Apr. 30, 1901.

C. R. DOE.
TRUCK.

(Application filed Aug. 10, 1900.)

(No Model.)



C. R. Doe, Inventor

Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES R. DOE, OF MOUNT PLEASANT, IOWA.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 673,247, dated April 30, 1901.

Application filed August 10, 1900. Serial No. 26,528. (No model.)

To all whom it may concern:

Be it known that I, CHARLES R. DOE, a citizen of the United States, residing at Mount Pleasant, in the county of Henry and State of Iowa, have invented a new and useful Truck, of which the following is a specification.

This invention relates to improvements in hand-trucks, one of the objects being to improve the construction of vehicles of this character whereby articles will be more securely retained thereon while being transported from place to place.

A further object is to strengthen the frame or platform of the truck and at the same time eliminate the sharp metallic corners and projections that tear and injure bags, sacks, and similar articles.

In order that the invention may be readily understood by those skilled in the art, the preferred form of construction is fully described in the following specification and illustrated in the drawings which accompany and form a part of the same, and in which—

Figure 1 is a top plan view of a truck constructed in accordance with the invention. Fig. 2 is a side elevation of the same. Fig. 3 is a longitudinal section on the line 3 3 of Fig. 1. Fig. 4 is a cross-section on the line 4 4 of Fig. 1.

Similar reference-numerals designate corresponding parts in the several figures of the drawings.

In carrying out the invention, as shown, 10 designates the frame or platform of the truck, supported at one end by the wheels 11 and having the legs or standards 12 at the other end, as in the ordinary hand-truck. The frame or platform 10 preferably comprises outer parallel side rails 13, connected by suitable cross-bars 14 and 14^a. The side rails 13 are connected at one end by means of an upstanding lip or flange 15, which is provided with side arms or straps 16, that rest upon and are bolted to the upper faces of the side rails, said straps being thicker at the lip 15 and tapering gradually to their opposite ends, as clearly shown in Figs. 2 and 3. The projecting or free ends of the side rails are rounded off to form the usual handles 17.

Certain of the cross-bars, preferably those at the end over the wheels 11 and designated by the numeral 14, have the central portion

of their upper faces cut away and rounded out or concaved, as at 18, to form a retaining depression in the upper face of the platform. The cross-bars 14 and 14^a are protected along their upper surfaces by means of metallic straps 19, which are of sufficient thickness to greatly strengthen said bars, besides relieving the same from wear.

In order to more securely hold an article in the retaining depression of the platform 10 and also to strengthen said platform, a pair of parallel longitudinal braces 20 are secured transversely across the cross-bars 14 14^a, said bars being arranged at the edges of the cut-out portions 18 of the cross-bars 14 and having their inner edges at this end chamfered, as at 21, to conform to the curvature of the depression. The ends 22 of these braces are bent around the end cross-bars 14 and 14^a, and bolts 23 pass vertically through said cross-bars and through the bent end portions of the braces, whereby they are rigidly secured together. It will be observed that by bending these ends around and underneath the cross-bars the sharp corners of the braces are out of the way and cannot catch and tear bags, sacks, or similar receptacles, an advantage that will be greatly appreciated by those skilled in the art. In constructing the truck the heads of all the bolts used in connecting the several elements are countersunk in order that there will be no projections upon the upper surface of the platform.

It will thus be observed that a truck is provided the platform of which has a retaining depression that will securely retain a barrel or cask placed therein. Furthermore, the sharp metallic ends, which in the ordinary truck soon become bent up and are liable to catch in the bags placed on such trucks, are arranged securely out of the way, where they are not likely to injure the same.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described truck will be readily apparent to those skilled in the art without further description, and it will be understood that various changes in the form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. In a hand-truck, the platform provided
5 at a point contiguous to one end, and within
the planes of its sides, with a central longitudinaly-disposed retaining depression, said depression being shorter in length than the platform, and braces arranged longitudinally
10 of the platform and bounding the edges of said depression.

2. In a truck, a platform provided with a plurality of cross-bars, and braces secured transversely across said bars, certain of said
15 cross-bars being provided with concave faces between said braces.

3. In a truck, a platform provided with cross-bars having cut-away portions in their

upper faces, and braces secured transversely across said bars and arranged at the edges of 20 the cut-away portions.

4. In a truck, a platform provided with cross-bars having central concave recesses in their upper faces, and braces secured transversely across said bars and arranged at the 25 edges of the concave recesses, and having their inner edges, which are contiguous to said recesses, chamfered.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in 30 the presence of two witnesses.

CHARLES R. DOE.

Witnesses:

E. G. LINN,

A. L. PUNTORE.