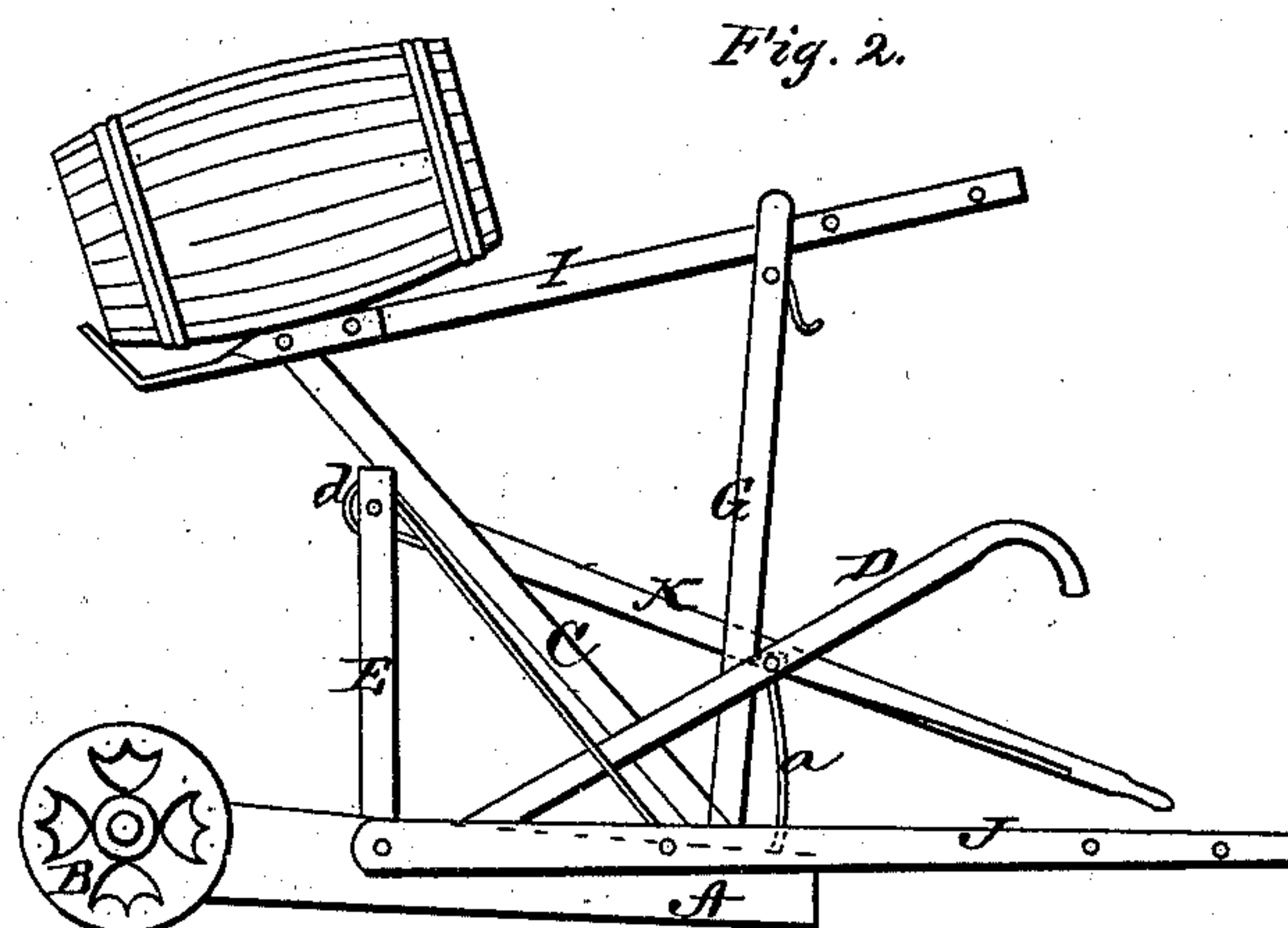
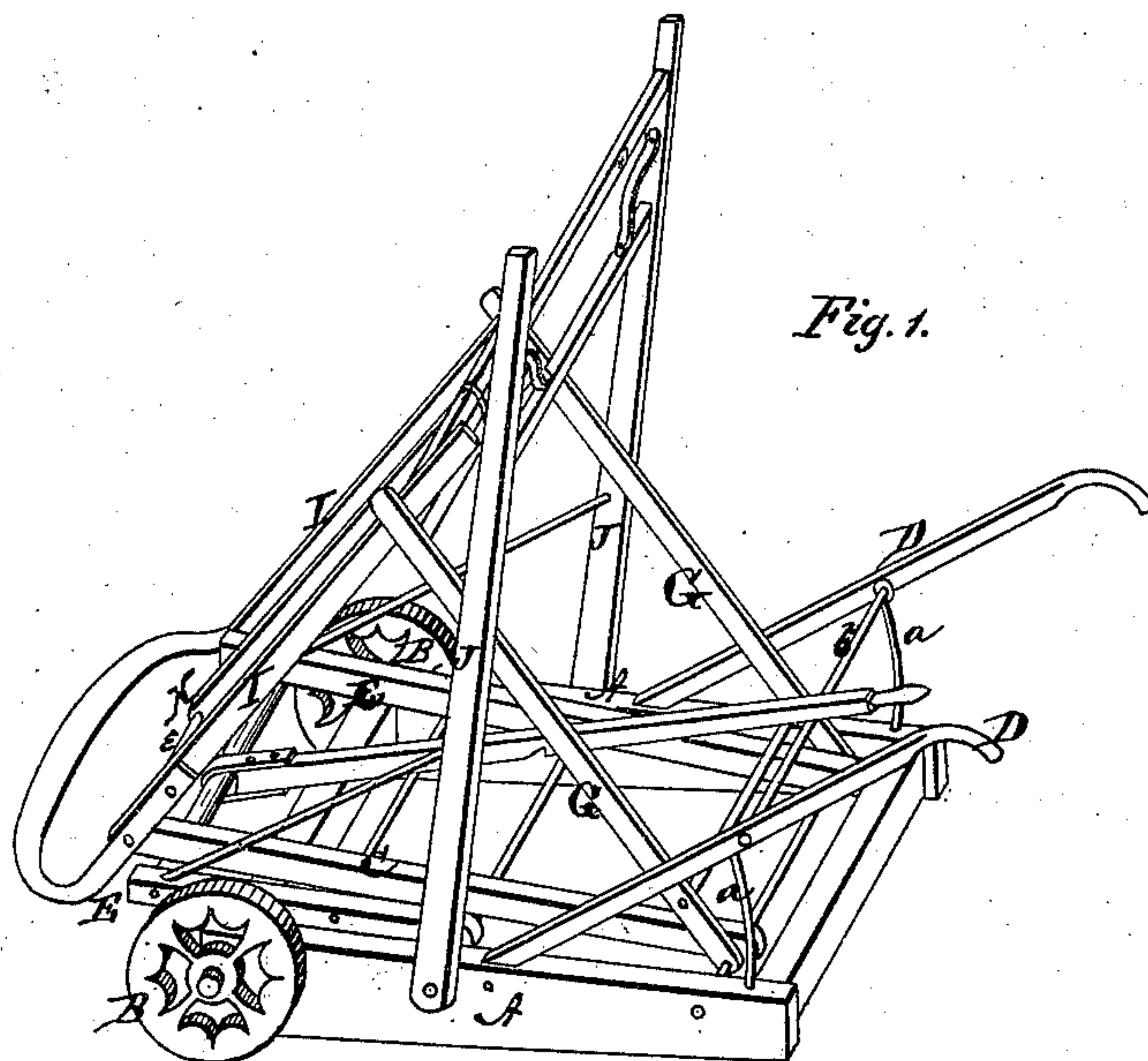


W. F. MORROW.

Freight-Elevating Trucks.

No. 133,877.

Patented Dec. 10, 1872.



Witness :

Henry N. Miller.
C. L. Everts.

Inventor.

Wm F. Morrow,
per
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Attorneys.

UNITED STATES PATENT OFFICE.

WILLIAM F. MORROW, OF NEWVILLE, PENNSYLVANIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO WM. A. MIDDLETON, OF SAME PLACE.

IMPROVEMENT IN FREIGHT-ELEVATING TRUCKS.

Specification forming part of Letters Patent No. 133,877, dated December 10, 1872.

To all whom it may concern:

Be it known that I, WM. F. MORROW, of Newville, in the county of Cumberland and in the State of Pennsylvania, have invented certain new and useful Improvements in Freight-Elevating Trucks; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in certain improvements upon the freight-elevator for which Letters Patent Nos. 123,189 and 130,062 were granted to me, January 30, 1872, and July 30, 1872, respectively, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view, and Fig. 2 a side elevation, of my truck.

A represents the truck-frame, provided on each side at the front end with a wheel, B. On each side of the truck-frame A, at a suitable point, is secured a handle, D, which is braced to the rear end of said frame by a rod, *a*, and the two handles are connected together by a rod, *b*. Near the rear end of the truck-frame is pivoted a frame, C, the front end of which rests upon a roller, *d*, in the outer end of another frame, E, which is also pivoted in the truck-frame A, a suitable distance from the front end of the same. Upon the same rod which pivots the frame C to the truck-frame A is pivoted another frame, G, the top cross-bar of which is, by a brace, H, connected with a rod, *e*, passing through the outer end of the frame C, the two frames C and G standing at about an angle of forty-five degrees with each other. Upon the rod *e* is also hinged or pivoted the truck-frame I, the upper end of which rests upon the top cross-bar of the frame G. When the elevating part of my truck is lowered the truck-frame I stands at about an angle of forty-five degrees, and can be turned on its pivot *e* so as to throw the shoes of said frame down onto the floor for loading or un-

loading barrels or other articles. When loaded and the truck-frame is thrown back, the frame is locked by a hook or other suitable means. Upon the journals of the frame E, on the outer sides of the lower truck-frame A, are placed two levers, J J, at or nearly at right angles, which levers are, at one or more places near their outer ends, connected by suitable rounds. Upon the roller *d* in the frame E is pivoted a locking-lever, K, which is notched on its under side, as shown, to catch on the rod *b*, between the handles D D, when the truck is elevated.

The operation of elevating is precisely the same as described in my former patents, and when elevated the truck-frame lies almost horizontal, the locking-lever K bracing the structure so that it cannot come down forward. At the same time the frame C rests against the rod *b*, preventing the structure from sagging backward.

It will be noticed that the strain or pressure on the rod *b* is on both sides of the same, and hence there is no danger of it breaking or bending, as it would if the pressure were only on one side or in one direction when the load is heavy. The frame C may be made of such length that when elevated the truck-frame I will stand at an angle and allow of barrels being carried endwise, which is of great importance where open barrels are to be handled.

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

1. The combination, with the pivoted frame C and pivoted truck-frame I, of the frame G and the brace H, constructed and arranged substantially as and for the purposes herein set forth.

2. The combination of the frame G, frame E, notched locking-lever K, and rod *b*, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of November, 1872.

WILLIAM F. MORROW.

Witnesses:

WILLIAM BARR,
J. B. MORROW.