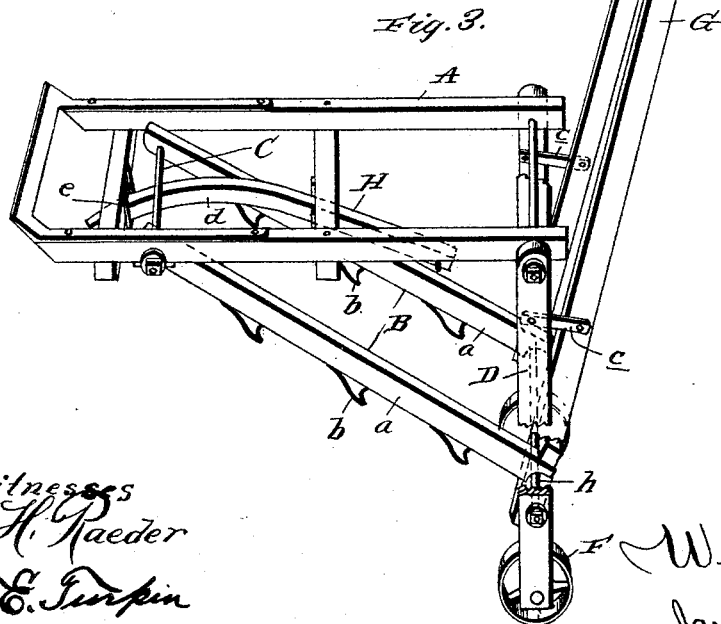
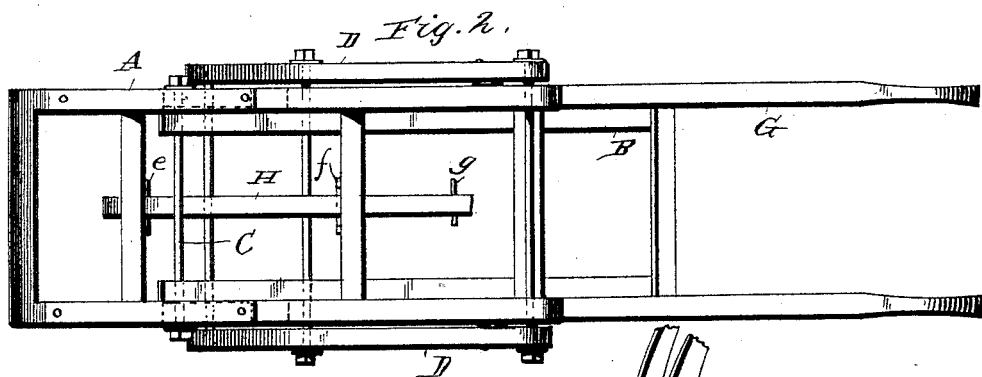
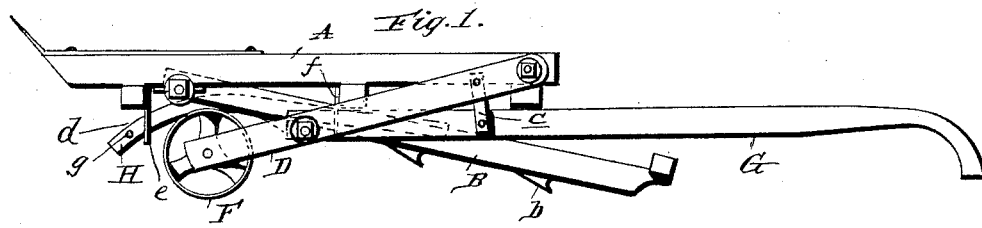


(No Model.)

W. H. DYE.
HAND TRUCK.

No. 454,461.

Patented June 23, 1891.



Witnesses
C. H. Raeder
J. E. Durpin

Inventor
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UNITED STATES PATENT OFFICE.

WILLIAM H. DYE, OF MINNEAPOLIS, MINNESOTA, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, OF THREE-FOURTHS TO ELLA J. PATNODE AND FRANK K. WADE.

HAND-TRUCK.

SPECIFICATION forming part of Letters Patent No. 454,461, dated June 23, 1891.

Application filed January 9, 1891. Serial No. 377,229. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. DYE, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Hand-Trucks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is a hand-truck; and it has for its object to improve that class of trucks in which the platform is raised with a load to be delivered to a wagon or other place and the platform is braced and stayed in such position until the load has been removed.

The invention will be fully understood from the following description and claims when taken in connection with the accompanying drawings, in which—

Figure 1 is a side elevation of my improved truck in a closed position or form to be used as an ordinary truck. Fig. 2 is a plan view of the same; and Fig. 3 is a perspective view of the truck, showing its platform elevated as if it contained a barrel or the like to be placed in a wagon.

Referring by letter to said drawings, A indicates the main frame, which may be of any ordinary or approved construction.

B indicates the brace-frame, which is composed of two straight bars *a a*, having stops or hook-shaped lugs *b* on their under sides and at corresponding opposite points. This brace or rack frame B is pivoted at its forward end to side beams of the platform-frame, and preferably on the inner sides thereof, by a transverse rod C, as shown, whereby said frame may be free to hinge with respect to the platform.

D indicates the leg-frame. This frame is composed of two parallel bars pivoted at one end to the rear end of the platform-frame, and preferably by means of a transverse rod, so that frame may also hinge on the platform-frame and fold with the brace-frame against the under side of the platform. This leg-frame carries at its opposite or outer end the usual truck-wheels F.

At a suitable distance from the wheels F, I

attach to the frame D the forward ends of the handle G, and also connect said frame D, at a suitable point from its opposite end, with said handles by means of links or straps *c*.

H indicates a bar for sustaining the forward end of the truck in an elevated position. This bar, which has its forward end curved, as shown at *d*, is supported in guide-loops *e* and *f*, which depend from suitable cross-bars of the platform-frame. This bar H is also provided at opposite ends with laterally-projecting stops *g*, which by striking the depending guide-loops in the cross-bars are prevented from leaving the platform-frame. By the use of this bar it will be seen that when pushed forwardly in the loops and the forward end of the truck elevated, so that the curved end of the bar will bear upon the floor or ground, it will sustain the truck in such elevated position.

It will be observed that the hook-lugs on the brace-frame are directed rearwardly, and they are to engage the transverse rod *h*, which pivotally connects the lower ends of the handles with the wheel or leg-frame.

In operation it will be seen that when a barrel or other article has been placed upon the truck in the ordinary manner, said truck, being in the position shown in Fig. 1, may be used to move the load in the usual well-known way; but when it is desirable to place the load into a wagon or other vehicle it is simply necessary by the manipulation of the handles, with one foot on the cross-bar of the frame, to move the leg-frame and brace-frame with respect to each other, so as to bring the desired lugs *b* of said brace-frame into engagement with the rod *h*, connecting the handles, when the platform will be raised horizontally to the altitude desired, as shown in Fig. 3, and then by sliding the bar H forwardly it may be made to bear with its forward end upon the ground and sustain the elevated truck in position while the load is being removed from the platform.

While I have described very specifically the parts in the exact construction and connections shown, yet I do not wish to limit myself to the exact shape, size, and arrangement of the parts, as I am aware that some changes

might be made without departing from the spirit of my invention.

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

5 1. An elevating-truck comprising, in combination, essentially the following elements: a platform, a leg-frame carrying wheels at one end and pivoted at its opposite end to the rear portion of the platform, handles attached
10 at one end to the leg-frame and connected therewith at intermediate points by straps or links, and a brace-frame carrying lugs and pivoted at one end to the forward portion of
15 the platform, substantially as specified.

2. The combination, with the platform, of the brace-frame pivoted to the forward side thereof, so as to fold beneath said frame, and having the engaging lugs, the leg-frame carrying wheels at one end and pivoted at its

opposite end to the rear portion of the platform, so as to also fold beneath the same, the handles secured to the leg-frame by a transverse rod, and straps connecting said handles with the leg-frame, substantially as described. 25

3. The combination, with the platform, of the depending guide-loops secured to the cross-bars thereof, the supporting-bar arranged in said loops and having its forward end curved downwardly and provided with stops at opposite ends, a leg-frame carrying
30 rollers and pivoted at one end to the platform, and the handles secured to the leg-frame, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses. 35

WILLIAM H. DYE.

Witnesses:

D. D. WEBSTER,

J. W. PATNODE.