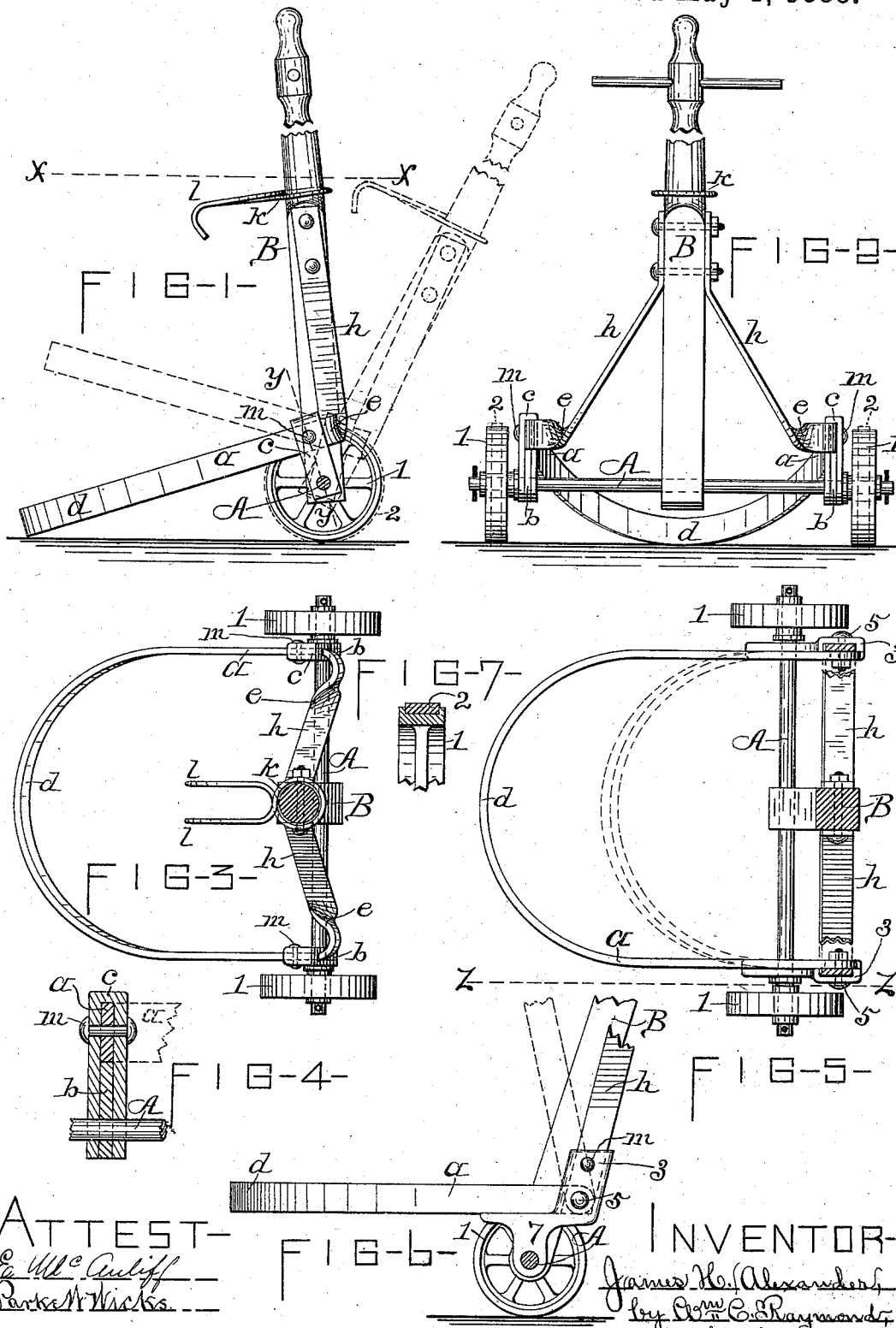


(No Model.)

J. H. ALEXANDER.
HAND TRUCK.

No. 382,248.

Patented May 1, 1888.



ATTEST-
E. M. C. Auliff
Perkell Wicks

INVENTOR-
James H. Alexander
by Wm. C. Raymond
Solic. Attor.

UNITED STATES PATENT OFFICE.

JAMES H. ALEXANDER, OF SYRACUSE, NEW YORK, ASSIGNOR TO CHARLES H. TRYON, OF SAME PLACE.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 382,248, dated May 1, 1888.

Application filed February 14, 1888. Serial No. 263,957. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. ALEXANDER, of Syracuse, county of Onondaga, in the State of New York, a citizen of the United States, have invented certain new and useful Improvements in Hand-Trucks, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation thereof with one wheel removed; Fig. 2, a rear view; Fig. 3, a top plan view, taken on line *x x*, Fig. 1; Fig. 4, a detail sectional view of post, &c., taken on line *y y*, Fig. 1; Fig. 5, a top plan of truck provided with hinged nose-piece; Fig. 6, a partial side elevation thereof, with one wheel removed; and Fig. 7, a detail of wheel provided with rubber tire.

Similar letters and figures of reference indicate corresponding parts throughout the several views.

My invention relates to two-wheeled trucks operated by hand for the carrying and transportation of barrels, boxes, &c., from one place to another; and my object is to improve both the construction and the utility.

My invention consists in the several novel features of construction and operation which are hereinafter set forth and described, and which are specifically claimed in the claims hereunto annexed. It is constructed as follows:

A is the axle, upon which the wheels 1 1 are loosely mounted, and which may be provided with a rubber or other noiseless tire, 2. Just inside of the wheels, I rigidly attach upon the axle the posts *c*, consisting of a piece of wrought metal bent to substantially the form shown in Fig. 4, and having a metallic filling, *b*, inserted, closing a part of the opening between the arms. Through the opening in these posts I insert the nose-piece *a*, projecting forward of the posts with a curve, *d*, and rearward from each post with a twist, *e*, and a slant, *h*, over to the handle B, where the ends are secured by bolts, substantially as shown. To more firmly secure said parts in such position as to prevent possible forward or rearward displacement thereof, I usually insert a rivet, *m*, in

one or both of the posts *c*, thus more positively securing the aforesaid parts.

The axle passes through the lower end of the handle and rigidly secured thereto, and in the upper end of handle I place a cross-bar if desired. Part of the handle is rounded, and upon that portion I place a loose collar, *k*, consisting of a rod bent to a circle, the ends crossing, extending forward, and hooked at their extremities *l*.

In Figs. 5 and 6, I show a bracket provided with an upward post, 3, to which the brace *h* is secured, and also the nose *a* is hinged to it upon a bolt, 5, so that the nose can be folded back to the handle, and 7 is a downward lug in which the axle is secured, and the nose rests upon the top of this lug. In this construction the nose and braces are in separate pieces, and in the other the nose and braces are all in one piece, and in one the nose is rigid, while in the other it is hinged. In either case, when, for illustration, a barrel is to be moved, I tip the barrel over from me, slide the nose under it, let the barrel down upon it, and hook the hooks *l* over the chine, when I depress the handle, raising the nose from the floor and trundle the truck and barrel where desired.

The length of the handle being about thrice that of the nose, sufficient leverage is obtained to enable the operator to readily and easily lift from the floor several hundred pounds weight.

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

1. The combination, with the handle, of the braces and nose *a*, constructed in one piece, and secured at their ends to the handle, substantially as described.

2. The nose and brace combined, consisting of a curved front, *d*, twists *e*, and slants *h*, substantially as described.

3. The combination, with the axle and wheels and handle, of the posts *c*, secured to the axle, the nose *a*, mounted in the posts and curving outward therefrom, and the braces connecting the posts and handle, and the hook-

ring *k* mounted upon the handle, substantially as described.

4. The combination, with the axle and wheels and handle, of the bracket provided
5 with posts *c* and lugs 7, in which the axle is journaled, the nose *a*, hinged to the posts 3, and the braces *b*, connecting the posts and handle, and the hook-ring mounted upon the handle, substantially as described.

In witness whereof I have hereunto set my hand this 23d day of January, 1888.

JAMES H. ALEXANDER. [L. S.]

In presence of—

CHAS. H. TRYON,
WM. C. RAYMOND.