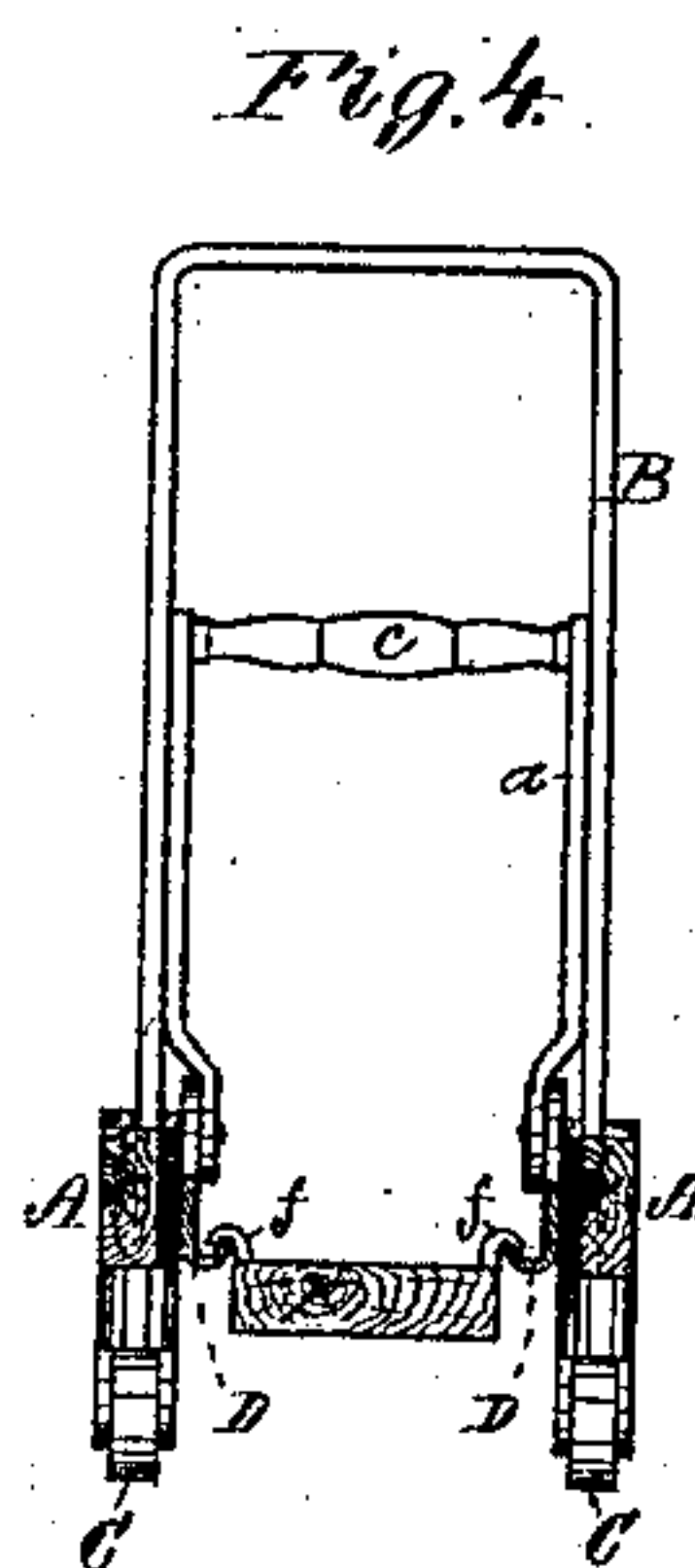
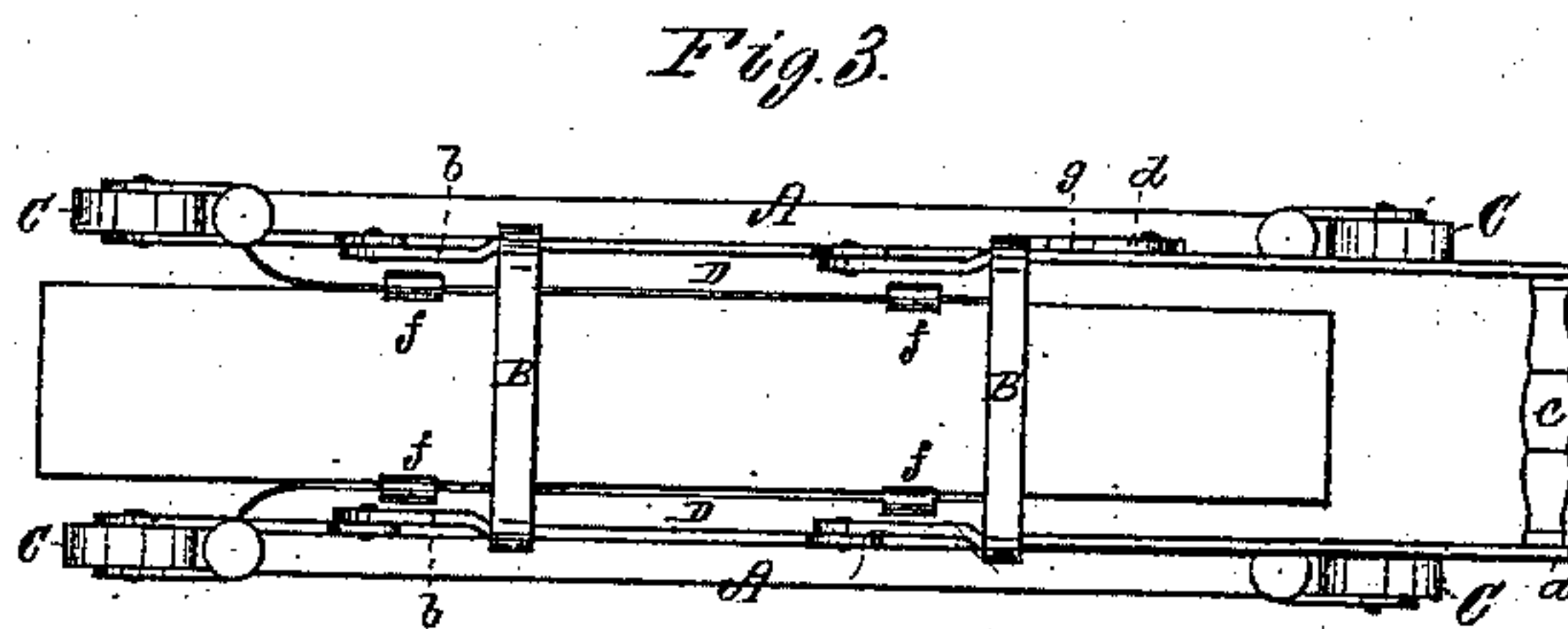
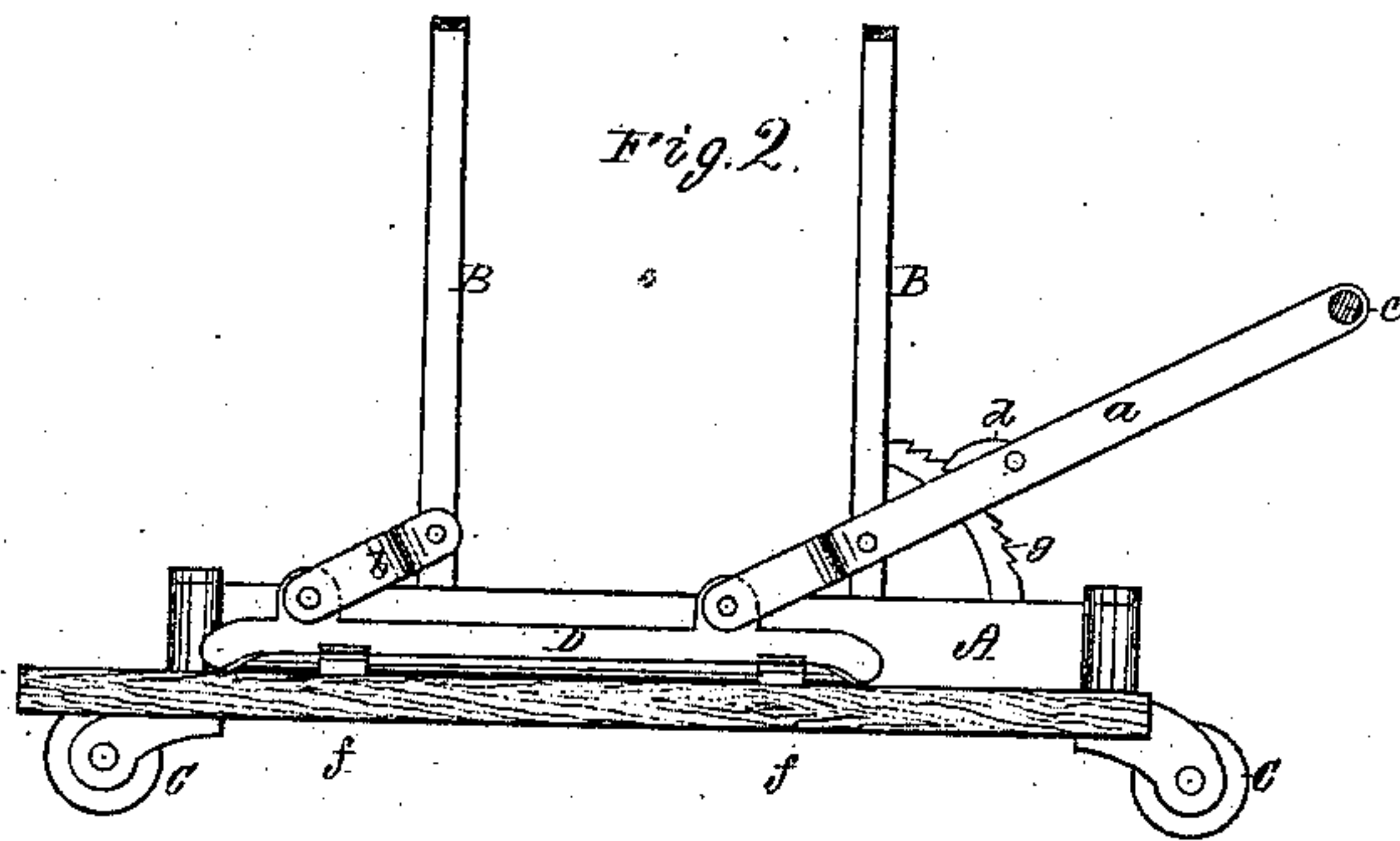
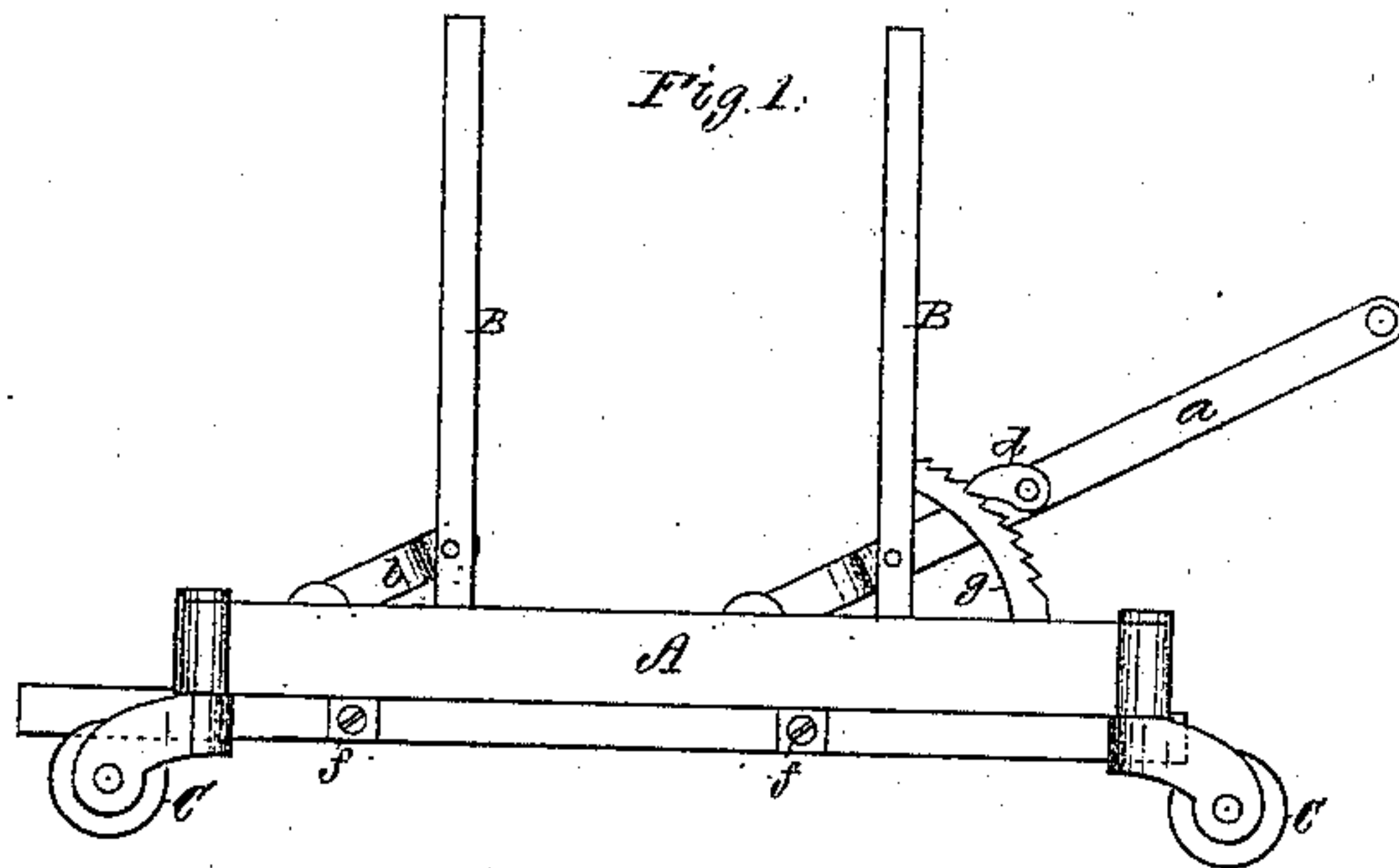


W. H. BROWN.

Baggage Truck.

No. 111,104.

Patented Jan. 24, 1871.



Witnesses
S. N. Piper
L. N. Noeller

W. H. Brown.
by his attorney
B. H. May

United States Patent Office.

WILLIAM HAMMOND BROWN, OF BANGOR, MAINE.

Letters Patent No. 111,104, dated January 24, 1871.

IMPROVEMENT IN BAGGAGE-TRUCKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all persons to whom these presents may come :

Be it known that I, WILLIAM HAMMOND BROWN, of Bangor, of the county of Penobscot and State of Maine, have invented a new and useful Baggage-Truck; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawing, of which—

Figure 1 is a side elevation;

Figure 2, a longitudinal section;

Figure 3, a top view; and

Figure 4, a transverse section of it.

In such drawing—

A A denote two strong bars or cheek-pieces arranged parallel to each other, and connected by two arched bars B B.

The said bars B B are elevated on the bars A A, and extended from one to the other of them in manner as represented, a caster or wheel, C, being applied to each end of each of the said bars A A.

The bars A A, arches B B, and the wheels or casters constitute a wheel carriage open at bottom.

Against the inner faces of the bar A A, or between them, there are arranged two horizontal rails or lifters, D D, each being connected to the next adjacent bar A A, or the arched bar rising therefrom, by means of a lever, *a*, and a link, *b*, the lever being pivoted to one arch and to the lifter, and the link being pivoted to the other arch and the lifter, and being parallel to the lever.

The two levers *a a* are conjoined at the extremities of their longer arms by a handle, *c*.

To one of the said levers a pawl, *d* is pivoted, to operate on a toothed curved rack, *g*, fixed to one side bar A and one of the arches, all being arranged as represented.

To operate in conjunction with the carriage and the lifting mechanism thereof, as described, is a long platform, E, provided with hooks or ears *ffff*, projecting from its opposite edges in manner as shown in the drawing, they being to extend over and rest upon the rails of the lifting mechanism.

If, now, we suppose such a platform, while on the ground, to be loaded with baggage or other matters, and it is desirable to transport the whole to some distant place, we should raise the levers of the lifting mechanism of the carriage to their highest position, and move the carriage up to the platform, so that the latter with its load may be within the carriage, and the ears or hooks of the platform be directly over the rails of the lifting mechanism.

Next, the conjoined levers should be depressed so as to elevate the rails, and thereby raise the platform off the ground and cause it to be supported by the rails.

The pawl, being in engagement with the curved rack, will retain the platform in its elevated position.

The carriage, with the platform and load, may next be moved to the required spot, where the platform may be depressed and the carriage may be drawn away from it, ready to take another such platform either from or to the spot, as occasion may require.

A carriage so made, and provided with mechanisms as described applied to it, and also with one or more of the platforms having ears or projections, as set forth, will be found to be a matter of great convenience in or to a railway-station, or in a brick-yard or other place where it may be desirable to transfer baggage, bricks, or other articles from one point to another.

I claim—

1. The carriage and the lifting mechanism, substantially as described, arranged, and combined in manner and for operation with a platform, as set forth.

2. The platform and its ears or hooks, arranged as explained, for use or in combination with the carriage and lifting mechanism, as specified.

WILLIAM HAMMOND BROWN.

Witnesses.

R. H. EDDY,
J. R. SNOW.