

E. L. BYRON.
Hand-Truck.

No. 197,328.

Patented Nov. 20, 1877.

Fig. 1

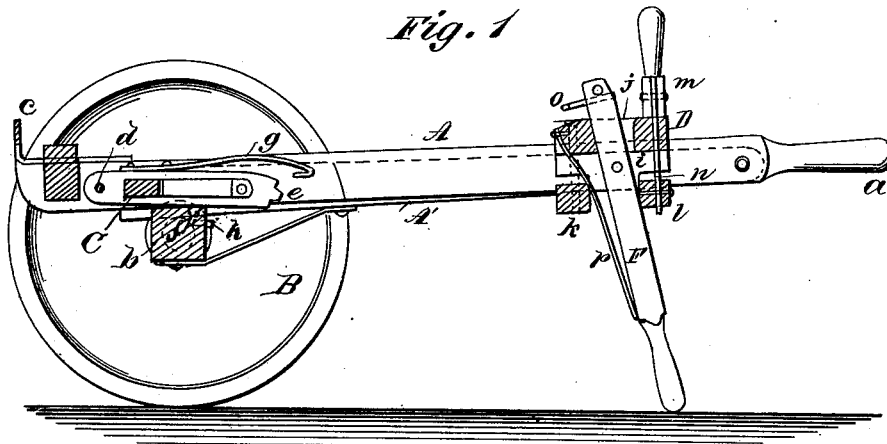


Fig. 2

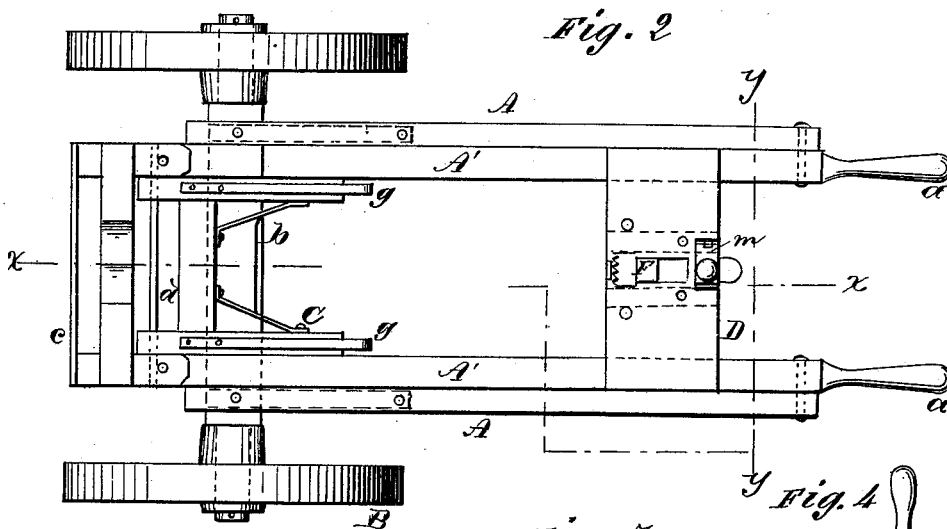
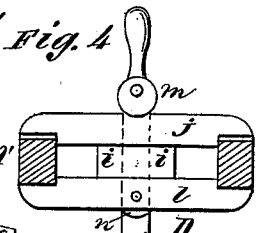
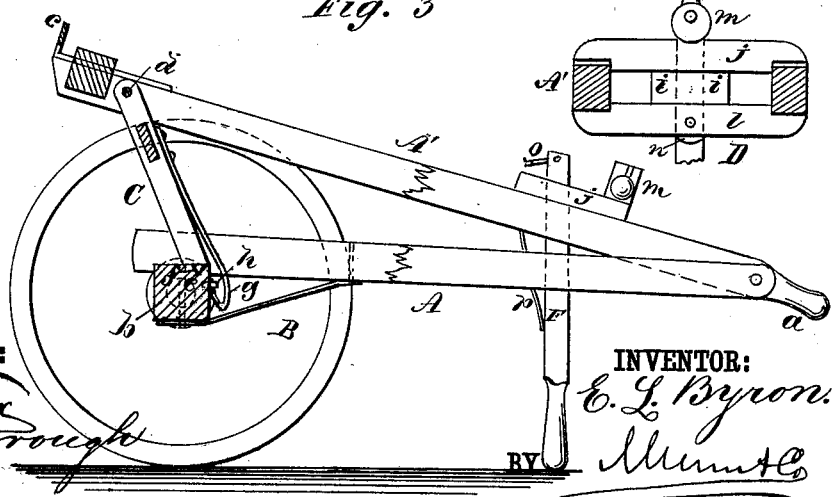


Fig. 3



WITNESSES:

C. Neveu
J. H. Scarborough

INVENTOR:

E. L. Byron.

BY *Muntz*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

EDWARD L. BYRON, OF MOE'S RIVER, QUEBEC, CANADA.

IMPROVEMENT IN HAND-TRUCKS.

Specification forming part of Letters Patent No. **197,328**, dated November 20, 1877; application filed August 18, 1877.

To all whom it may concern:

Be it known that I, EDWARD L. BYRON, of Moe's River, in the county of Compton, Province of Quebec, and Dominion of Canada, have invented a new and Improved Hand-Truck, of which the following is a specification:

Figure 1 is a side elevation, in section, on line *x x*, Fig. 2. Fig. 2 is a plan view. Fig. 3 is a side elevation, partly in section. Fig. 4 is a transverse section on line *y y* in Fig. 2.

Similar letters of reference indicate corresponding parts.

The invention will first be described in connection with the drawing, and then pointed out in the claims.

In the drawing, A A are the shafts of the truck, which are secured to the axle *b*, upon which are placed the wheels B. To the outer ends of the shafts A a frame, A', is jointed, which is provided with the usual iron bar *c*, and with handles *a*. C is a frame placed between the side pieces of the frame A', upon a rod, *d*, that runs transversely through the said frame A'. Upon the ends of the side bars of the frame C tenons *e* are formed, which fit into the mortises *f*, formed in the axle *b*. Spring-hooks *g* are attached to the frame C, and engage pins *h*, that project from the axle when the frame C is brought into use.

D is a sliding head, consisting of the pieces *i*, that are bolted to the cross-bar *j*, which is notched to receive the side pieces of the frame A', and is concaved to receive the side of a barrel.

A bar, *k*, is bolted to the under side of the

pieces *i*, and a bar, *l*, is placed under the frame, and connected with an eccentric, *m*, placed above the bar *j* by means of the strap *n*. A lever, F, is pivoted between the pieces *i*, and is provided with a grappling-iron, *o*, which is capable of clamping the barrel or package to be carried by the truck. A spring, *p*, is attached to the bar *j*, and bears against the lever F, throwing the grappling-iron *o* against the barrel or package carried by the truck. This lever answers for a support for the shafts when the truck is at rest.

When the truck is used for moving small packages the frame A' rests upon the axle *b*; but when it is employed for large packages the frame A is elevated by placing the tenons of the side pieces of the frame C in the mortises in the axle. The packages are thus raised above the wheels.

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

1. The frame C, having spring-hooks *g*, in combination with the frame A' and axle *b*, having mortises *f* and pins *h*, substantially as shown and described.

2. The eccentric *m* and strap *n*, in combination with the bars *j l*, for clamping the same to the frame A', substantially as shown and described.

EDWARD LOW BYRON.

Witnesses:

W. F. WILLIS,
E. PELLEW FELTON.