

(No Model.)

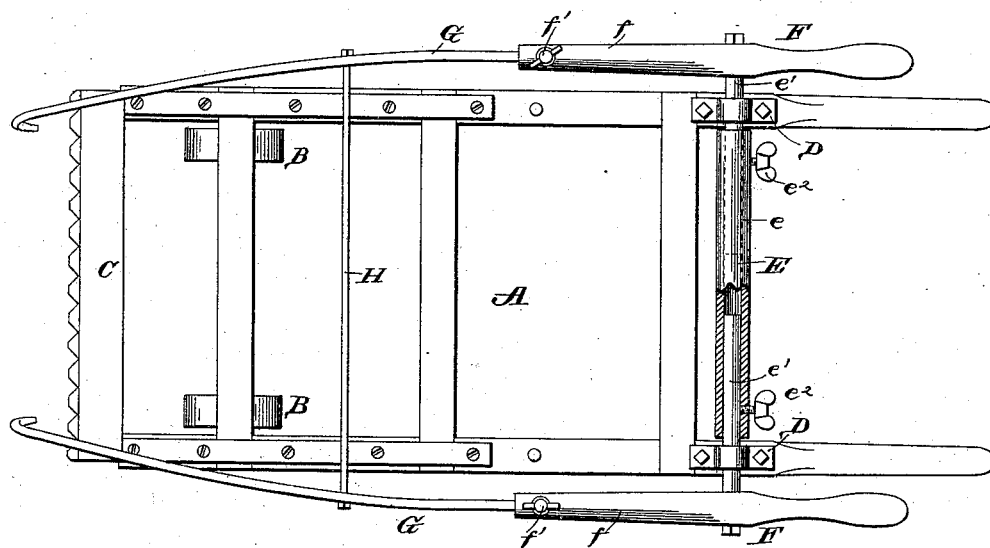
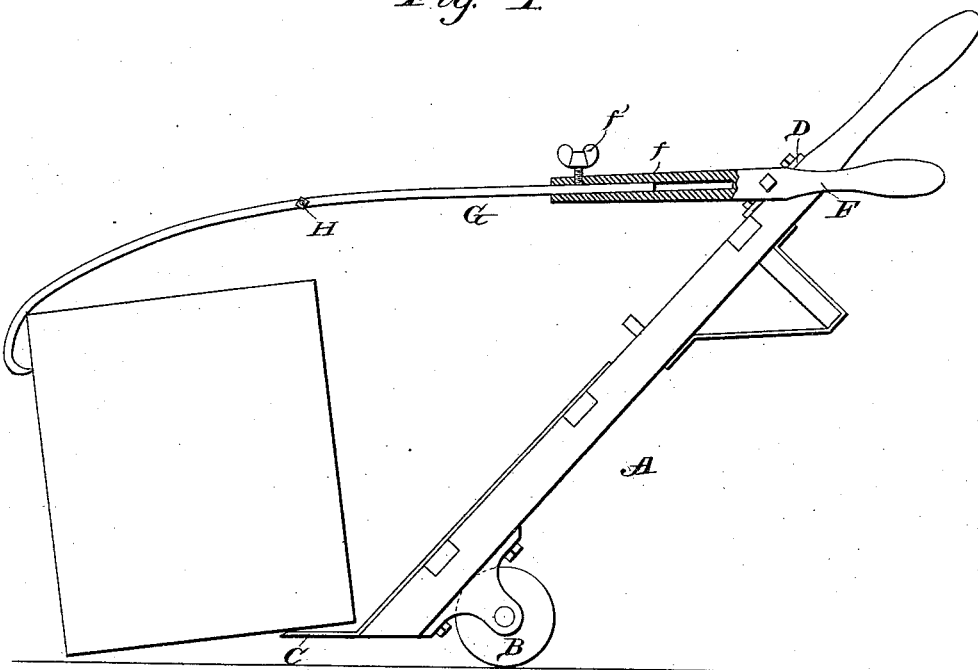
J. D. HILL.

HAND TRUCK.

No. 343,635.

Patented June 15, 1886.

*Fig. 1*



Witnesses

*Wm. C. Brown*  
*E. G. Siggen*

*Fig. 2.*

Inventor,

*James D. Hill*

By his Attorneys

*C. A. Snowden*

# UNITED STATES PATENT OFFICE.

JAMES D. HILL, OF LAMAR, MISSOURI.

## HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 343,635, dated June 15, 1886.

Application filed February 27, 1886. Serial No. 193,539. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES D. HILL, a citizen of the United States, residing at Lamar, in the county of Barton and State of Missouri, have invented a new and useful Improvement in Loading Attachments for Trucks, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to an improvement in loading attachments for trucks; and it consists in the peculiar construction and combination of parts, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a side elevation of my invention. Fig. 2 is a top plan view of the same, partly in section.

A represents a truck of the usual construction, provided at its front end with the usual wheels, B, and the toe C. Near the rear end of the truck are provided the bearings D, in which is journaled an extensible rock-shaft, E. This shaft is formed of a hollow cylindrical or tubular section, *e*, and shafts *e'*, inserted in the ends thereof. Set-screws *e''* pass through the sleeve *e* and bear on the shafts *e'*, and secure them to the sleeve at any desired adjustment.

On the ends of the extensible shaft E are secured handle-levers F, the front ends of which form cylindrical sleeves *f*, to receive the rear ends of hook-rods G, which are inserted therein. The front ends of these hook-rods extend beyond the front end of the truck to any desired distance, and the said rods may be adjusted in the handle-levers and secured therein at any desired point by means of set-screws *f'*. A cross-bar, H, connects the hook-rods, as shown.

In order to load a box or package on the truck, the latter is inclined and the toe C inserted under the underside of the box or package, and the hooks are raised by pressing up

on the handle-levers and caused to engage with the outer side of the box or package, near its upper side. When the rear end of the truck is lowered, the hooks cause the box or package to be turned with the truck, and thus insure the box or package falling upon the truck when the latter reaches a substantially horizontal position.

By providing the extensible shaft E, by means of which the hook-rods may be extended or adjusted laterally, and by making the said hook-rods longitudinally adjustable, the loading attachment may be adjusted to suit the size of the box or package which is to be laden upon the truck.

When the truck is to be used for loading sacks or bags, the hooked ends of the pivoted rods are connected by a strap of sheet-iron or other suitable material, and the serrated toe of the truck is replaced by one having a roughened side, in order to avoid tearing the sacks when loading them on the truck.

Having thus described my invention, I claim—

1. The combination, with a hand-truck, of the extensible shaft E, journaled thereon, and the hook-rods attached to the ends of the said shaft, for the purpose set forth, substantially as described.

2. The combination, with a hand-truck, of the extensible transverse shaft E, journaled thereon, and the longitudinally-extensible hook-rods secured on the ends of the said shaft, for the purpose set forth, substantially as described.

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

JAMES D. HILL.

Witnesses:

P. L. WOLFE,

R. H. SCOTFIELD,