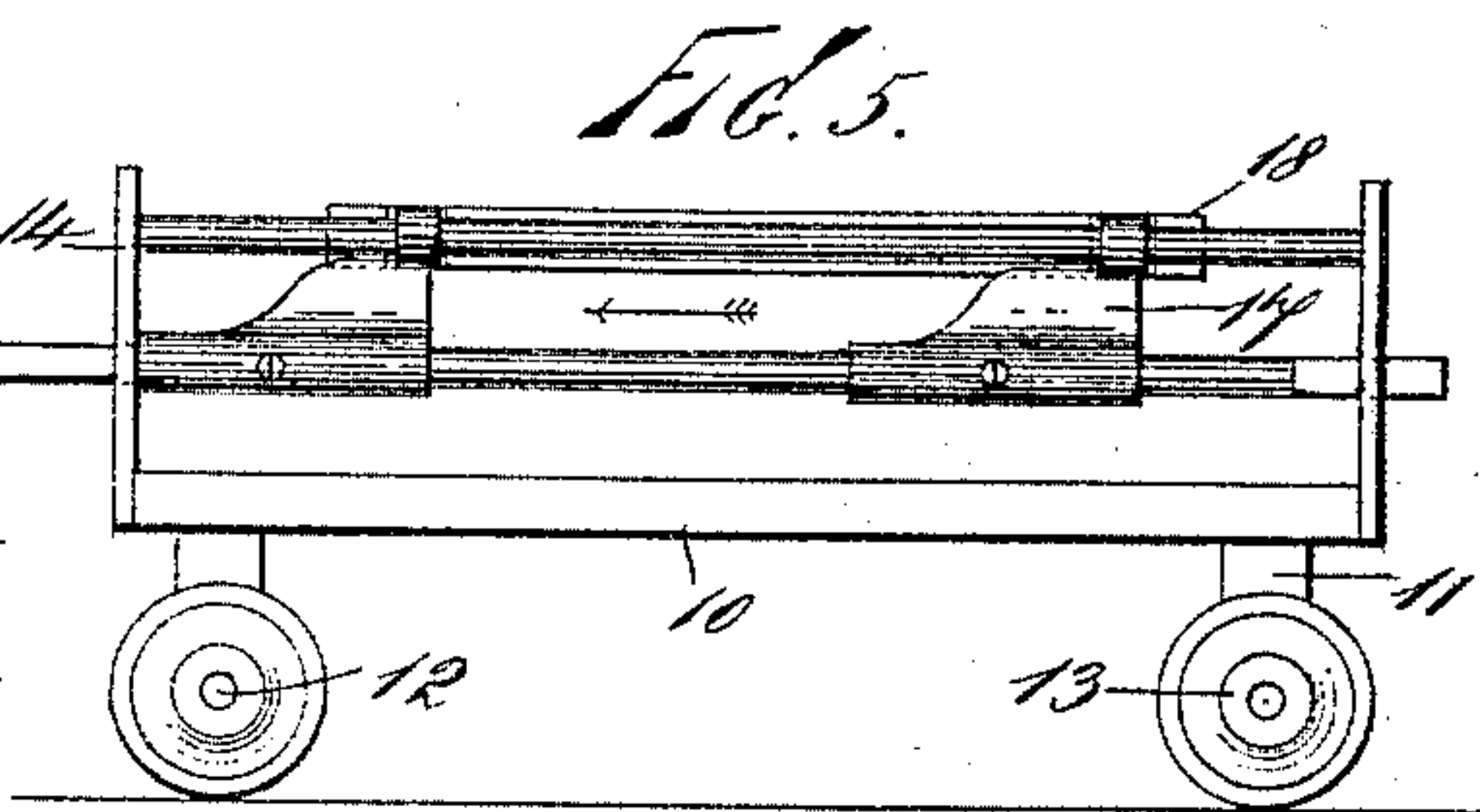
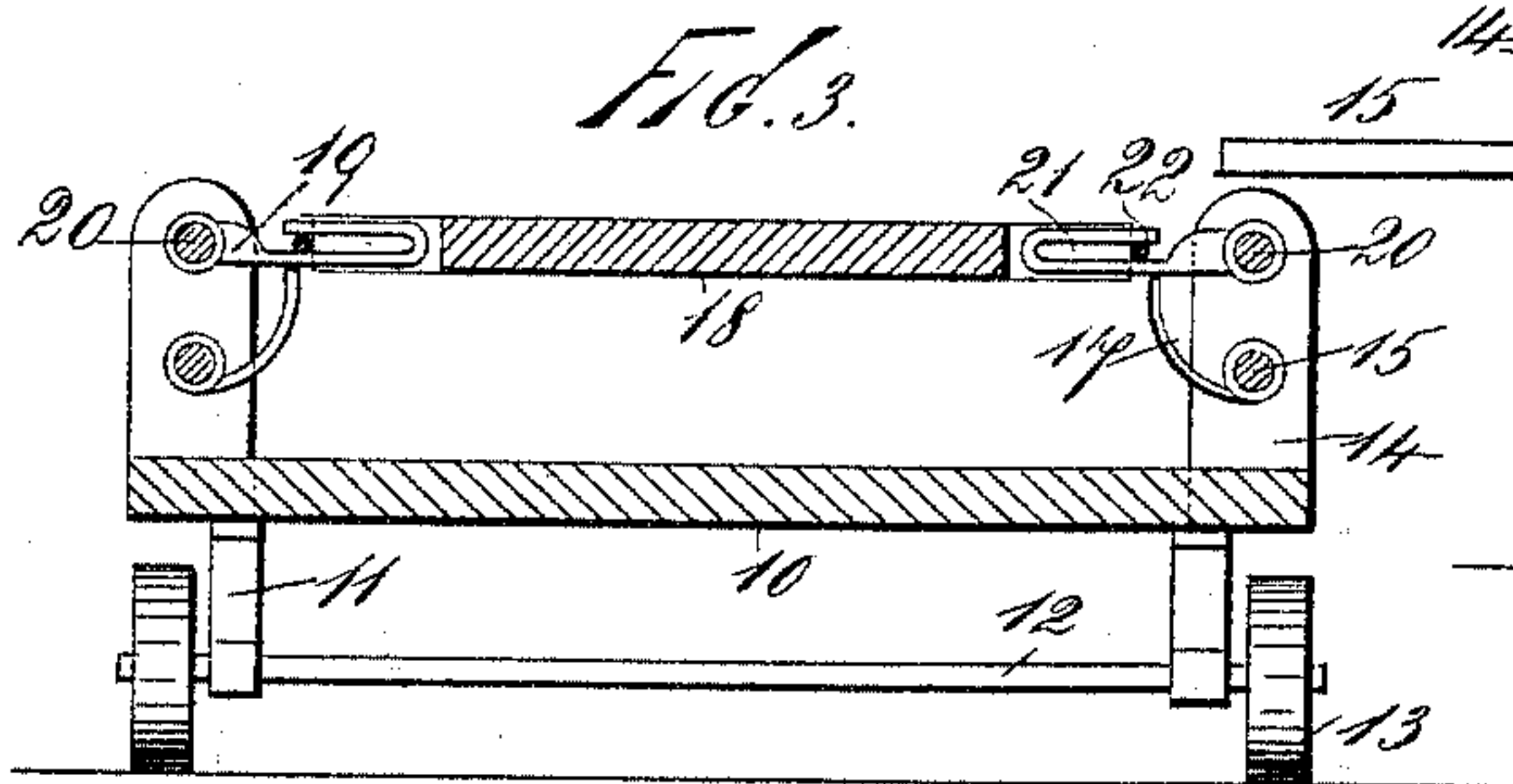
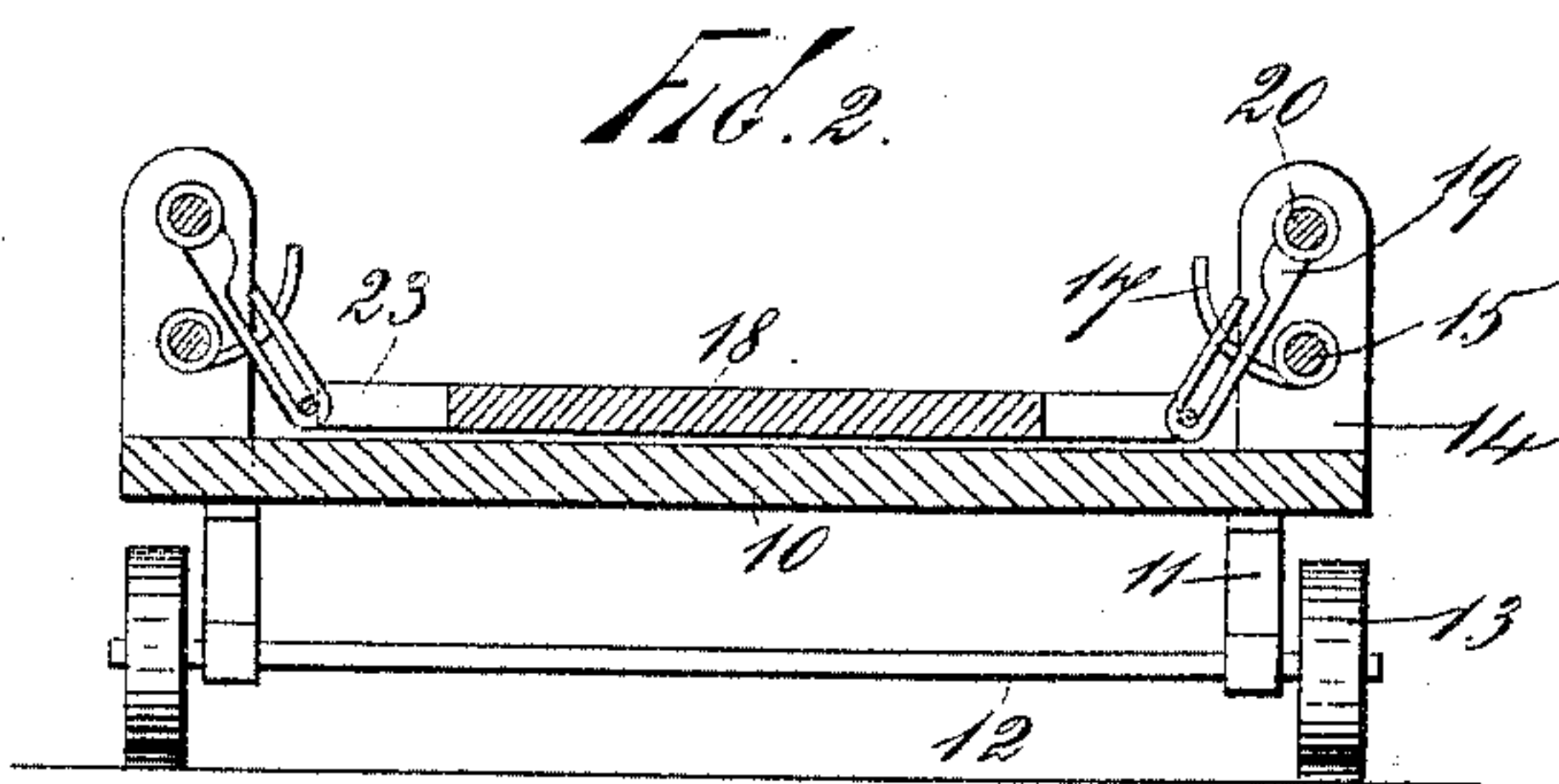
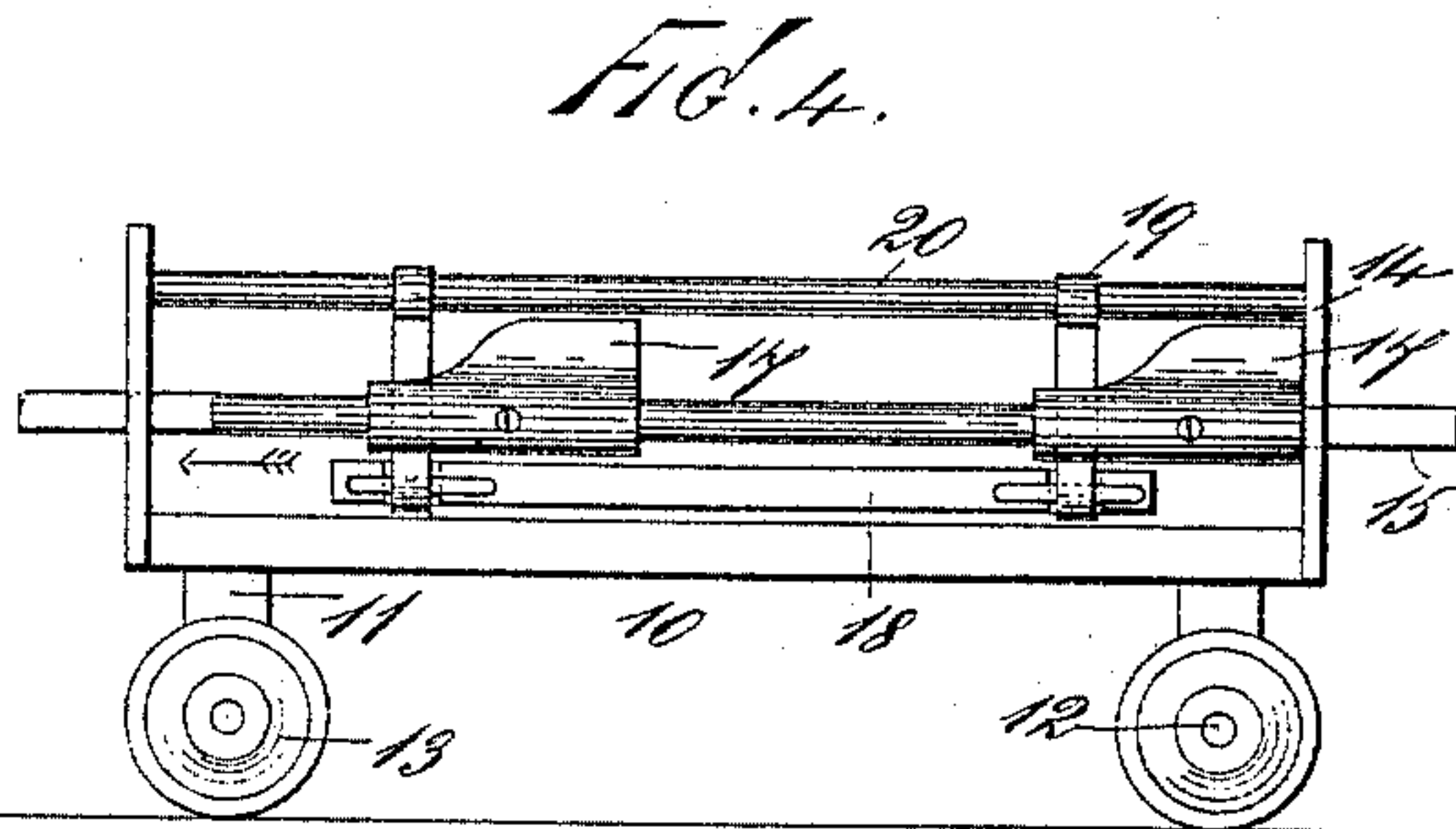
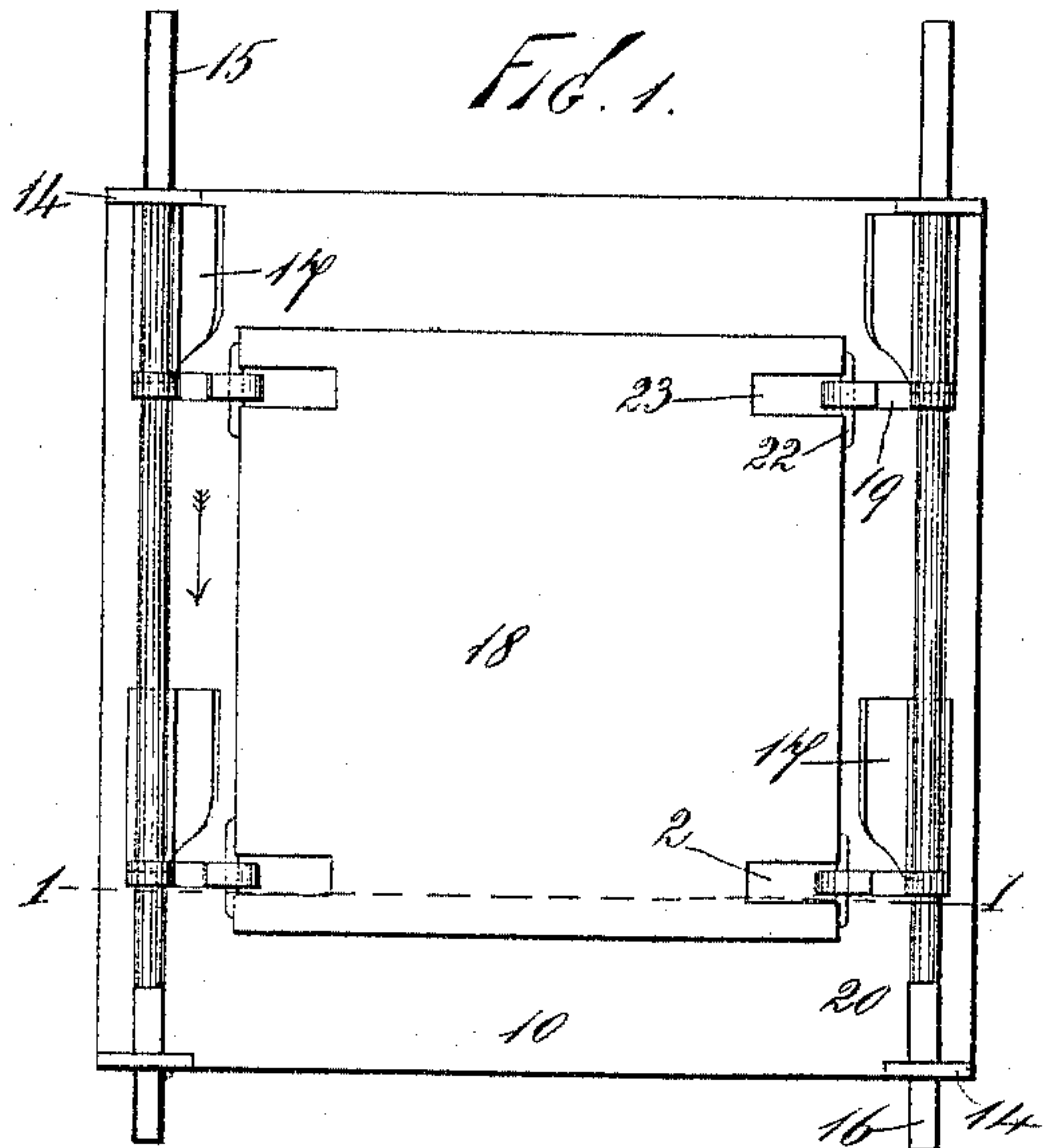


(No Model.)

B. BERNSTEIN.
TRUCK.

No. 497,943.

Patented May 23, 1893.



WITNESSES:

John Buckler,
Percy J. Griffith

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INVENTOR

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ATTORNEYS.

UNITED STATES PATENT OFFICE.

BENNY BERNSTEIN, OF NEW YORK, N. Y.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 497,943, dated May 23, 1893.

Application filed June 15, 1892. Serial No. 436,810. (No model.)

To all whom it may concern:

Be it known that I, BENNY BERNSTEIN, a citizen of the United States, and a resident of the city, county, and State of New York, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My invention relates to trucks for the transportation of bulky and weighty articles of merchandise, and its object is to provide a simple, durable and economic device of this character whereby trunks, merchandise cases, safes, metal piping, beams, girders, &c., may be conveniently transported and readily raised for transfer from the truck at their points of delivery.

The accompanying drawings forming a part of this specification, illustrate my invention, similar figures of reference designating corresponding parts in the several views.

Figure 1 is a plan view of a truck constructed in accordance with my invention. Fig. 2 is a transverse sectional view of the same on the line 1—1 in Fig. 1, showing the movable bed in lowered position. Fig. 3, is a similar view showing the movable bed in its uppermost position. Fig. 4, is a side elevation of the truck with the movable parts in the position shown in Fig. 2; and Fig. 5 is a similar view with the movable parts in the position shown in Fig. 3.

The main body 10 of the truck is constructed of wood or other suitable material and of any desired dimensions, and in hangers 11 depending from its under side are journaled axles 12 carrying at their outer ends supporting wheels 13.

At the corners of the body of the truck and on its upper side are mounted vertical standards 14, in which slide longitudinal parallel shafts 15, the ends of said shafts where they engage said supports, being squared as shown at 16, in Fig. 1 to prevent them from revolving.

Upon the shafts 15 near their extremities and inside the standards 14 are mounted the wings 17, two of such wings being located upon each shaft, said wings being capable of adjustment at desired distances apart and held adjusted by set screws as shown in Figs. 4 and 5. These wings are of peculiar construction, the main portion of the same being cylindrical to receive the shafts 15 while the

wing portion proper curves inwardly and upwardly from the shafts 15 over the body of the truck, and the forward end of such curved portion aligns with the cylindrical portion while the outer edge of said curved portion curves somewhat gradually to the rear and disappears in the cylindrical portion of the wing. The upper edges of the wings are flat or straight as shown in Figs. 1, and 5, all said edges aligning horizontally. The wings therefore are in the nature of cams, and have the action of a cam as well as a wedge, and I shall therefore refer to them as cams or cam-wings or arms.

Between the supports 14 and over the main body of the truck is held a supplementary movable bed 18, by means of links 19 attached to shafts 20 fixed in said supports above and parallel with the shafts 15, said links each having a longitudinal slot 21 therein open at its upper end near the connection of the links with their shafts. In the sides of the bed 18 near its corners are formed recesses 23 in which the lower ends of the links are adapted to play as hereinafter mentioned, the outward movement of said link being limited by stops 22 extending across the outer ends of the recesses 23 which stops are received in the slots 21 in the links as shown in Figs. 1, 2 and 3.

In operation, the parts being in the position shown in Figs. 1, 2 and 4, the article to be transported is loaded upon the movable bed 18 in the usual or any convenient manner, and the truck conveyed by any suitable means to the point at which the article is to be delivered. The shafts 15 are then slid in the standards 14 by any suitable means applied to them, causing the cam wings on said shafts to move with said shafts in the direction of the arrows in Figs. 1, 4 and 5, their rear curved edges bearing gradually upon the adjacent edges of the links 19, causing them to rise or swing upward on their shafts. Such combined movement of the cam-wings and links causes the links to slide inward in the side recesses in the movable bed being guided in their movement by the stops playing in the slots in the links, until the bed, links and cam wings assume the positions shown in Figs. 3 and 5, that is the bed is then in its uppermost position. That is to say the links then rest upon the upper flat edges of the cam wings.

The article on the bed may thereupon be removed to its place of deposit or use, and the bed may then be lowered to its normal position shown in Figs. 1, 2 and 4 by reversing the direction of longitudinal movement of the shafts 15.

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

10 1. A truck, comprising a stationary main body, vertical supports on the body, a vertically movable bed supported by links connected to shafts fixed in said supports, and a cam mechanism for raising and lowering said
15 bed, substantially as shown and described.

2. A truck comprising a main wheeled body vertical supports on said body parallel shafts fixed in said supports, slotted links connected to said shafts, a vertically movable bed connected to said links and a cam mechanism, for
20 raising and lowering said bed, substantially as shown and described.

3. A truck comprising a main, wheeled body, vertical supports on the upper face of said body, parallel shafts fixed in said supports, slotted links connected to said shafts, a vertically movable bed connected to said links, and parallel shafts movable longitudinally in the vertical supports below the fixed
25 shafts and provided with cam-wings adapted to engage and raise said links, substantially as shown and described.

4. A truck comprising a main, wheeled

body, vertical supports on the upper face of said body, parallel shafts fixed in said supports, a vertically movable bed recessed at its side edges, slotted links connected to said fixed shafts and connected to said bed at its recesses, stops spanning the mouth of said recesses and playing in the slots in the links, shafts movable longitudinally in the vertical supports below and parallel with the fixed shafts and cam wings on the longitudinally movable shafts adapted to raise the slotted links substantially as shown and described. 35 40 45

5. In a truck, the combination, with parallel shafts fixed in vertical supports on the truck body, slotted links connected to said shafts, a vertically movable table connected to said links and having side recesses receiving said links and stops limiting the outward movement of the links in said recesses, of shafts movable longitudinally in the vertical supports below the fixed shafts, and adjustable cam wings on said shafts adapted to raise or lower the links and bed as the shafts are moved longitudinally in the vertical supports, substantially as shown and described. 50 55

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 6th day of June, 1892. 60

BENNY BERNSTEIN.

Witnesses:

A. B. CHOBOT,

PERCY T. GRIFFITH.