No. 671.452. Patented Apr. 9, 1901.

A. A. SCOTT.

ELEVATING TRUCK.

(Application filed Jan. 3, 1901.)

(No Model.) 2 Sheets—Sheet 1.

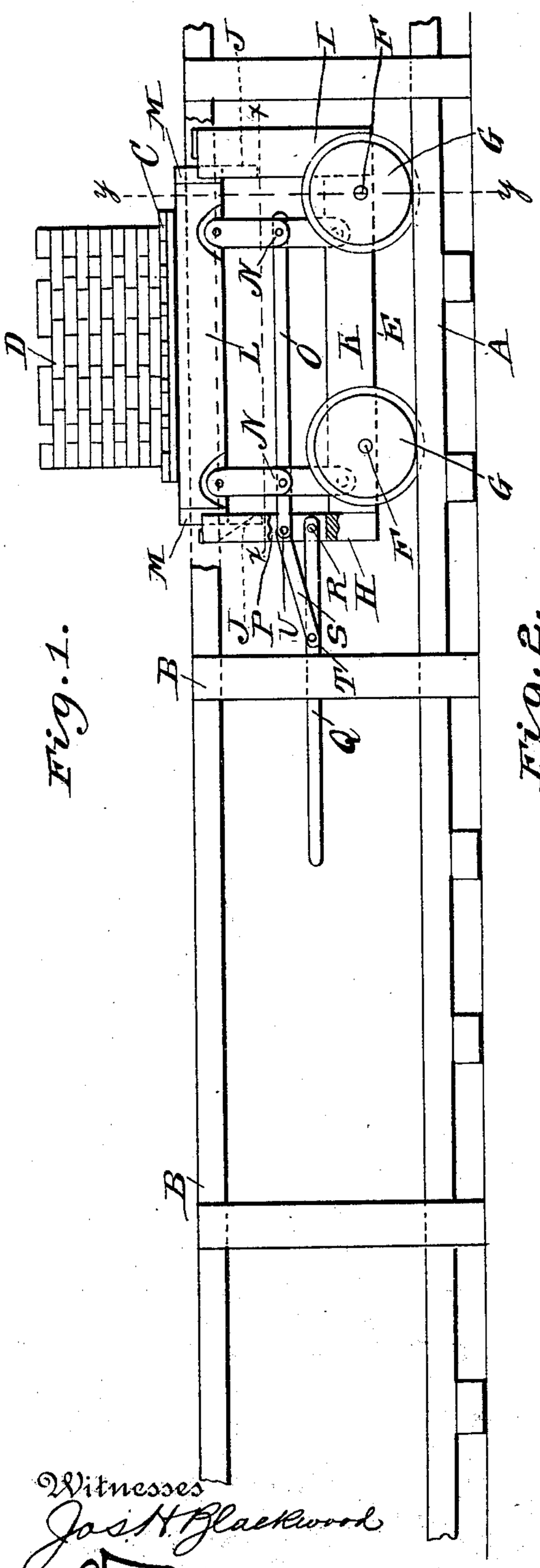

Fig. 1.

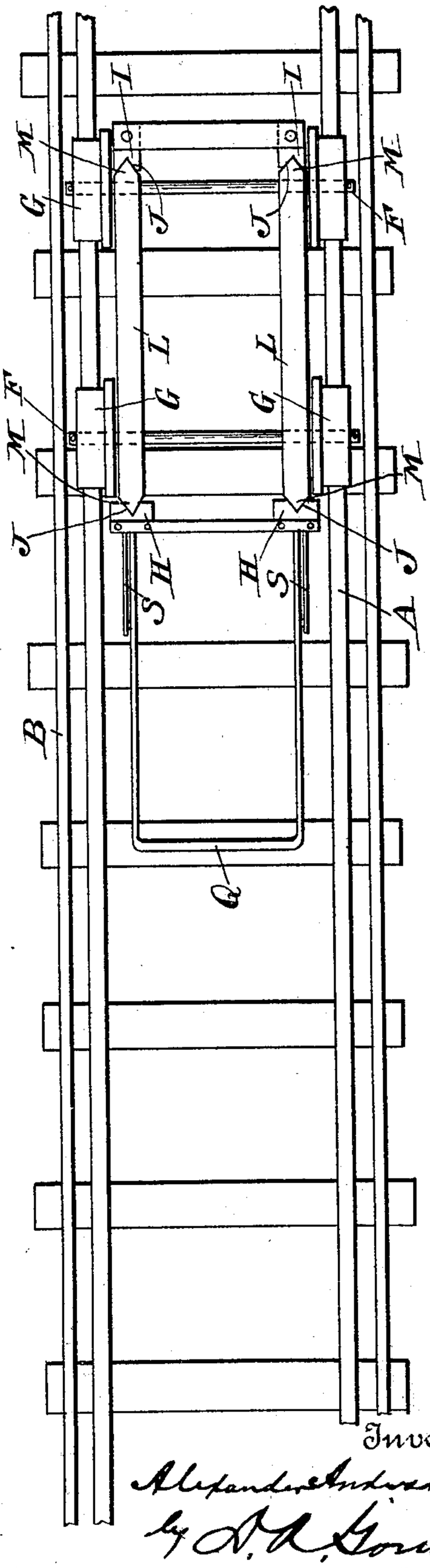

Fig. 2.

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Fig. 3.

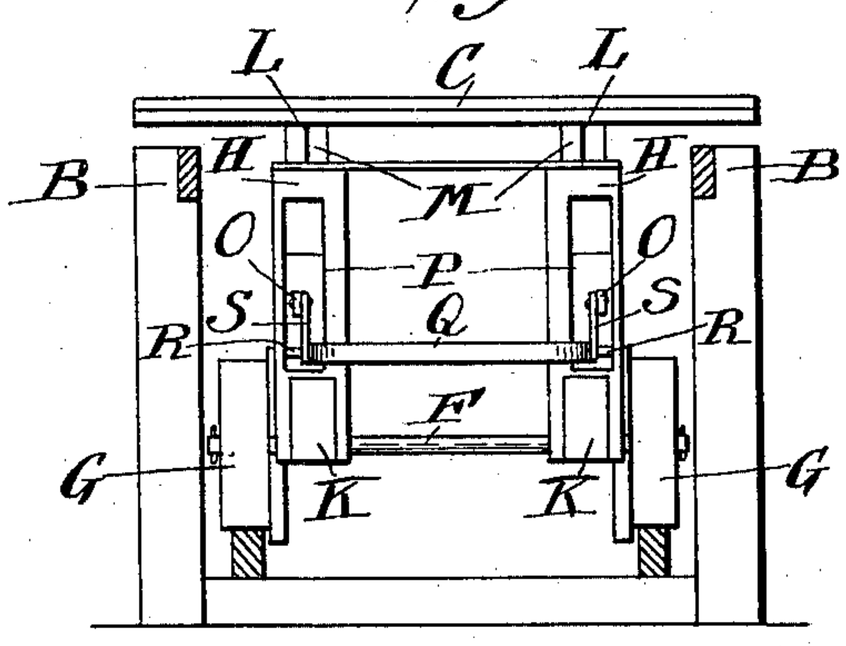


Fig. 5.

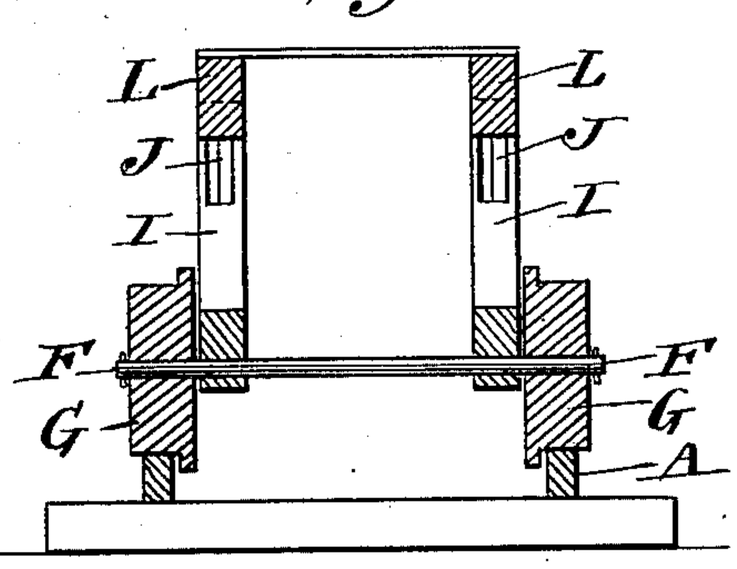


Fig. 4.

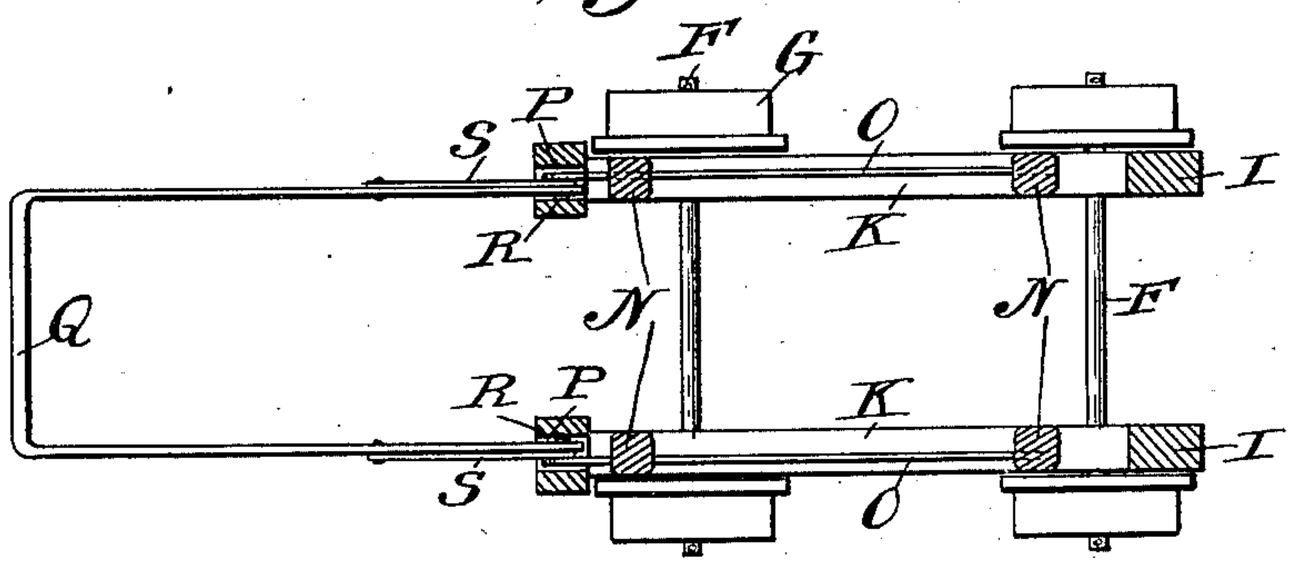
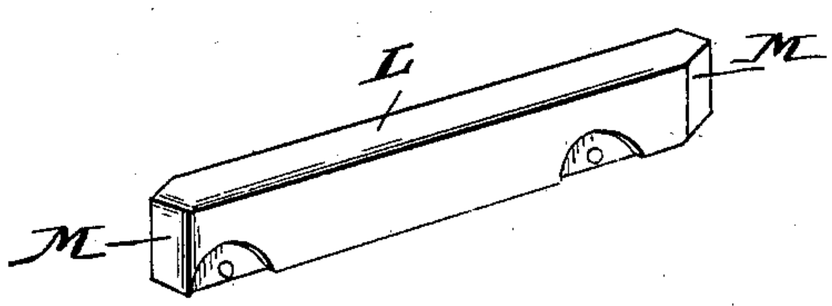


Fig. 6.



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UNITED STATES PATENT OFFICE.

ALEXANDER ANDERSON SCOTT, OF KNOXVILLE, TENNESSEE.

ELEVATING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 671,452, dated April 9, 1901.

Application filed January 3, 1901. Serial No. 42,011. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER ANDERSON SCOTT, a citizen of the United States, residing at Knoxville, in the county of Knox and State of Tennessee, have invented certain new and useful Improvements in Elevating-Trucks, of which the following is a specification.

My invention relates to improvements in elevating-trucks more especially for use in loading and unloading and transporting bricks from one place to another.

The object of my invention is to provide a device which is simple and inexpensive in construction, easy to operate, and which will save the expense of providing a multiplicity of trucks for supporting bricks while being dried or to obviate the necessity of employing more than one man to remove a pallet of bricks from the truck to a suitable rest and also obviate the necessity of handling brick individually when it is desired to transport them from one place to another.

Referring to the drawings, Figure 1 is a side view in elevation of my improved elevating-truck, shown in connection with a suitable track, and a frame, with a pallet or platform having bricks piled thereon; Fig. 2, a top plan view with the pallet or platform removed; Fig. 3, a front elevation of the elevating-truck; Fig. 4, a horizontal section on the line $x\,x$ of Fig. 1; Fig. 5, a vertical section on line $y\,y$ of Fig. 1; Fig. 6, a detail view.

In the drawings, in which like letters of reference denote like parts throughout the several views, A represents a track, and B a frame, both of which may be of any desired length. C is a pallet or platform adapted to rest on the top of said frame, made preferably slatted, and D is a pile of bricks thereon.

E is the elevating-truck, which is provided with suitable axles F, having wheels G, posts H and I, with vertical V-shaped grooves J, stationary side bars K, and vertically-movable side bars L, having pointed ends M, which engage and slide in the grooves J of the posts H and I.

N represents two sets or pairs of toggle-joints—one set on each side of the truck—the upper and lower ends of which are pivoted to the vertically-movable and stationary side bars, respectively. Rods O connect each set of toggle-joints.

Each of the posts H is provided with vertical slots P, and Q is a hand-lever, the ends of which are pivoted at R in the slots P. The hand-lever and bars O are connected by links S, one end of each of said links being pivoted to the hand-lever at T and the opposite end to one of the bars O at U. A cross-bar is connected to the top of the posts H and serves to brace the same. The posts I may be braced in a similar manner.

The frame B may be continuous, or it may consist of two or more frames—say, for instance, one frame may be situated at the place where the truck receives the load and another at the place it is desired to unload the same to receive the load from the truck.

Although I have described my invention as particularly applicable to loading, unloading, and transporting bricks from one point to another on a suitable frame, or from one frame to another where more than one frame is used, it may be used equally as well to load and unload other articles—such, for instance, as trunks, boxes, barrels, blocks of marble, &c.—and lighten the labor of those engaged in such work, or it may be used, by means of its leverage, to elevate a load to the height of a dray-bed or a car-door or any such elevation where it may be found desirable to unload from the truck.

The operation is as follows: The pallet or platform is first placed on the top of the frame, the bricks to be transported piled upon the same. The truck is moved along the track until it is immediately under the pallet. Then by lowering the hand-lever the rods O will operate the toggle-joints, and they in turn will raise the movable side bars upward until they contact with the bottom of the pallet and elevate the same above the frame B. The truck is then moved along the track until the point is reached where it is desired to unload the bricks. Then the handle is raised, thereby operating the rods O and toggle-joints and lowering the movable side bars until the pallet with the bricks again rests on the top of the frame B.

Having thus described my invention, what I claim is—

1. A transporting device comprising a truck having a frame provided with slots, movable side bars, a lever pivoted in said slots adapted to operate the side bars, and means for connecting the side bars to the lever, substantially as shown and described.

2. A transporting device comprising a truck having stationary and movable side bars, toggle-joints connecting the same, posts having slots, a lever pivoted in said slots, and means for connecting the lever with the toggle-joints, substantially as shown and described.

3. A transporting device comprising a truck provided with posts having slots and grooves, movable side bars adapted to slide in said grooves, stationary side bars, toggle-joints connecting said movable and stationary side bars, rods connecting said toggle-joints, a lever, pivoted in the slots of the posts, and links passing through said slots, one end of each connected to the lever and the opposite end to the rods.

In testimony whereof I hereto affix my signature in the presence of two witnesses.

ALEXANDER ANDERSON SCOTT.

Witnesses:

D. H. SMITH,

ADOLPH SCHMID.