

No. 708,346.

Patented Sept. 2, 1902.

G. H. GRONDIN, S. BRILLARD & J. L. LABRANCHE.

TRUCK.

(Application filed May 14, 1902.)

(No Model.)

Fig. 1.

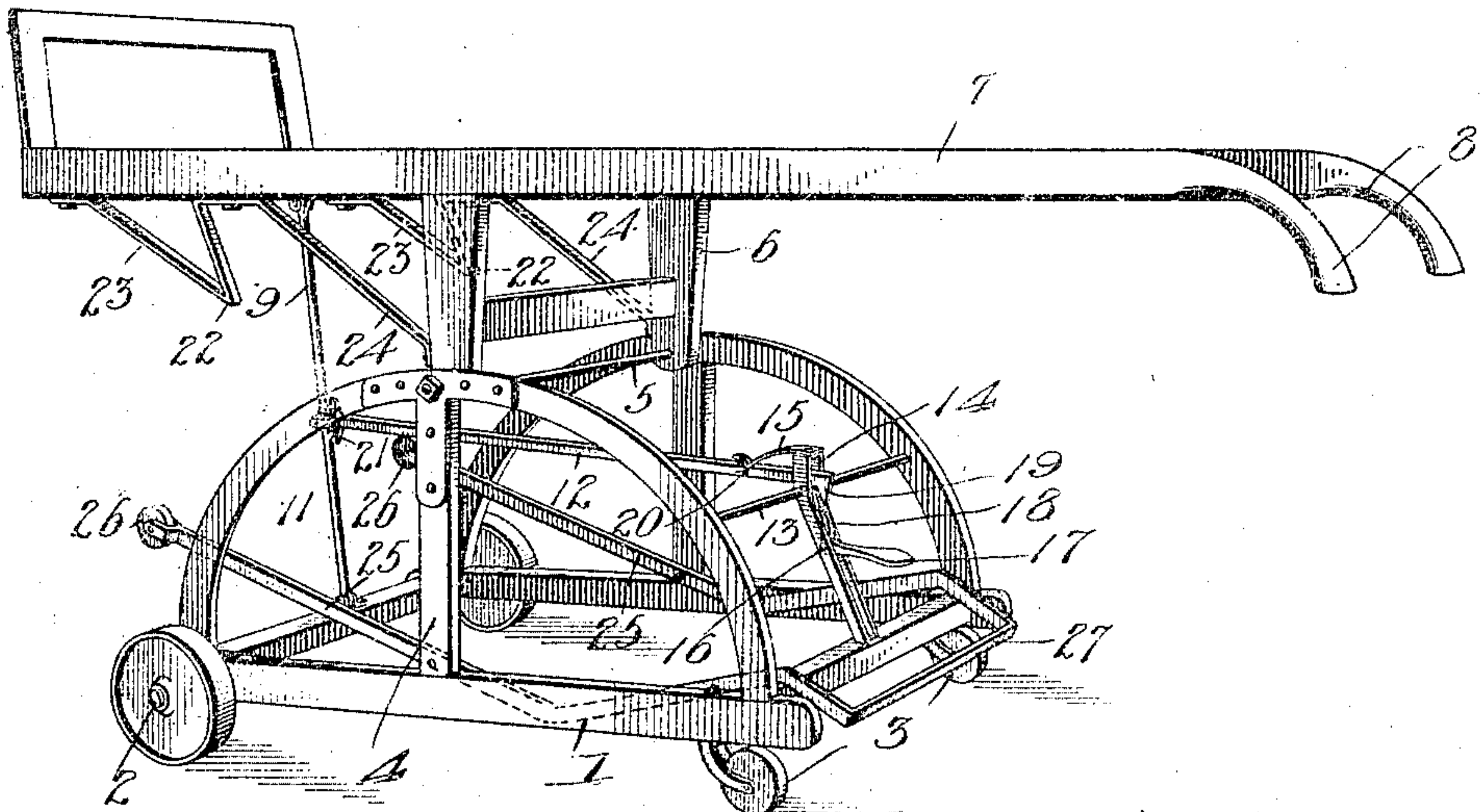
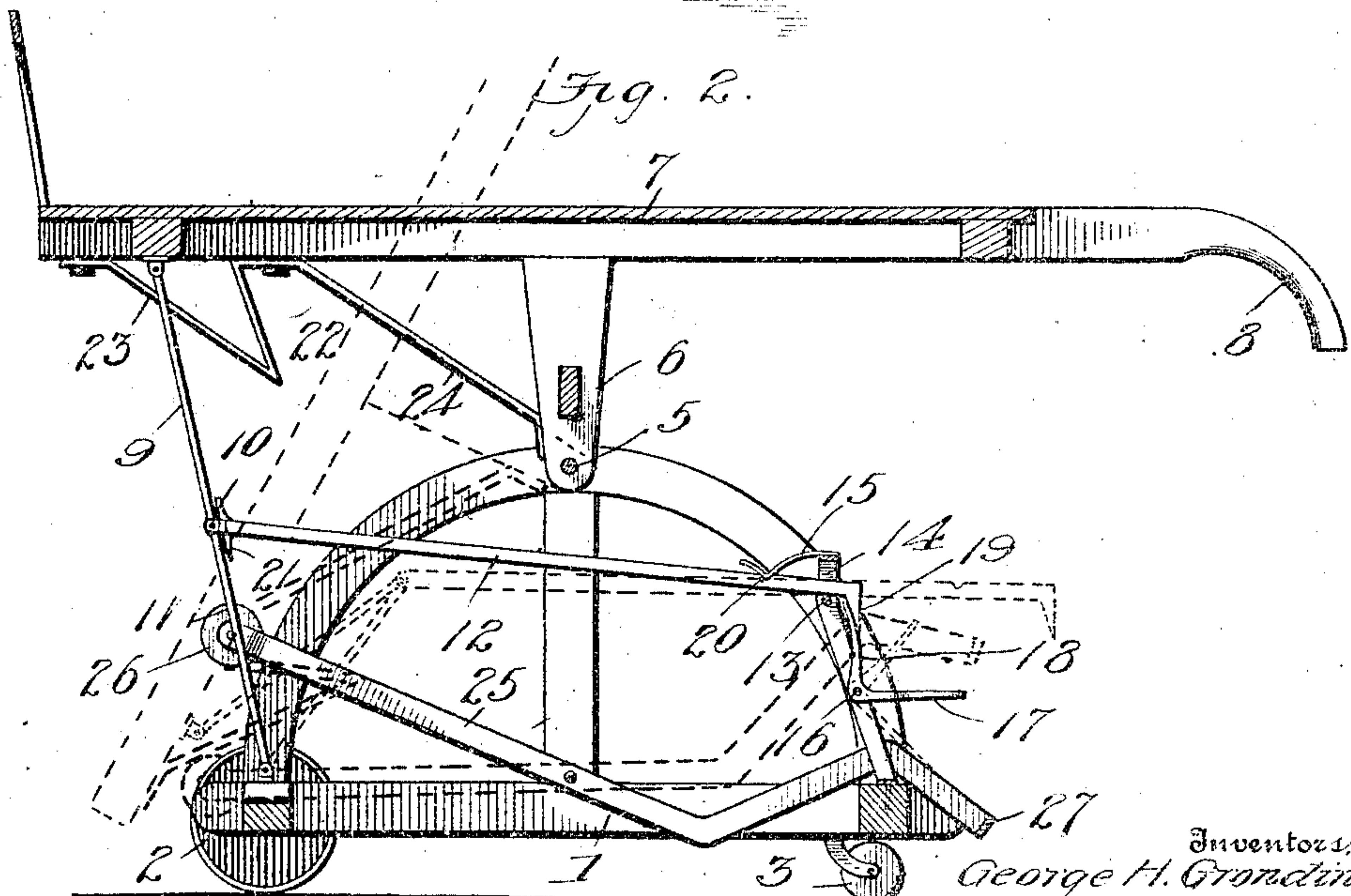


Fig. 2.



Witnesses

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# UNITED STATES PATENT OFFICE.

GEORGE H. GRONDIN, SIMON BRILLARD, AND JOSEPH L. LABRANCHE, OF  
WATERVILLE, MAINE.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 708,346, dated September 2, 1902.

Application filed May 14, 1902. Serial No. 107,296. (No model.)

*To all whom it may concern:*

Be it known that we, GEORGE H. GRONDIN, SIMON BRILLARD, and JOSEPH L. LABRANCHE, citizens of the United States, residing at Waterville, in the county of Kennebec and State of Maine, have invented new and useful Improvements in Trucks, of which the following is a specification.

Our invention relates to new and useful improvements in trucks, and more particularly to that form adapted to elevate trunks or other articles a considerable distance above the ground.

The object of the invention is to provide means for bracing the truck and for locking the same in elevated position.

A further object is to employ a device of simple construction whereby the truck may be readily released or unlocked when it is desired to lower the same.

With the above and other objects in view the invention consists in providing a frame mounted upon suitable wheels, and upon which is pivoted a truck-platform of suitable construction. The forward end of this platform is connected to the supporting-frame of the device by means of rods pivoted together. The joint between these rods is connected to a shifting rod having means whereby the same is locked in adjusted position. A trip is provided for releasing the operating-rod from its catch and for throwing the truck-platform into lowered position.

The invention also consists in the further novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of our invention, and in which—

Figure 1 is a perspective view of our improved truck. Fig. 2 is a central vertical longitudinal section therethrough, showing in dotted lines the truck-platform in lowered position.

Referring to the figures by numerals of reference, 1 is a frame of suitable construction mounted upon wheels 2 and preferably provided at one end with suitable rollers 3, whereby the frame may be readily guided. Standards 4 extend upward from the frame and are connected at their upper ends by means of a

rod 5, upon which are mounted hangers 6, extending downward from opposite sides of a truck-platform 7. This platform may be of any desired construction and is preferably provided at one end with handles 8.

A rod 9 is pivoted to the under surface of the platform 7, adjacent to the forward end thereof, and is connected, by means of a break-joint 10 to a rod 11, pivoted to the forward end of the frame 1. An operating-rod 12 extends from the joint 10 and is slidably mounted upon a rod 13, extending transversely of the frame. This rod 12 also extends through a slotted standard 14, mounted upon the frame, and to the upper end of which is secured a spring-catch 15, which normally contacts with the upper edge of the operating-rod. An L-shaped trip 16 is pivoted within the slotted standard 14 at a point below the rod 13, and one member 17 thereof is normally horizontal, while the opposite member 18 is adapted to extend upward in front of a toe 19, extending downward from the rear end of the operating-rod 12. The spring-catch 15 is adapted to engage a recess 20, formed within the upper edge of the operating-rod 12, and hold said rod in position when the same is pressed forward to the limit of its movement. Oppositely-extending lugs 21 are arranged at the forward end of the operating-rod 12 and are adapted to limit its forward movement by coming into contact with the two pivoted rods 9 and 11, respectively.

When it is desired to swing the truck-platform for the purpose of placing a trunk or other article thereon, the member 17 is depressed in any suitable manner and the member 18 of the trip will force the toe 19 and its rod 12 backward, at the same time automatically forcing the spring 15 out of recess 20. This movement of the rod 12 will draw the joint 10 backward and fold the rods 9 and 11 upon each other, thereby bringing the parts into the position illustrated in dotted lines in Fig. 2. In order to raise the platform, it is merely necessary to pull down the handles 8. This will cause the rods 9 and 11 to straighten and draw the rod 12 forward. As the member 18 of the trip 16 is at all times in the path of the toe 19, it will be contacted by said toe when the rod 12 is moved forward and move



to its original position. The notch or recess 20 will also be engaged by spring 15, and the parts will thus be locked in position.

If desired, the truck may be provided with foot-operated means for assisting in the hoisting of the truck-platform to its original position. When this additional hoisting device is employed, brackets 22 are secured to the bottom of the truck-platform 7 at the sides of its forward end, and these brackets have inner inclined faces 23, as shown. Suitable brace-rods 24 extend from the brackets to the hangers 6 of the platform. Levers 25 are pivoted to the inner faces of the lower ends of standards 4 and are provided at their forward ends with rollers 26, while their rear ends are connected by means of a transverse section 27. The levers 25 are so mounted that they will lie with the rollers 26 normally raised, as shown in solid lines in the drawings. The levers are also curved at their rear ends, so as to permit rollers 26 to move upward the desired distance. As shown in dotted lines in Fig. 2, when the truck-platform is tilted downward the inclined faces of brackets 22 will bear upon the rollers 26. When it is desired to raise the platform, the handles 8 are drawn downward, and at the same time the connecting-section 27 of levers 25 is pressed downward by the foot of the operator. Rollers 26 will then force the forward end of the platform upward.

In the foregoing description we have shown the preferred form of our invention; but we do not limit ourselves thereto, as we are aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages of the invention, and we therefore reserve the right to make all such changes as may fairly fall within the scope of our invention.

Having thus fully described the invention, what is claimed as new is—

1. The combination of a frame mounted upon wheels and having upright devices connected by a cross-rod, a truck-platform having a pair of oppositely-disposed hangers depending therefrom and movably engaging the said rod, a break-joint connection be-

tween one end of the platform and frame, a rod extending longitudinally from the said joint under the before-mentioned rod and having a depending toe at the rear terminal thereof, a slotted standard rising from the rear end of the frame and through which the rod with the toe movably extends, and a spring-catch device supported by the slotted standard to lock the rod with the toe.

2. The combination with a frame, of a truck-platform pivotally mounted at an elevation thereon, a break-joint connection between one end of the platform and frame, a rod extending longitudinally from the said connection to the rear of the frame, a lock device for holding the rod against movement, and levers pivoted to the opposite inner side portions of the frame and bent at an angle, the rear ends of the levers having rollers therein and the front ends or extremities connected by a transverse bar which serves as a treadle.

3. The combination with a frame, of a truck-platform mounted thereon and adapted to swing in a vertical plane, rods pivoted together and connecting one end of the platform with the adjacent end of the frame, an operating-rod extending from the connected ends of said rods, a trip for imparting longitudinal movement to the operating-rod, and a lock for said rod.

4. The combination with a frame, of a truck-platform mounted thereon and adapted to swing in a vertical plane, rods connected to the platform and plane and pivoted to each other, an operating-rod extending from the said rods, a guide therefor, a trip within the guide and engaging the rod and adapted to impart longitudinal movement thereto, and a spring-catch adapted to lock the operating-rod in position.

In testimony whereof we affix our signatures in presence of two witnesses.

GEORGE H. GRONDIN.  
SIMON BRILLARD.  
JOSEPH L. LABRANCHE.

Witnesses:

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ADOLPHE LITOURNEAU.