

No. 639,338.

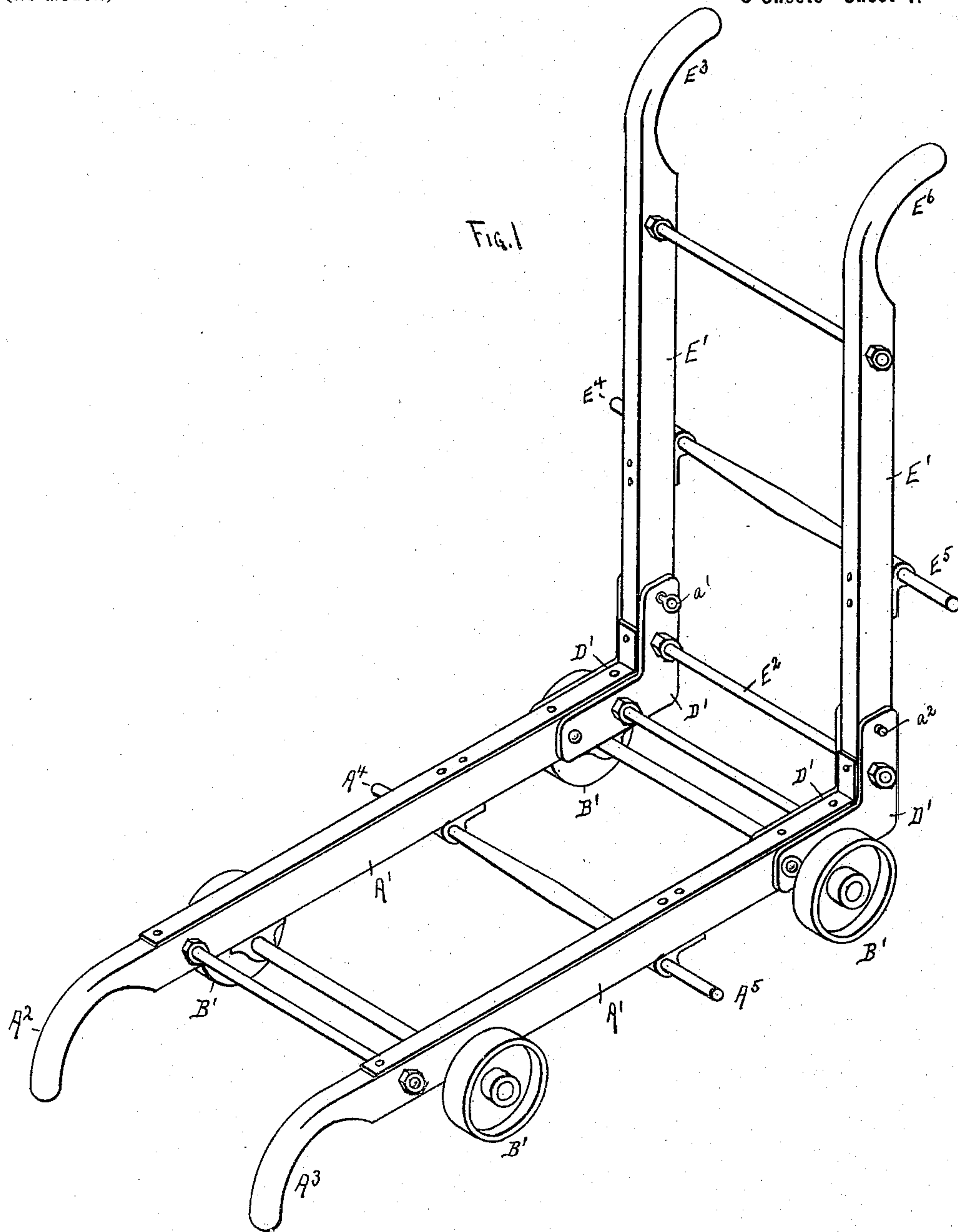
Patented Dec. 19, 1899.

E. A. BARNES.
COMBINED TRUCK AND CARRIER.

(Application filed Mar. 30, 1899.)

(No Model.)

3 Sheets—Sheet 1.



WITNESSES.
Frank W. Woodward

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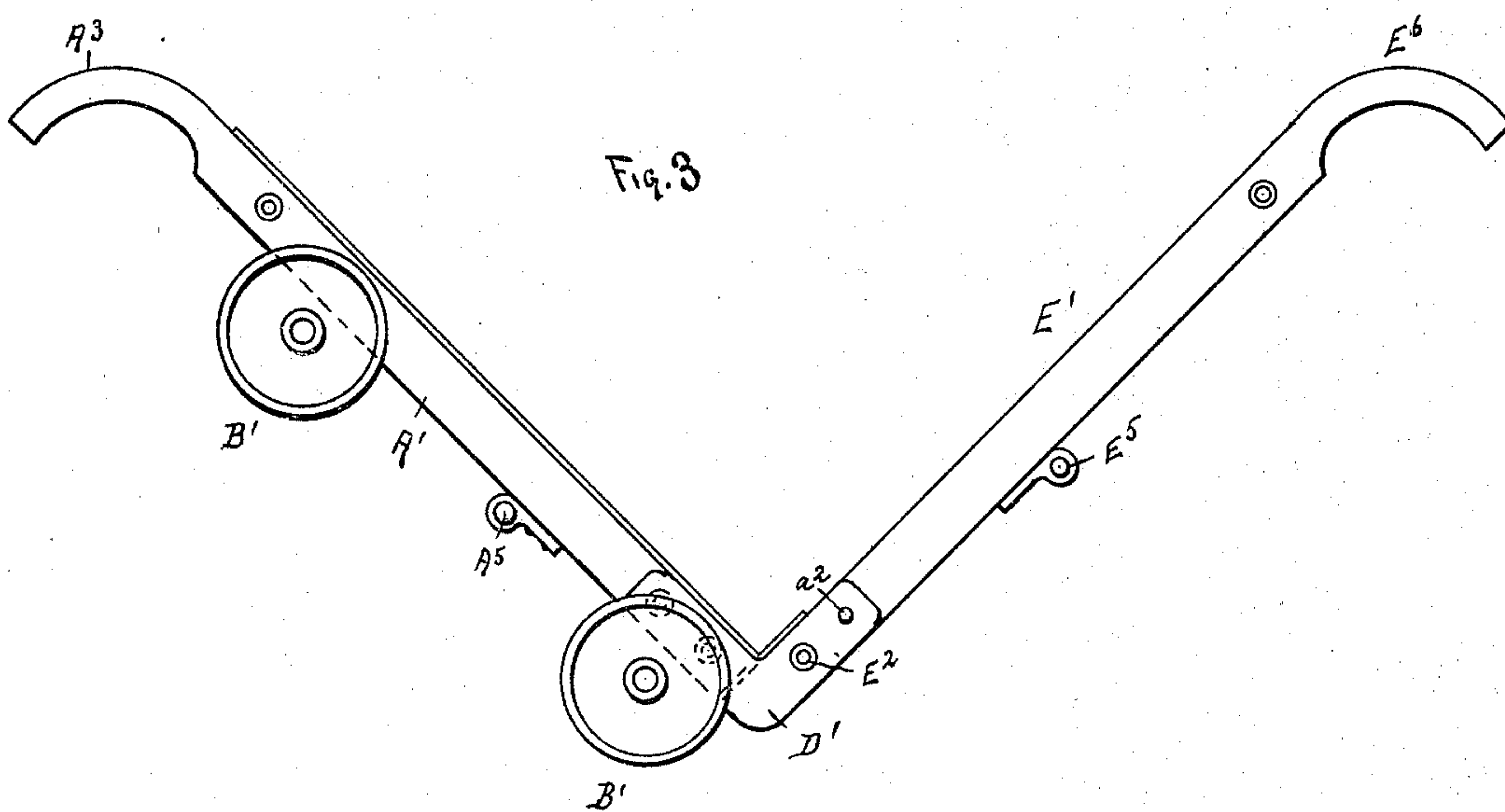
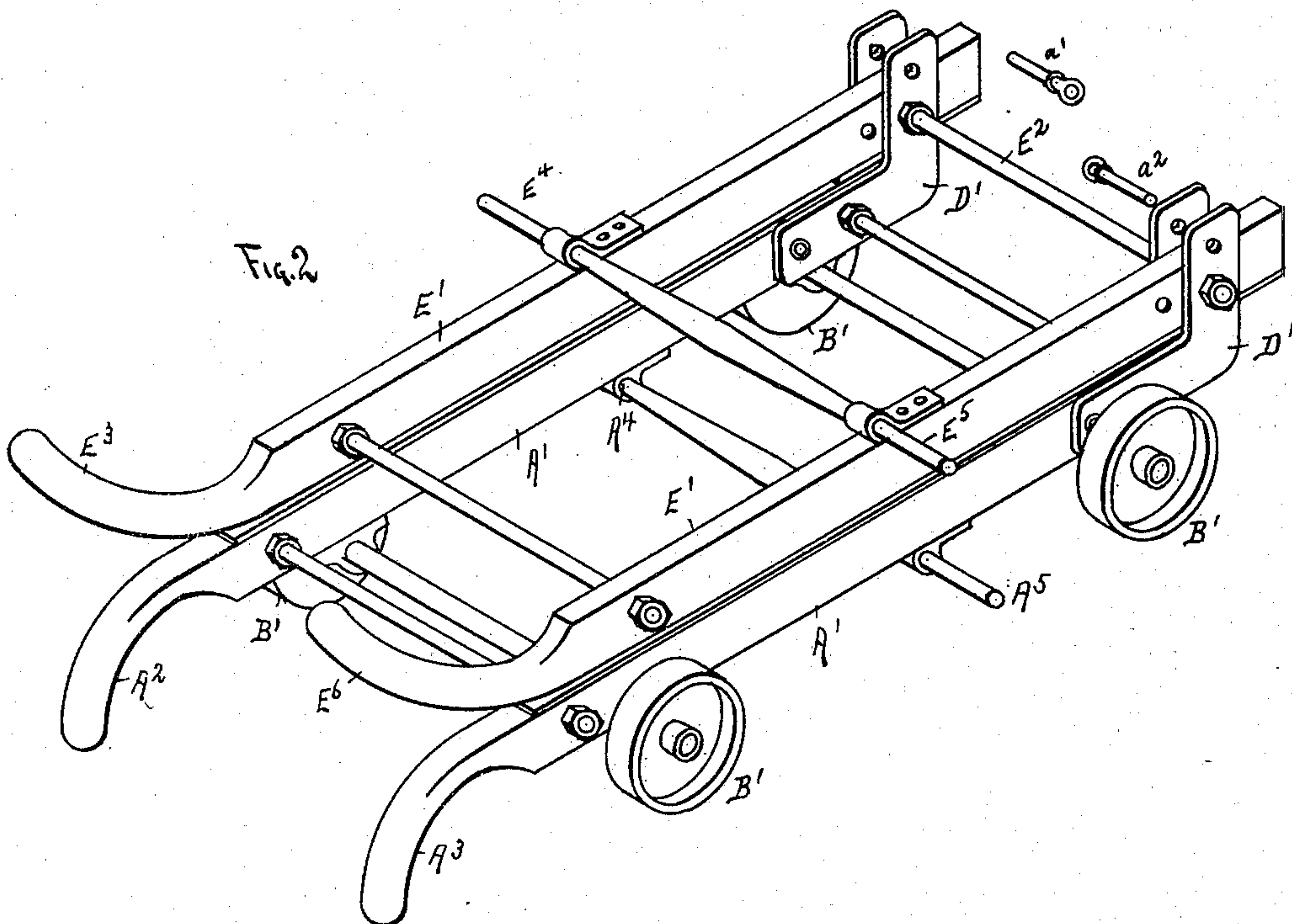
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3 Sheets—Sheet 2.



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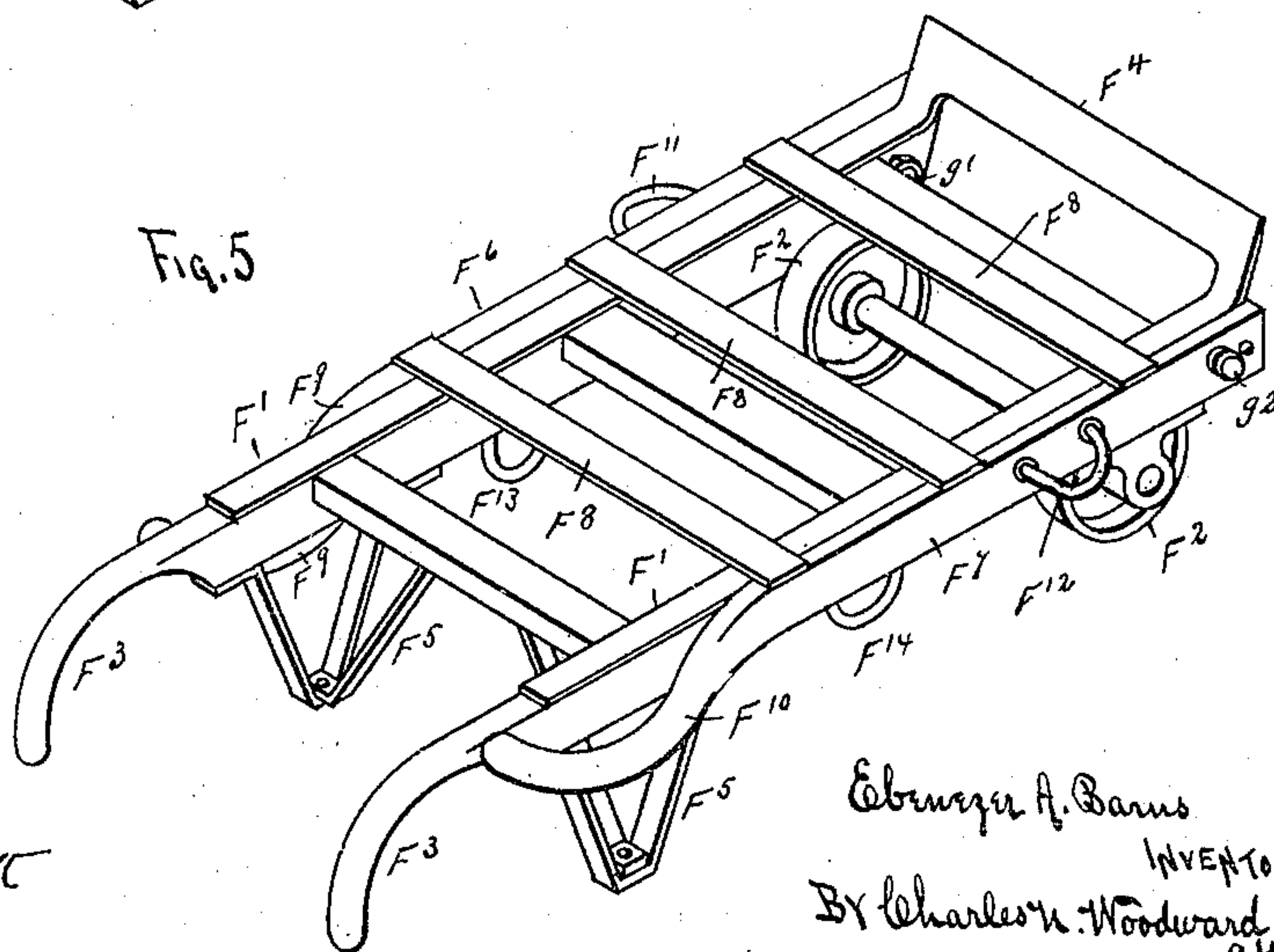
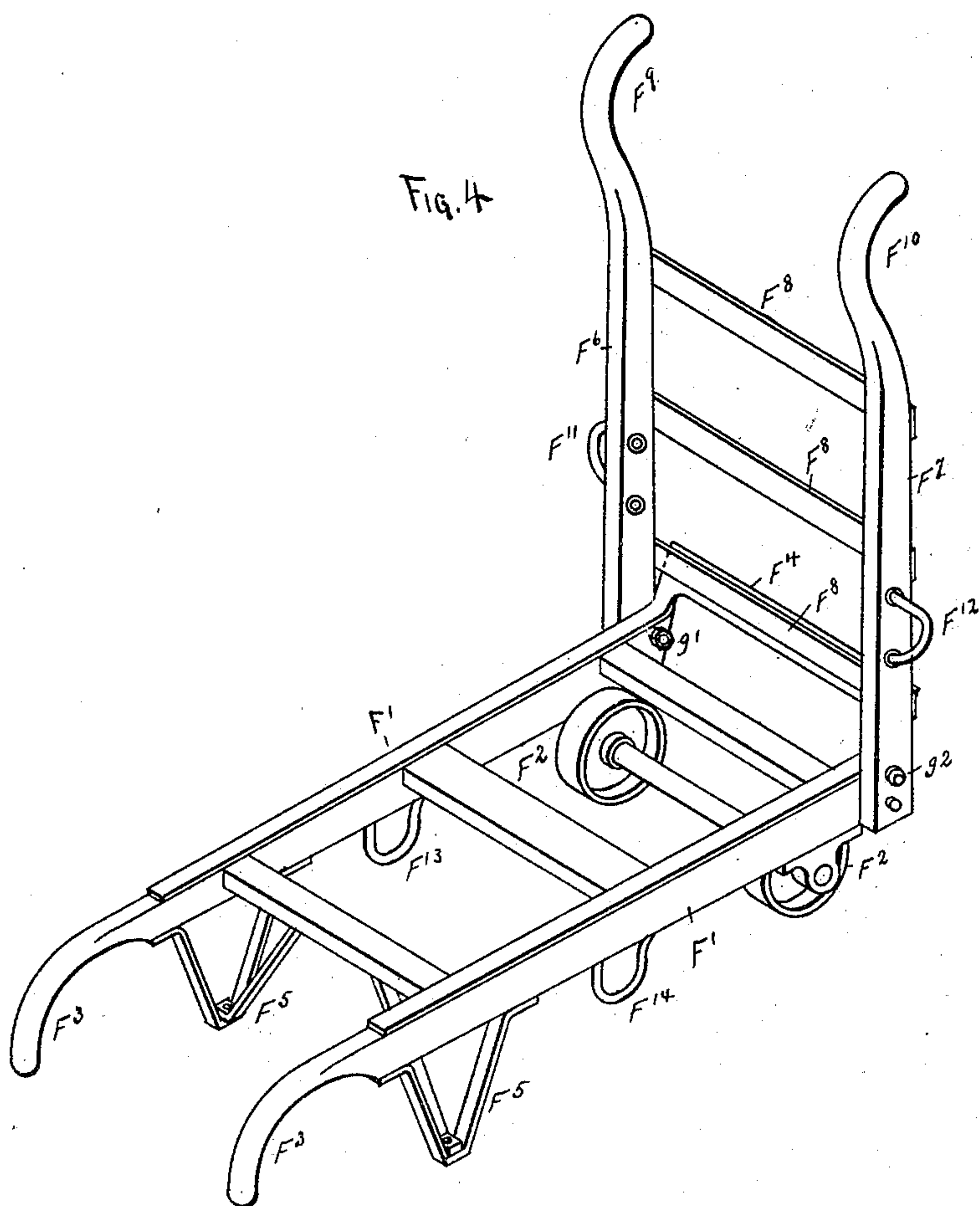
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3 Sheets—Sheet 3.



WITNESSES.

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UNITED STATES PATENT OFFICE.

EBENEZER A. BARNES, OF ST. PAUL, MINNESOTA, ASSIGNOR TO EMMA B. DRAKE, OF SAME PLACE.

COMBINED TRUCK AND CARRIER.

SPECIFICATION forming part of Letters Patent No. 639,338, dated December 19, 1899.

Application filed March 30, 1899. Serial No. 711,062. (No model.)

To all whom it may concern:

Be it known that I, EBENEZER A. BARNES, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in a Combined Truck and Carrier, of which the following is a specification.

This invention relates to apparatus or devices employed for the purpose of transporting loads; and it consists in the construction, combination, and arrangement of parts, as hereinafter shown and described, and specifically pointed out in the claims.

In the drawings, Figure 1 is a perspective view of one of my improved combined trucks and carriers opened out as in use as a truck. Fig. 2 is a perspective view of the same closed or folded together as when not in use. Fig. 3 is a side elevation of the device in position for use as a load-carrier. Figs. 4 and 5 are perspective views similar to Figs. 1 and 2, illustrating some modifications in the construction.

The invention consists in a base-frame A' , mounted upon carrying-wheels B' and with end handles $A^2 A^3$ and side handles $A^4 A^5$, as shown. Attached to the end of the base-frame farthest from the handles $A^2 A^3$ are socket-plates D' , in which a frame E' is connected by a hinge-joint, so that it can be folded down as in Fig. 2. The socket-plates D' support the lower end of the frame E' by a cross-rod E^2 , and this frame is held from movement preferably by pins $a' a^2$ passing through the plates D' and also through the side members of the frame E' . The sides of this frame E' end in handles $E^6 E^3$, similar to the handles $A^2 A^3$ on the base-frame, and the frame E' is likewise provided with side handles $E^4 E^5$, similar to the side handles $A^2 A^3$ on the base-frame.

When thus constructed and set up as shown in Fig. 1, the device is in the form of a four-wheeled truck or movable platform, by which articles of merchandise or other goods may be transported, or the truck may be tilted up by the handles $A^2 A^3$ to transform the device into an ordinary two-wheeled truck. Then if it is required that the load shall be transported to a locality where it is not possible to use

the carrier-wheels B' , such as up or down stairways, the frame E' will come into play, as the side handles $A^4 A^5$ and $E^4 E^5$ provide for the lifting of the truck, with its load, by two persons, the truck being then in the position shown by Fig. 3. When thus employed, the end handles $A^2 A^3$ and $E^6 E^3$ perform an important function, as the handles lie over the shoulders of the operators and enable them thus to greatly assist in carrying the load. By this simple arrangement a load too heavy for two persons to carry up or down stairways can be readily and easily carried with the assistance of my device, while at the same time all loads, whether light or heavy, can be much more easily borne with the help of my device than without it. It is especially valuable for the use of teamsters and furniture-movers to assist them in moving heavy furniture, such as stoves, especially up and down stairways.

The folding feature is also an important advantage in my invention, as it enables me to reduce the size of the device when not in use and store it within a small space.

In Figs. 4 and 5 I have shown the device applied to an ordinary hand-truck, F' representing the truck-frame, having the usual carrying-wheels F^2 , handles F^3 , "nose" F^4 , and supports F^5 . The attachment which comprises my invention is shown as composed of bars $F^6 F^7$, pivotally united at their lower ends at $g' g^2$ to the sides of the frame F' and adapted to fold down alongside the sides of the frame F' , as shown in Fig. 5. The bars F^6 and F^7 are connected and supported by cross-bars F^8 across their outer surfaces, so that when folded down upon the frame F' the attachment will not offer any obstruction to the ordinary use of the device as a truck. The bars $F^6 F^7$ will be provided with bent handles $F^9 F^{10}$ and grip-handles F^{11} and F^{12} similar to the grip and handles in the modification shown in Figs. 1, 2, and 3 and for the same purpose. The frame F' is also provided with grip-handles $F^{13} F^{14}$ to serve the same purpose as the grip-handles in the modification shown in Figs. 1, 2, and 3.

Having thus described my invention, what I claim as new is—

1. In a combined truck and carrier, a base-frame having lifting-handles at one end,

socket-plates embracing the sides of said base-frame and projecting beyond its ends, an extension-frame pivoted by its ends between said socket-plates and with lifting-handles at
5 the other end, a tie-rod passing through all of said socket-plates and also through said extension-frame between said socket-plates, whereby a combined tie-rod and hinge-rod is provided for supporting the frame and forming a hinge-joint between the frames, substantially as and for the purpose set forth.
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2. In a combined truck and carrier, a base-frame, having downwardly-curved lifting-handles at one end and with side handles midway of its length, an extension-frame pivot-

ally connected to the end of said base-frame opposite to its lifting-handles, said extension-frame having side handles midway of its length, and means whereby said extension-frame may be locked in substantial right-angled relations to said base-frame, substantially as set forth.
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In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

EBENEZER A. BARNS.

In presence of—

C. N. WOODWARD,

H. T. DRAKE.