

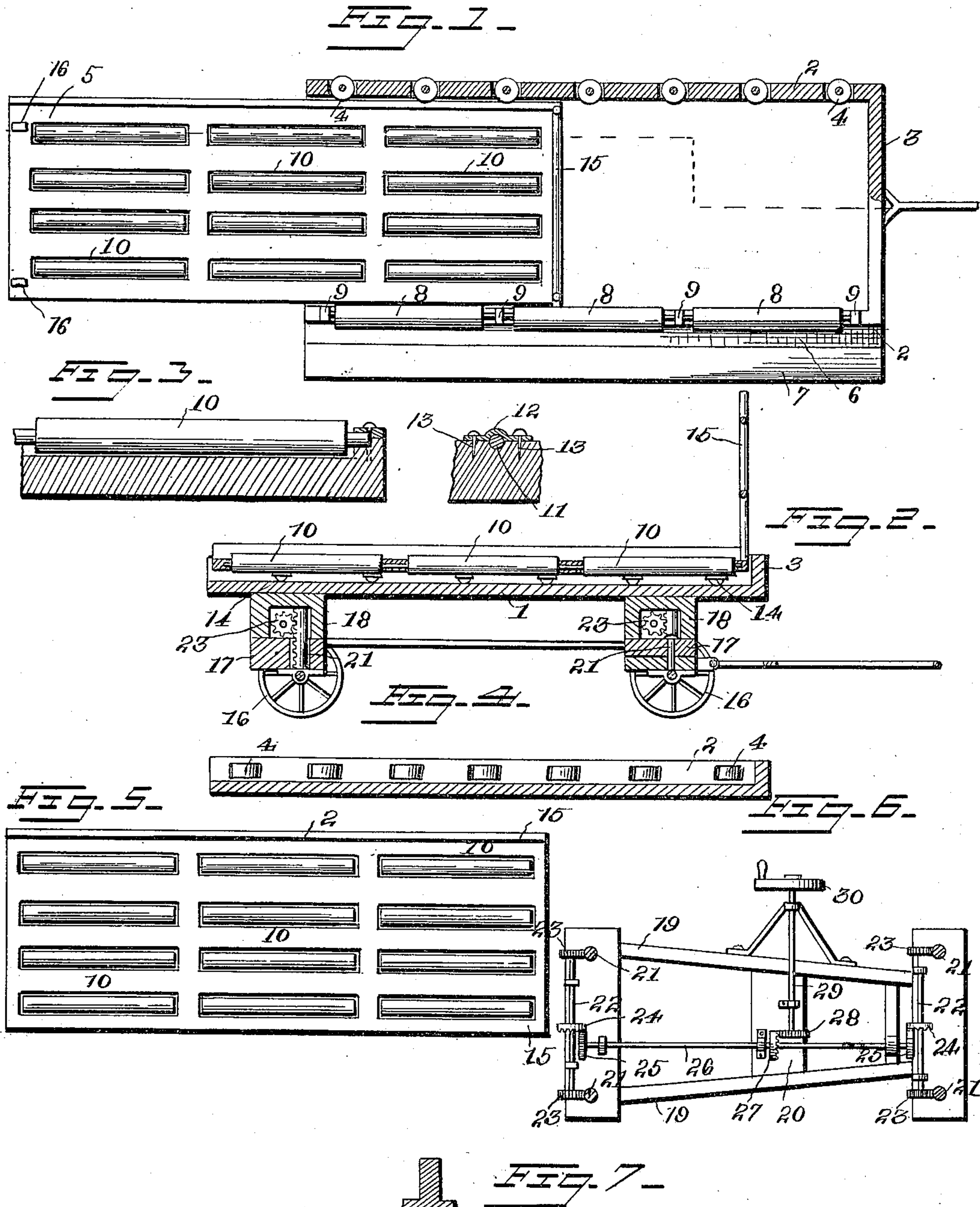
No. 703,990.

Patented July 8, 1902.

G. W. BURTON.
BAGGAGE TRUCK.

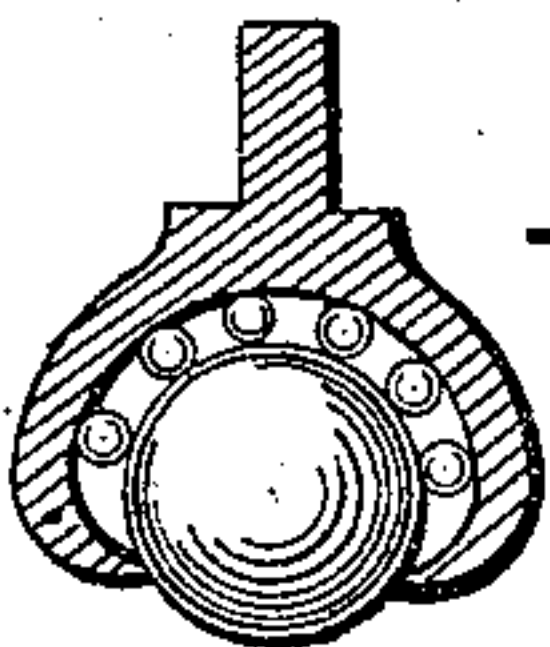
(Application filed Nov. 13, 1901.)

(No Model.)



Witnesses

R. W. Boswell.
W. W. Ware



By

Inventor
Gale W. Burton
Alex. J. Wedderburn, Jr.
Attorney

UNITED STATES PATENT OFFICE.

GALE WILSON BURTON, OF MUNCIE, INDIANA.

BAGGAGE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 703,990, dated July 8, 1902.

Application filed November 13, 1901. Serial No. 82,110. (No model.)

To all whom it may concern:

Be it known that I, GALE WILSON BURTON, a citizen of the United States, residing at Muncie, in the county of Delaware and State of Indiana, have invented certain new and useful Improvements in Baggage-Trucks; 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 is an adjustable baggage-truck for loading and unloading baggage on railway-trains and other freight-carrying vehicles.

The truck is arranged with elevating mechanism and a rolling table, which when loaded may be pushed into the car with its load. The bed is provided with side rollers to insure the easy operation of the rolling table and with a side roller, leaf, and shelf to assist the operator in loading and unloading the truck. Another similar table may be in the car, previously loaded, and immediately pushed out on the truck with its load. This arrangement will save a great deal of time and labor.

In the accompanying drawings, Figure 1 is a top plan view of my invention, showing the leaf and step on one side. Fig. 2 is a longitudinal sectional view of my invention. Fig. 3 is a detail view of the rollers in the table, showing the manner in which they are journaled therein. Fig. 4 is a view of the inside face of one of the walls of the body of the truck, showing the rollers therein. Fig. 5 is a top plan view of the table with the end frame 15 removed. Fig. 6 is a top plan view of the running-works of the truck with the axle and wheels removed. Fig. 7 is a view, partly in section, of one of the casters on which the table moves.

My invention is described as follows:

1 represents the bed of the truck. 2 represents the side walls. 3 represents the end wall thereof.

The side walls are provided their entire length with a series of vertical rollers 4, the peripheries of which extend inwardly beyond the inner faces of the side walls, so that the table 5 can be easily run backward and forward without friction.

Extending downwardly from one side of the

body is a leaf 6, and extending at right angles from said leaf 6 is a shelf 7, by means of which the operator can more easily load and unload heavy baggage or freight. Usually I use but one leaf and one shelf on one side of the bed; but if necessary or deemed advisable the same may be duplicated and used on the other side of the bed.

On the upper edge of the side wall of the bed are journaled rollers 8. These rollers are journaled in eyes 9, sunk in the upper edges of the wall of the body. As in the case of the leaf and the shelf, I at present only use rollers on one side of the bed; but the same may be duplicated and placed on the other side wall of the body, if deemed necessary. These rollers are placed in this position, so that the baggage or freight may be easily pushed from the shelf over the rollers and onto the table and easily pulled from the table to the shelf and thence to the ground.

The table 5 is provided with rollers 10, set longitudinally therein. These rollers are journaled in the face of the table and borne in suitable bearings. The bearings may consist of lined depressions 11 in the face of the table covered by a loop 12, held in place by screws 13. I do not confine myself to this particular means of journaling said rollers. They may be journaled in any mechanical way.

The table 5 is mounted on casters 14, preferably balls borne in hawk-claws, and are ball-bearing, as shown in Fig. 7.

Rising from the front of the table 5 is a head-frame 15 to keep the baggage from tumbling off the front end of the frame, and on the rear end of the table are two or more rollers 16, mounted crosswise, so that the baggage or freight can be easily discharged at the rear end of the table.

The running-gear of this baggage-truck is shown in Figs. 2 and 6. 16 represents the wheels; 17, the lower bolsters; 18, the upper bolsters, to the upper faces of which is secured the truck-bed 1. Running from the rear to the lower bolsters are two coupling-poles 19, having secured in their middle a board 20. The upper bolsters are recessed on their under sides to receive the rear and front shafts, their cogged wheels, and the upper ends of the hoisting-beams, and secured in the said re-

cesses of each of the said upper bolsters are hoisting-beams 21, provided on one edge with cogs. These hoisting-beams run down into recesses made for that purpose into the lower
 5 bolsters. Journaled in the recesses of the lower bolsters are shafts 22, and rigidly secured to the ends of these shafts are cog-wheels 23, which mesh with the cogs on the hoisting-beams 21. On the center of each
 10 one of these shafts 22 are secured beveled cog-wheels 24, which mesh with beveled cog-wheels 25, rigidly secured on the ends of a shaft 26, which runs longitudinally with the trucks, and rigidly secured in the center of
 15 said shaft 26 is a beveled cog-wheel 27, which meshes with the beveled cog-wheel 28, rigidly secured on the inner end of the shaft 29. The outer end of the shaft 29 extends beyond the running-gear and has on its end a crank-wheel
 20 30. I do not, however, confine myself to this particular method of raising and lowering the truck-bed. The same may be raised and lowered by levers or other suitable mechanism.

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

An adjustable baggage-truck, consisting of a running-gear; lower recessed bolsters mounted on the running-gear; upper recessed
 30 bolsters mounted above said lower bolsters; coupling-tongues uniting said lower bolsters; clogged hoisting-beams secured in the recesses

of the upper bolsters, and passing down into depressions in the lower bolsters; a system
 35 of shafts and cog-wheels secured to the lower bolsters, and coupling-tongues, adapted to raise and lower the upper bolsters; a bed, having end and side walls, secured to the upper faces of the upper bolsters; rollers vertically journaled in the side walls of said bed
 40 with their peripheries extending slightly inwardly and beyond the inner faces of said side walls; rollers journaled longitudinally on the upper edge of one of the walls of said bed; a leaf extending downwardly from said
 45 wall; a shelf extending outwardly at right angles to said leaf; a table mounted on casters and adapted to run forwardly and rearwardly in said bed; rollers journaled longitudinally in the upper face of said table, their periph-
 50 eries extending slightly above the upper face of said table; rollers journaled crosswise said table, their peripheries extending slightly above the upper face thereof; a frame secured vertically to the forward end of said table,
 55 substantially as shown and described and for the purposes set forth.

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

GALE WILSON BURTON.

Witnesses:

THOMAS W. MONG,
 J. MONROE FITCH.