

No. 725.828.

PATENTED APR. 21, 1903.

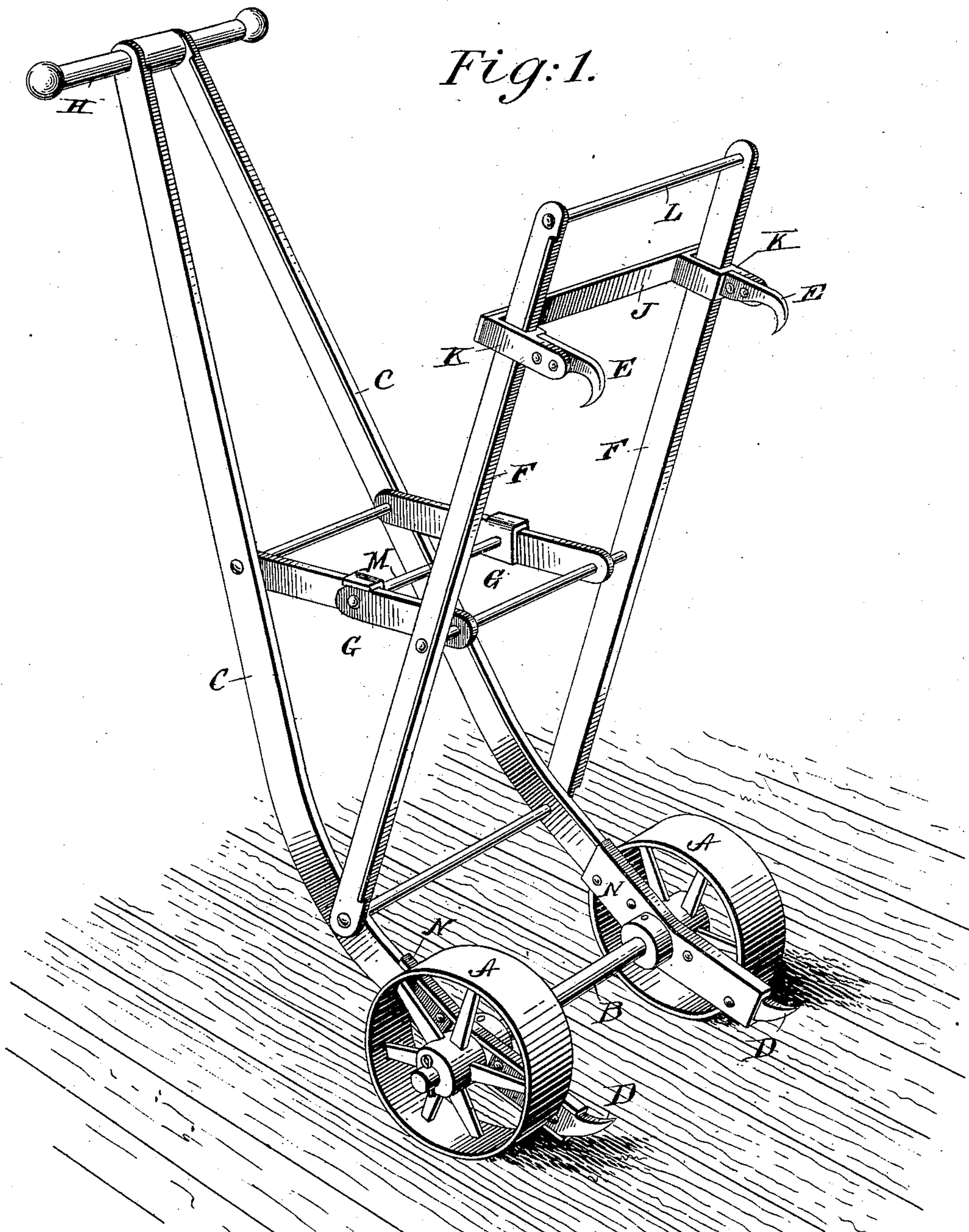
T. W. DAVIS, JR.
TRUCK.

APPLICATION FILED JULY 30, 1902.

2 SHEETS—SHEET 1.

NO MODEL.

Fig. 1.



WITNESSES:

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2 SHEETS—SHEET 2.

NO MODEL.

Fig: 2.

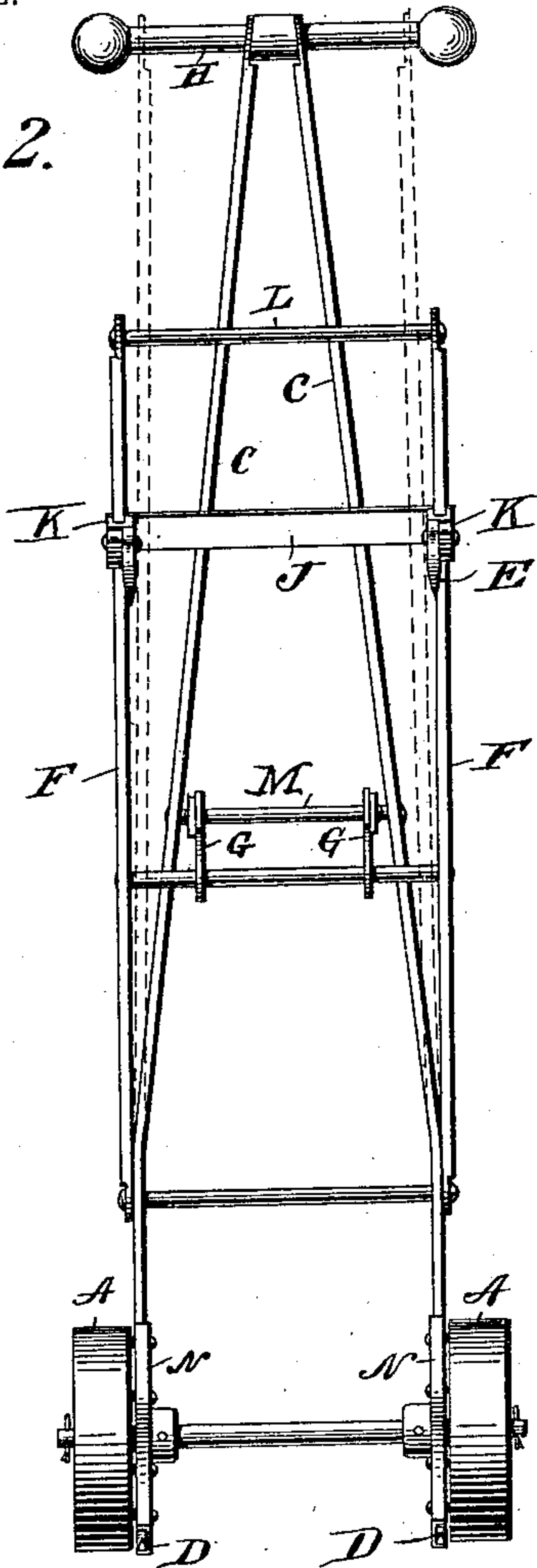


Fig: 3.

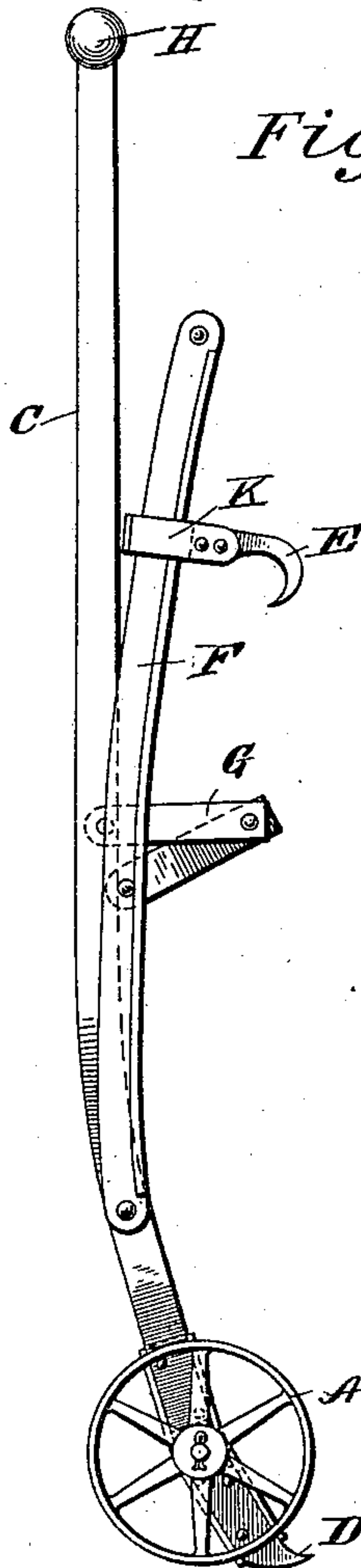
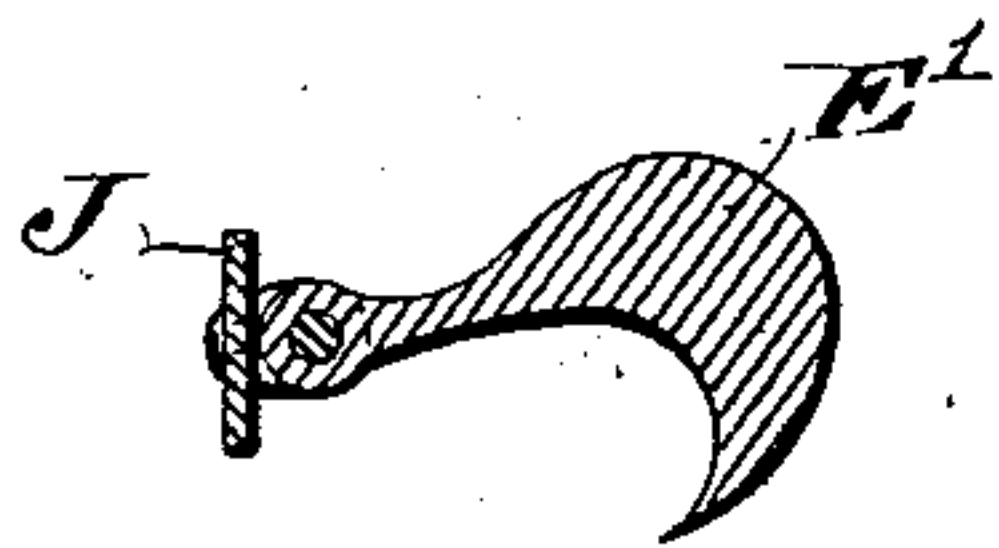
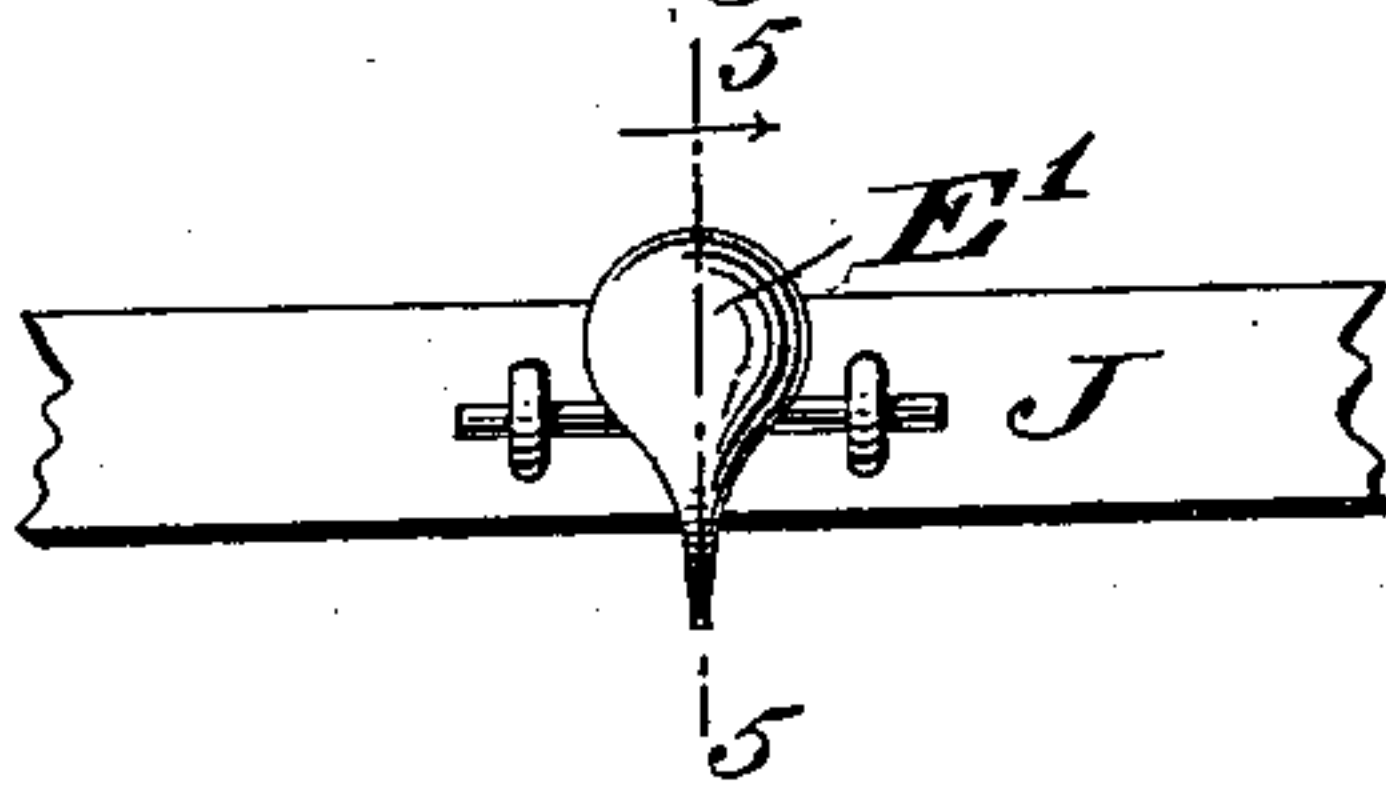


Fig: 4.



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Fig: 5.

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UNITED STATES PATENT OFFICE.

THOMAS W. DAVIS, JR., OF ELIZABETH, NEW JERSEY, ASSIGNOR OF ONE-HALF
TO WILLIAM H. THORNTON, OF ELIZABETH, NEW JERSEY.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 725,828, dated April 21, 1903.

Application filed July 30, 1902. Serial No. 117,725. (No model.)

To all whom it may concern:

Be it known that I, THOMAS W. DAVIS, Jr., a citizen of the United States, residing at Elizabeth, Union county, and State of New Jersey, have invented certain new and useful Improvements in Trucks, of which the following is a full, clear, and exact description.

My invention relates to improvements in trucks, and particularly to that class generally termed "hand-trucks."

The object of my invention is to provide a truck which shall be so proportioned and constructed as to facilitate the handling of small articles, such as barrels, boxes, and the like.

It consists in the improvements hereinafter to be described and as suggested in the accompanying drawings. The truck will be found to be economical in construction and so formed as to occupy but a small space when not in use and adapted to be used with devices of varying sizes and conformation. At the same time the truck is particularly useful in lifting articles of considerable weight with the expenditure of but a small amount of energy as compared with that required in ordinary trucks. Moreover, it is possible by this construction to pick up and transport a barrel or box or the like in such a manner that it may be substantially upright and liable but slightly to disturb the equilibrium of the contents.

In the drawings, Figure 1 is a perspective view of a truck embodying my invention. Fig. 2 is a vertical projection of a truck folded up. Fig. 3 is a side elevation of the same. Fig. 4 is a modified form of a detail of construction. Fig. 5 is a cross-section of the same on the plane of the line 5 5.

A A are wheels loosely mounted on the ends of a shaft B.

C C are handle-arms.

D D are lifters or toes projecting from the lower end of the handle-arms and formed integrally therewith or separately therefrom, as desired. In the drawings the lower end of the handle-arms take into castings N N, which also carry the toes D D.

E E are hooks, preferably movable in relation to the frames F F. The frames F F are preferably pivoted to the handle-arms C C,

and the hooks E E are preferably carried by means of a bar J.

H is a handle-bar, which is preferably provided. In the particular form shown the hooks are carried by sliding blocks K K, which may be formed of cast metal, if desired. The frame J is also attached to these blocks; but obviously these parts may be made integral. The frames F F may be connected by a rod L, which may provide a convenient handle. The handle-rod L also tends to strengthen and stiffen the side frames. Between the frames F F and the side or handle arms C C are suitable links G G, of any desired construction, so that when not in use the frames F F may be folded back toward the arms C C to make the structure more compact.

M is a rod which may connect the links G G and serve in addition to provide a convenient handle for opening or closing the links.

The lifters D, as well as the hooks E E, are preferably formed of steel and attached, as indicated, by riveting to suitable castings. This construction, however, is purely preferential.

The members C C and F F may be formed of angle-iron, if desired, for the purpose of increasing their strength.

In Figs. 4 and 5 I show a modified form of hook to take the place of the hook or hooks E. The modified form comprises a pivoted hook E', which may be weighted toward its outer end, so that the user can drive the point of the hook into the box or barrel about to be lifted, as will hereinafter be described. The hook E' is preferably pivoted to the bar J, which may or may not slide upon the arms F, as desired. When the hook E' is thrown back, it will rest against the bar J and remain in a convenient position. The members C C, if desired, may be spaced apart, as indicated in dotted lines, Fig. 2, or may be connected by a handle-bar at their free ends. They may each be provided with a handle, so that the operator may stand between the arms in using the truck. The handles may be formed integrally with the bars, if desired.

In operation the truck is wheeled forward, and the toes D D are thrust up to the object to be lifted—for example, a barrel. The toes D

D are thus thrust into contact with the side of the barrel near the lower end. The hooks E E are then dropped down into contact with the top of the barrel to properly grasp the same.

5 The operator may then supply sufficient power to lift the barrel from the floor, the toes D D tending to elevate the same and the hooks E E tending to pull the same back slightly without substantially disturbing its vertical or upright position. When lifted off the floor, the barrel may be transported from place to place in the usual way without tilting the same to any substantial extent out of the upright position. A box or other object would be picked

15 up and transported in substantially the same way. The toes D D being spaced apart are particularly adapted for lifting barrels and the like and in this case will grasp or contact with the barrel on opposite sides of the center near the lower end. Hence when the barrel is lifted it is more perfectly balanced and held against tilting. By making the hooks E E slidable the truck is adapted for use in lifting barrels or boxes of various sizes.

25 In the modified form of hook shown in Figs. 4 and 5 the hook E' is placed in the center of the bar J and by its weight may be thrown forward readily by the operator, so as to drive the point into the barrel or box and secure the same firmly in position. By the use of the toes D D it is not necessary to tilt the barrel away from the truck preparatory to lifting it, as is generally done with trucks having a flat or blunt lifter. The toes

35 D D being sharpened may be driven into the side of the box or barrel and secure a sufficiently strong hold, so that when the hooks E E are thrown into place the operator may readily by the leverage afforded by the truck lift

the barrel off the floor and move it about to the desired position.

What I claim is—

1. A truck having a pair of wheels, handle-arms pivotally connected thereto, a frame mounted on said arms near the wheels and extending upward therefrom, a hook carried by the frame and movable relatively thereto, a lifter, said hook and lifter being adapted to cooperate, substantially as described.

2. A truck having a pair of wheels, handle-arms rotatably mounted at the lower ends thereof, a frame pivoted to said handle-arms, a lifter, a hook carried by said frame but movable with respect thereto, and hinged connecting-links between said frame and said handle-arms.

3. A truck having wheels, handle-arms, sharp-pointed lifters below the center of the wheels, a frame pivotally carried by the handle-arms and a hook carried by the said frames movable relatively thereto and adapted to coact with the lifters.

4. A hand-truck having a pair of wheels, means for picking up and supporting a load, and a sliding bar and a hook carried thereby independent of the handles of the truck for holding the load in a substantially upright position.

5. A truck having wheels, handles, a lifter, pivoted frames F F, a sliding cross-bar J, and a cant-hook carried thereby, substantially as described.

Signed at Elizabeth, New Jersey, this 23d day of July, 1902.

THOMAS W. DAVIS, JR.

Witnesses:

JOHN F. BROWN,
WM. E. BROWN.