

(No Model.)

C. H. HORTON.
BRICK TRUCK.

No. 487,835.

Patented Dec. 13, 1892.

Fig. 1.

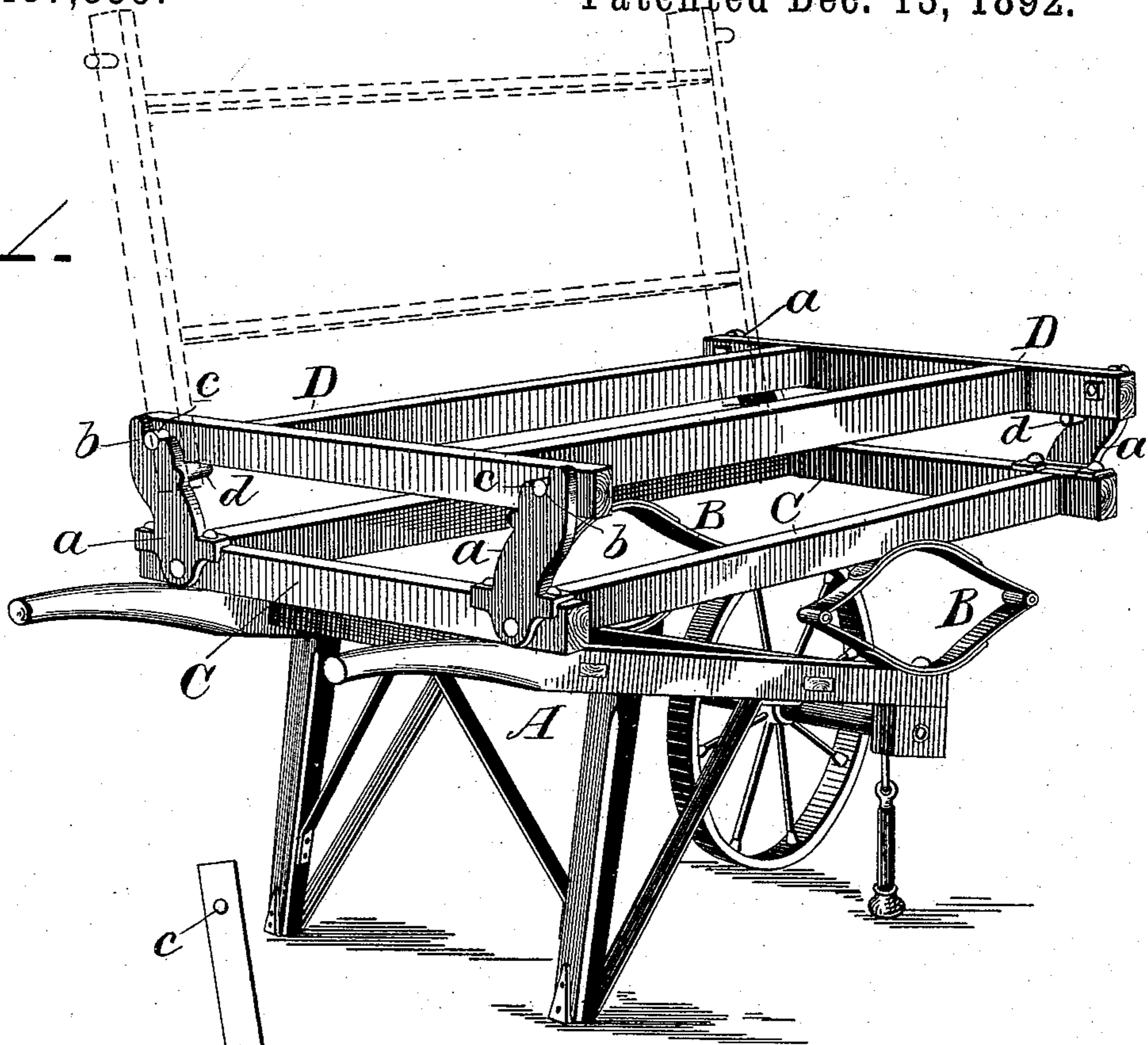
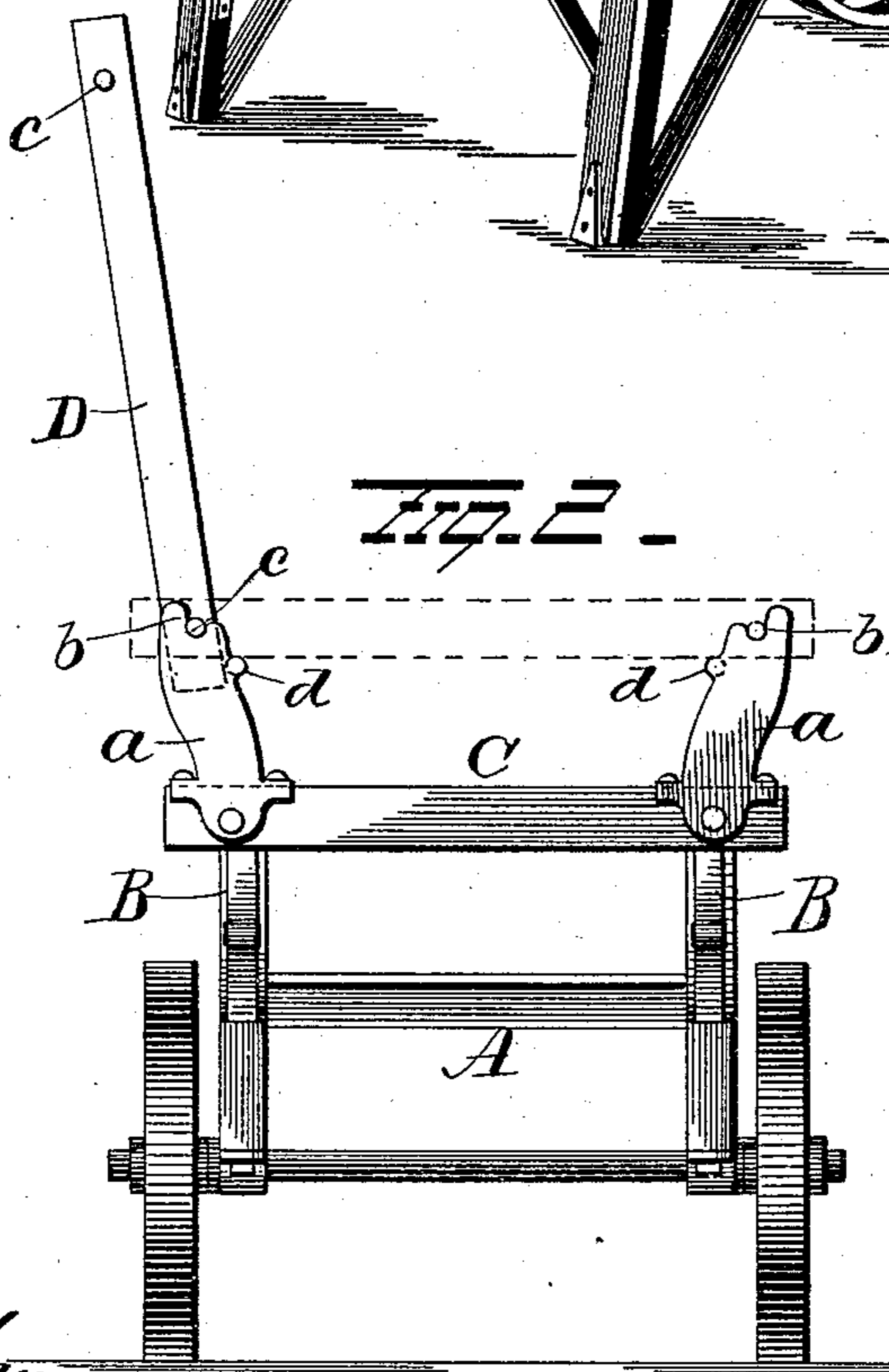


Fig. 2.



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UNITED STATES PATENT OFFICE.

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BRICK-TRUCK.

SPECIFICATION forming part of Letters Patent No. 487,835, dated December 13, 1892.

Application filed May 4, 1892. Serial No. 431,761. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. HORTON, a citizen of Wellington, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Trucks for Conveying Bricks; and I do hereby 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.

My invention relates to an improvement in trucks, and more particularly to such as are adapted for carrying pallets of bricks, the object of the invention being to produce a single and double deck truck for conveying pallets of bricks.

A further object is to construct a pallet-truck in such manner that it may be used either as a single or a double deck truck and so that the upper deck may be easily and quickly turned up in either direction when it is desired to load or unload the lower deck.

A further object is to produce a pallet-truck which shall be simple in construction, easy to manipulate, and effectual in the performance of its functions.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of a single-wheel truck, showing the upper deck closed and in position for the reception of a pallet of bricks. Fig. 2 is a view of a two-wheel truck, showing the upper deck raised to admit of loading or unloading the lower deck.

A represents a truck having a single wheel, as shown in Fig. 1, or two wheels, as shown in Fig. 2. At the forward end of the truck A and at the sides thereof springs B are secured and support the forward end of a deck C, the inner end of said deck being supported on the truck in proximity to the handles thereof. By thus mounting the deck C it will be supported in a horizontal position and one end made yielding.

Secured to the ends of the deck C and in proximity to the sides thereof are brackets or uprights *a*, provided in their upper ends with recesses *b* for the reception of pintles *c*

on the ends of an upper deck D. The brackets or uprights *a* are also provided on their inner edges in proximity to their upper ends with inwardly-projecting lugs *d*, upon which the upper deck D rests, and thus assisting in the support of the upper deck. When the upper deck D is raised, as shown in Fig. 2, the ends thereof below the pintles *c* bear against the lugs *d*, and said upper deck is thus held in an upright slightly-inclined position. From the construction and arrangement of parts above described it will be seen that the upper deck D may be raised from either side, and being supported in an upright slightly-inclined position is not liable to fall back to its normal position at an improper time. Should it be desired to use the lower deck alone, the upper deck may be readily removed.

When it is desired to load the truck, the upper deck is raised or thrown up, as shown in Fig. 2, and the pallets of bricks placed crosswise on the lower deck until it is full. The upper deck is then turned down to the position shown in Fig. 1, and the pallets of bricks are loaded thereon. In unloading the truck the pallets of bricks are first removed from the upper deck, after which said upper deck is turned up and the bricks then removed from the lower deck.

The device is very simple in construction, easy to operate, and effectual in the performance of its functions.

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

1. The combination, with a truck, of a deck yieldingly supported thereon and an upper deck removably supported on the main deck and capable of swinging from either side thereof and of being supported in a raised position at either side, substantially as set forth.

2. The combination, with a truck and a deck thereon, of brackets projecting upwardly from said deck and having recesses in their upper ends, an upper deck, and pintles carried by said upper deck, adapted to enter the recesses in the brackets, substantially as set forth.

3. The combination, with a truck and a deck thereof, of brackets carried by said deck

and having recesses in their upper ends, an upper deck, pintles carried by said upper deck and adapted to enter said recesses in the brackets, and lugs projecting from said brackets and adapted to receive the upper deck, substantially as set forth.

In testimony whereof I have signed this

specification in the presence of two subscribing witnesses.

CHARLES H. HORTON.

Witnesses:

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J. M. HOUGHTON.