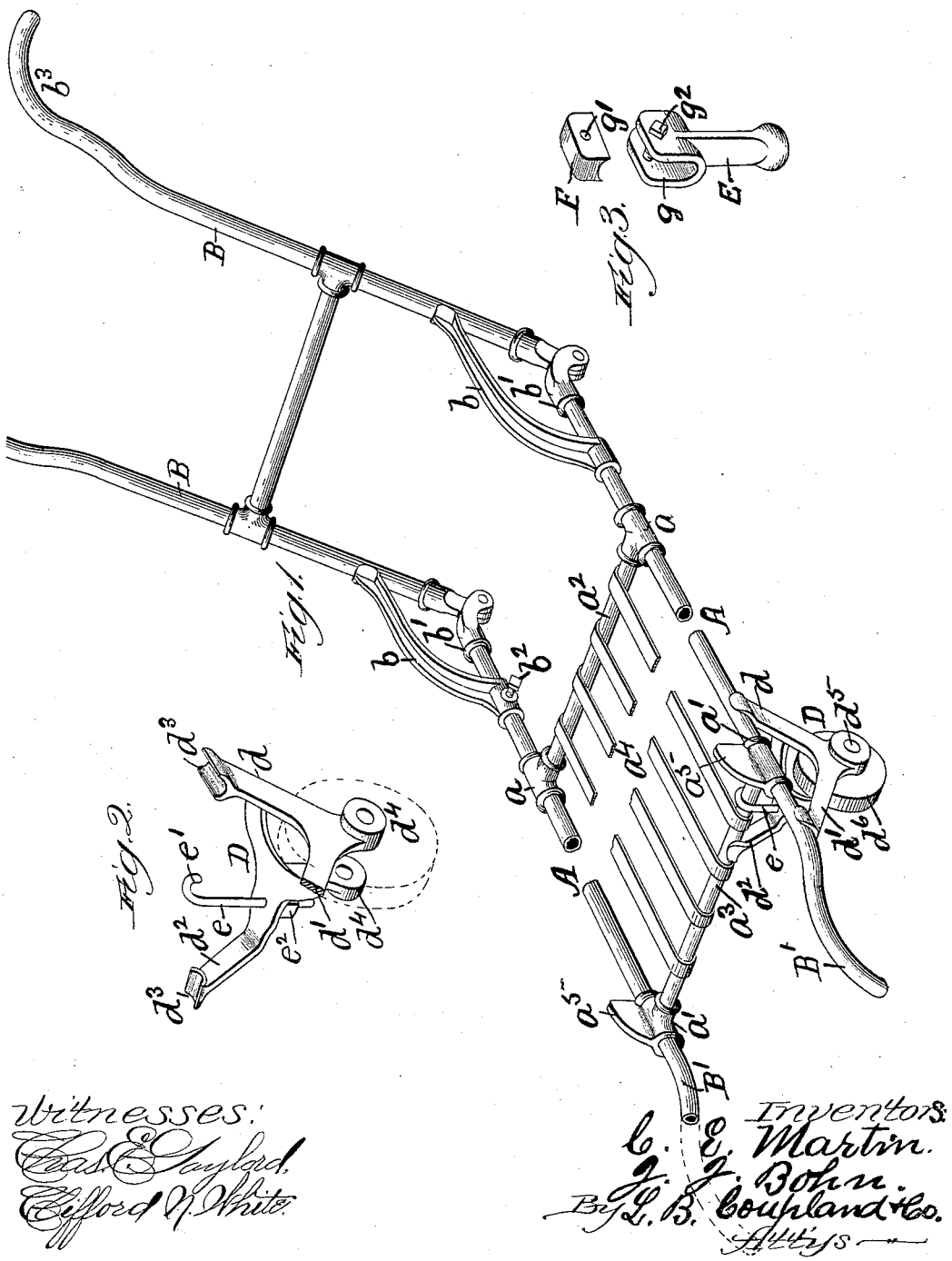
(No Model.)

# C. E. MARTIN & J. J. BOHN.

## COMBINED HAND BARROW AND TRUCK.

No. 454,174. Patented June 16, 1891.

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# UNITED STATES PATENT OFFICE.

CHARLES E. MARTIN, OF BARABOO, WISCONSIN, AND JOHN J. BOHN, OF CHICAGO, ILLINOIS.

## COMBINED HAND BARROW AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 454,174, dated June 16, 1891.

Application filed November 26, 1890. Serial No. 372,672. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES E. MARTIN, of Baraboo, county of Sauk, and State of Wisconsin, and JOHN J. BOHN, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in a Combined Hand Barrow and Truck, of which the following is a full, clear, and exact description, such as will enable others to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to a combined hand barrow and truck, which is more especially intended for handling baggage in and around hotels.

This invention consists in providing a hand-barrow having adjustable handles at one end which are adapted to be set at any angle between a horizontal and a vertical position, so that when carrying a load upstairs or other incline the bed of the barrow will always be in a horizontal plane, and when not in use the pivoted handles may be folded underneath out of the way. The barrow is also provided with a wheel attachment, whereby the same may be readily converted into a truck when a combined truck and barrow is required. A detachable leg is also provided which may be used when it is desirable to support the barrow a little above the floor.

In the drawings, Figure 1 is a view in perspective of a device embodying our improved features, and Figs. 2 and 3 detached views of the truck and leg attachments.

The frame-work and handles are constructed entirely of metal pipe, combining strength, lightness, and durability.

Referring to the drawings, A A represent the side bars, the respective ends of which are inserted in the tubular T connections $a$ $a$ $a'$ $a'$. The ends of the cross-bars $a^2$ $a^3$ of the frame are inserted in the stem part of the T-pieces, these cross-bars being in turn connected by the series of slats $a^4$, forming the bed proper.

The tubular T connections $a'$ $a'$ are provided with the vertical shoulder-stops $a^5$, which prevents the load from slipping off at that end, the curved bracket-arms $b$ $b$, mounted on the side bars, serving the same purpose at the opposite ends.

The bifurcated socket-pieces $b'$ $b'$ have a threaded engagement with the side bars at one end of the device, and between the outer ends of these socket-pieces are pivoted or hinged the inner ends of the adjustable handles B B. The outer bifurcated ends of these socket-pieces are curved downwardly, so as to carry the pivotal center a little below the line of the side bars and admit of the handles folding under.

The tubular ends of the bracket-arms $b$ $b$ have an adjustable sliding movement on the side bars of the barrow-frame and are locked in any position to which they may be adjusted by the set-screw $b^2$. The opposite ends of these arms are adapted to have a loose contact with the pivoted handles and limit the upward movement of the same, the bracket-arms being set in accordance with the degree of inclination of the stairs or plane on which the barrow is being used. By this arrangement a heavy trunk or other baggage or article of merchandise may be carried up or down stairs with facility. The bed of the device being always in a horizontal position more equally distributes the weight between the persons carrying the respective ends of the barrow.

When not in use the pivoted handles may be folded under and parallel with the side bars, so as to adapt the device to be stored in a compact space, the handles being curved, as at $b^3$, to fold past the bars. It is obvious that pivoted or hinged joints other than that shown may be used, and we do not want it understood that we limit or confine ourselves to the precise construction shown. The handles B' B' at the opposite ends will ordinarily be rigid.

The means employed for temporarily converting the barrow into a wheel-truck consists of a detachable bracket D, somewhat similar in form to an inverted tripod. The upwardly-branching arms $d$ $d'$ $d^2$ of the bracket D spread widely apart, the respective ends terminating in the semicircular bear-

ings $d^3$, which, when the bracket D is attached to the barrow as shown in Fig. 1, fits the cylindrical contour of the under side of the side bars and cross-bar $a^3$ of the frame. The lower part of this bracket is provided with the hubs $d^4$ $d^4$ to receive the axle $d^5$ of the truck-wheel $d^6$, mounted between the hubs and journaled therein, as shown.

The truck or wheel attachment is detachably secured with reference to the barrow by the clamping-bolt $e$, the upper hook end $e'$ of which engages with the upper side of the cross-bar $a^3$, the lower threaded end passing down through the body of the bracket and receives the fastening-nut $e^2$. This provides a simple and convenient means for converting the device into a two-wheeled truck when circumstances so require, it being of course understood that the device may be used as a hand-barrow without always detaching the truck-wheels, which are light and add but little weight to the structure. The upper end of the leg attachment E is provided with the curved-out bearing $g$ to fit the under side of the side bars of the barrow-frame. The cap F is curved out on the under side and is adapted to fit down over and outside of the upper end of the leg, both of which are provided with the aperture $g'$ to receive the fastening-bolt $g^2$. Ordinarily the leg attachment will not be used, but is provided to meet such requirement.

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

1. In a hand-barrow, the combination of the side bars, the handles having a pivoted connection therewith, and the curved bracket-arms adjustably mounted on said side bars and having a loose contact with the pivoted handles for the purpose of limiting the upward movement of the same, substantially as described.

2. In a hand-barrow, the combination of the side bars, the socket-pieces having a threaded engagement therewith, the handles pivoted to the socket-pieces, and the curved bracket-arms adjustably secured on said side bars, substantially as described.

3. A hand-barrow constructed of metal pipe and consisting of the tubular side bars, the cross-bars, the T's connecting the side and cross bars, and having adjustable handles at one end and rigid ones at the other, substantially as described.

4. The combination, with a hand-barrow, of a truck attachment consisting of a detachable bracket having upwardly-projecting arms which engage with and fit the under side of the cylindrical framing-bars, and hubs formed on the lower part, the truck-wheel journaled therebetween, and the clamping-bolt rigidly securing said bracket to the barrow, substantially as described.

5. In a hand-barrow, the combination, with the framing-bars, of a detachable leg having a curved-out bearing on the upper end to correspond to said bars, and the curved-out cap adapted to set down over said bars and engage with the upper end of said leg, and the bolt passing through and connecting the cap and leg, substantially as described.

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