

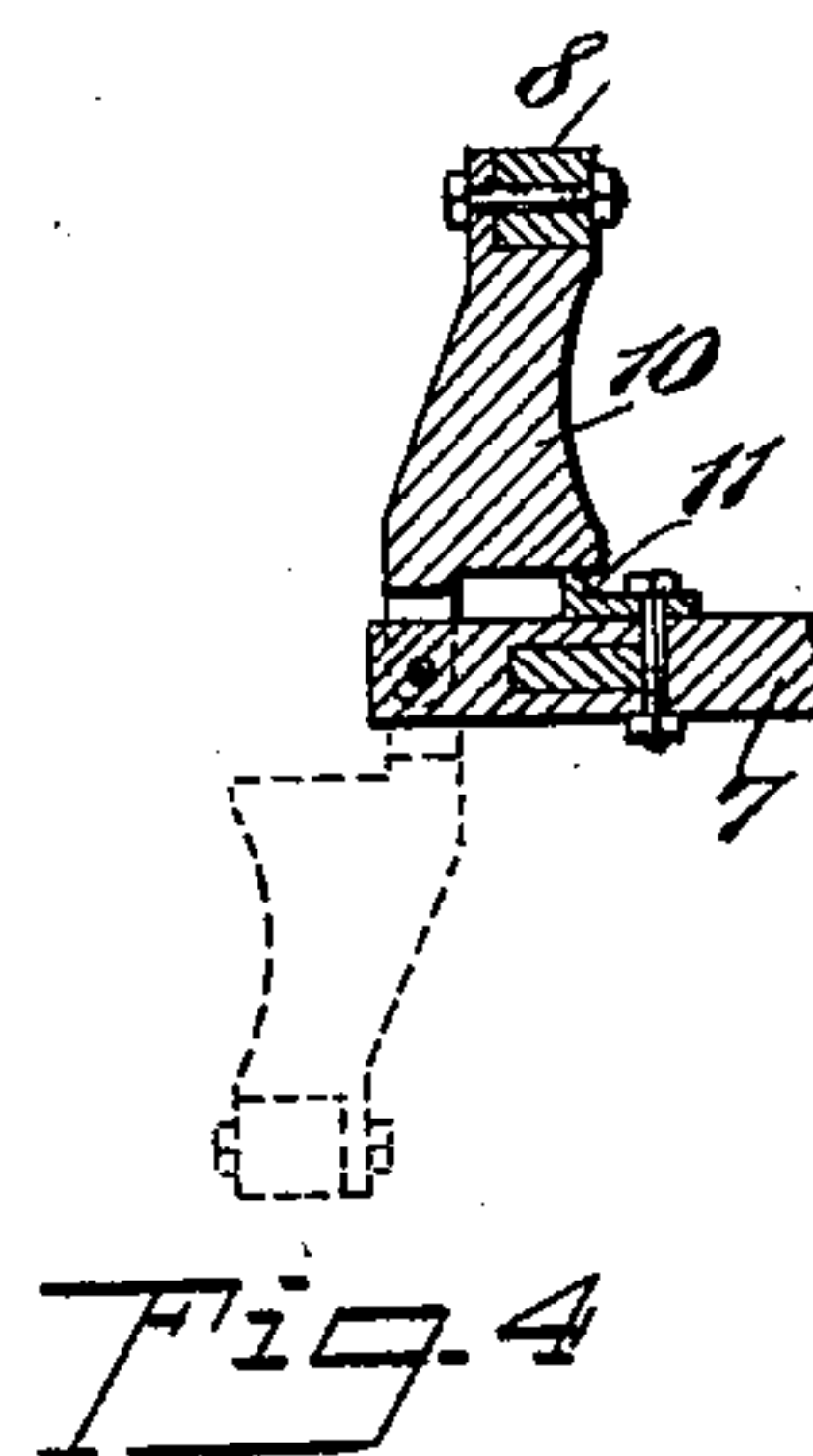
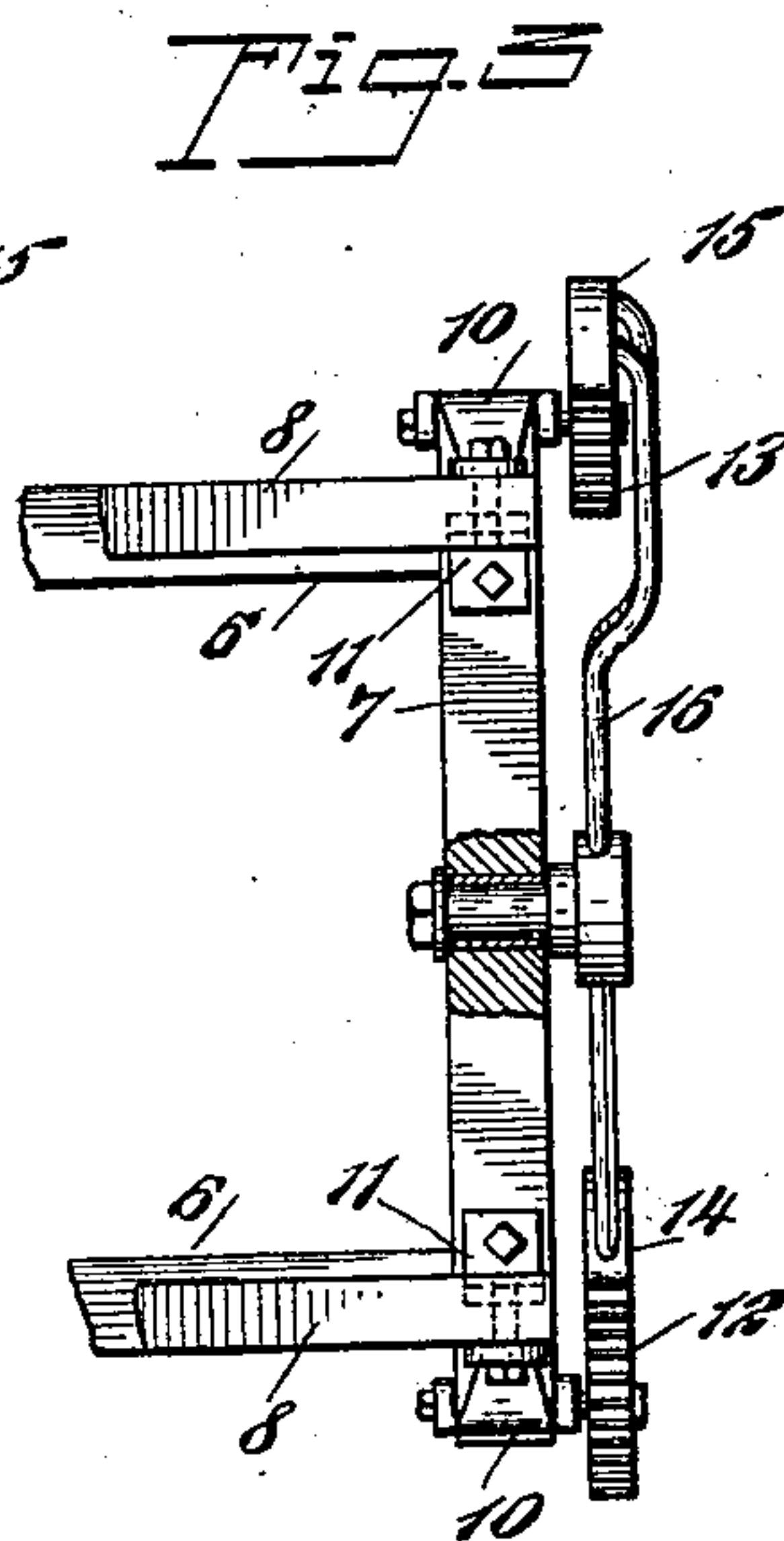
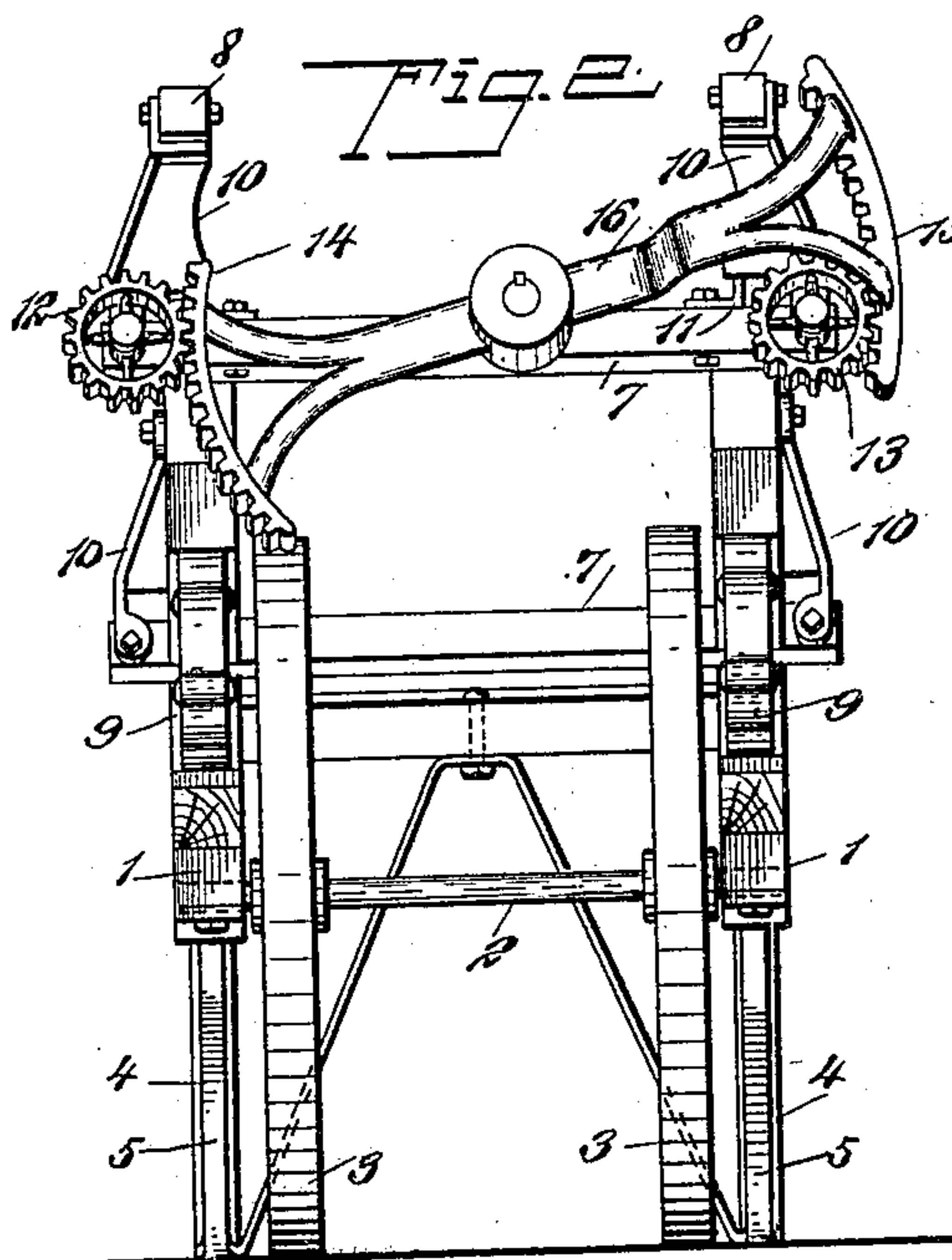
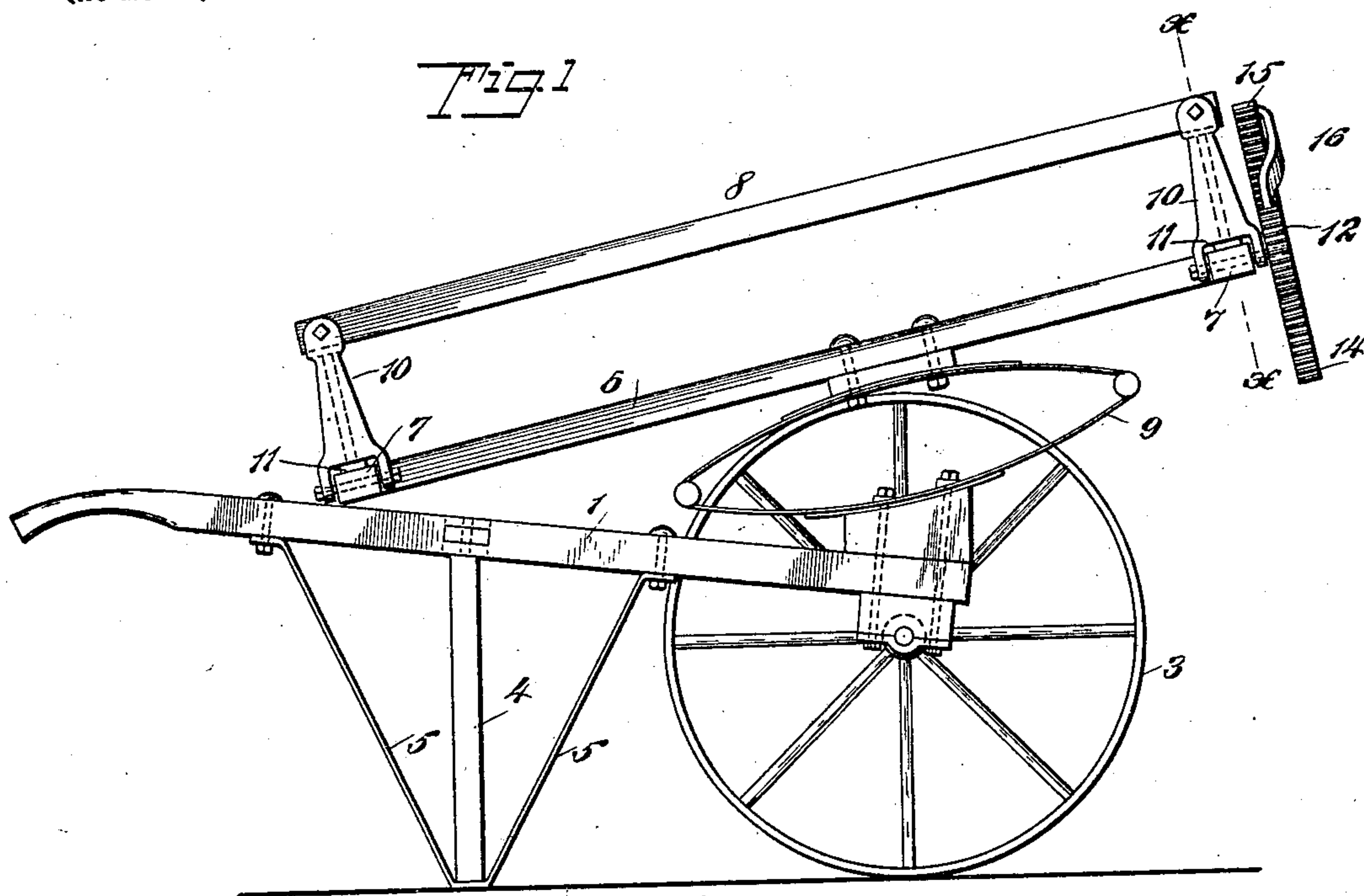
No. 680,561.

Patented Aug. 13, 1901.

J. L. BARRICK.
TRUCK.

(Application filed Jan. 5, 1901.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

JACOB L. BARRICK, OF WELLINGTON, OHIO.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 680,561, dated August 13, 1901.

Application filed January 5, 1901. Serial No. 42,192. (No model.)

To all whom it may concern:

Be it known that I, JACOB L. BARRICK, a citizen of the United States, and a resident of Wellington, in the county of Lorain and State of Ohio, have invented a new and Improved Truck, of which the following is a full, clear, and exact description.

This invention relates to improvements in trucks of the class particularly adapted for the carrying of pallets of brick; and the object is to provide a truck of this character with a simple means by which the side rails of the body portion or upper deck may be simultaneously raised or lowered.

I will describe a truck embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of a truck embodying my invention. Fig. 2 is a rear end view thereof. Fig. 3 is a plan view of the mechanism for operating the side rails, and Fig. 4 is a section on the line *xx* of Fig. 1.

Referring to the drawings, 1 designates the side rails of the truck-frame, these side rails being provided at one end with handles, while the other ends are attached to the axle 2 for the wheels 3. Between the handle and the axle are supporting-legs 4, which are braced by the brace-bars 5, connecting with the lower ends of said legs and with the rails of the truck. The upper deck consists of lower side rails 6, connected at the ends by cross-bars 7, and upper side rails 8 have swinging connection with the bottom side rails 6. This upper deck is arranged at an incline relatively to the truck-frame and is mounted on springs 9. The ends of the upper side rails 8 are connected to posts 10, which are pivotally connected to the projected ends of the end cross-bars 7, so that said upper side rails may swing downwardly and upwardly relatively to the bottom side rails. When in their upper positions, the posts 10 will engage against metal striking-blocks 11, which will prevent their marring or defacing the wood-

work of the frame. The pintles of the upper end post 10 are extended rearward and have connected to them pinions 12 and 13. The pinion 12 is engaged at its inner side by a curved rack 14, while the pinion 13 is engaged at its outer side by a curved rack 15, these two racks being connected by a bar 16, pivoted to the rear or upper cross-bar 7.

In operation, assuming the parts to be in the position shown in Fig. 2, it is only necessary when it is desired to swing them to a horizontal position to take hold of either one of the upper side bars 8 and draw it outward, and motion will be imparted to the two pinions in opposite directions, and obviously when it is desired to return the said upper bars of the upper deck to their vertical position the movement of one manually will cause the movement of the other.

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

1. In a truck, a wheel-supported deck, the said deck having upper side bars mounted to swing relatively to the lower side bars of said deck, and means for simultaneously swinging both of said upper side bars, substantially as specified.

2. A truck, comprising a truck-frame, wheels on which said frame is mounted, an upper deck consisting of lower side bars connected at their ends by cross-bars, upper side bars, corner-posts to which the ends of the upper side bars are connected, the lower ends of said posts having pivotal connection with the lower frame of the upper deck, pinions on the upper ones of said connections, and connected and swinging racks engaging with said pinions, one rack engaging at the inner side of its pinion while the other rack engages at the outer side of its pinion, substantially as specified.

3. A truck, comprising a wheel-supported lower frame, an upper deck arranged at an incline relatively to the lower frame, the said upper deck consisting of lower side rails connected at the ends, posts having pivotal connection to swing relatively to the said lower side rails, upper side rails connecting with

the posts of a side, pinions on the pintles of the upper posts, segment-racks engaging one with the inner side of its pinion and the other with the outer side of its pinion, a bar connecting said racks, and a pivotal connection
5 between said bar and an upper cross-bar of the upper deck, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JACOB L. BARRICK.

Witnesses:

ALBERT H. PEIRCE,

HUGH C. HARRIS.