No. 721,281. PATENTED FEB. 24, 1903.

H. F. BROYLES.

ELEVATING TRUCK.

APPLICATION FILED DEC. 17, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

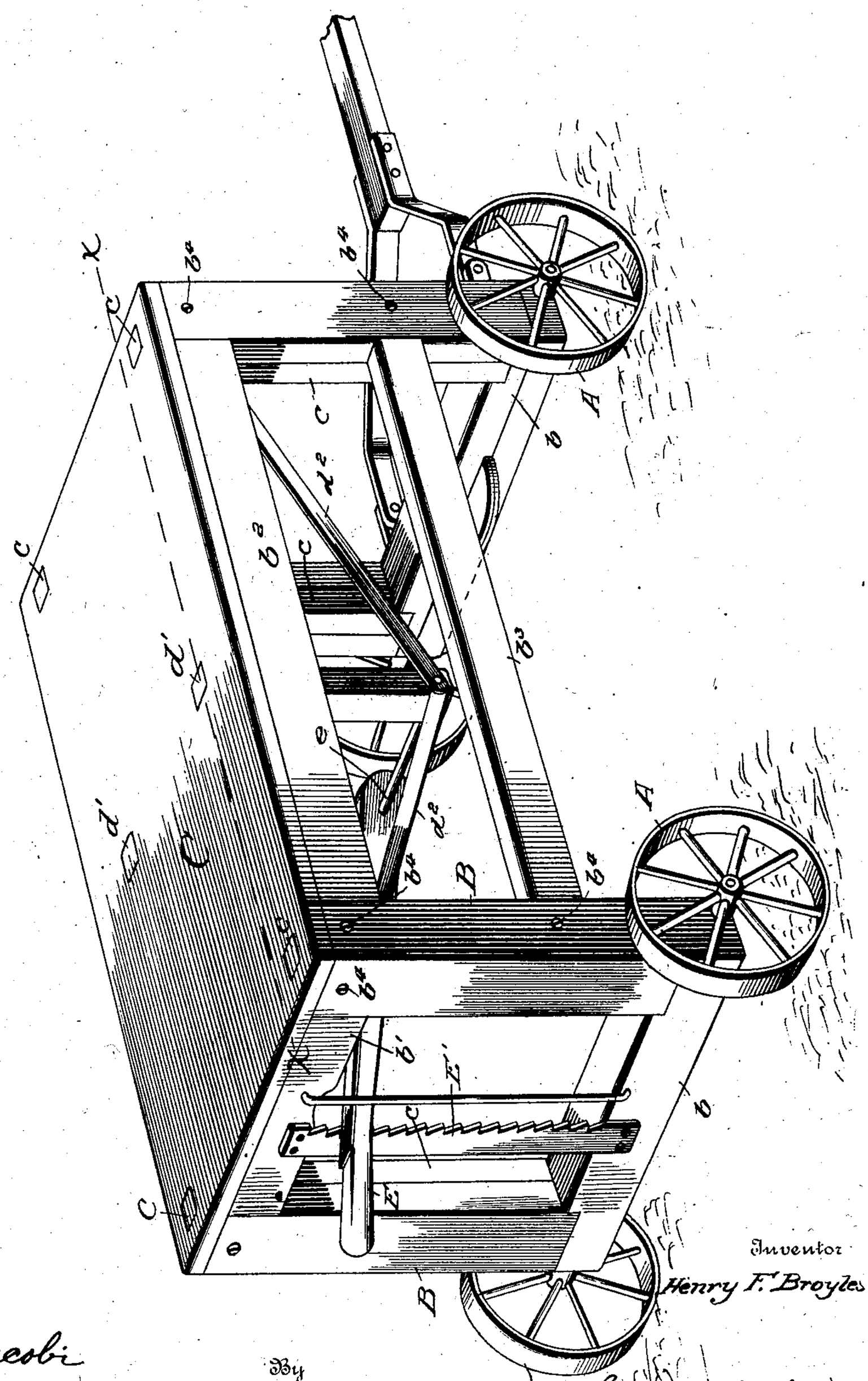

FIG. 1.

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P. L. Woolridge

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NO MODEL. 2 SHEETS—SHEET 2.

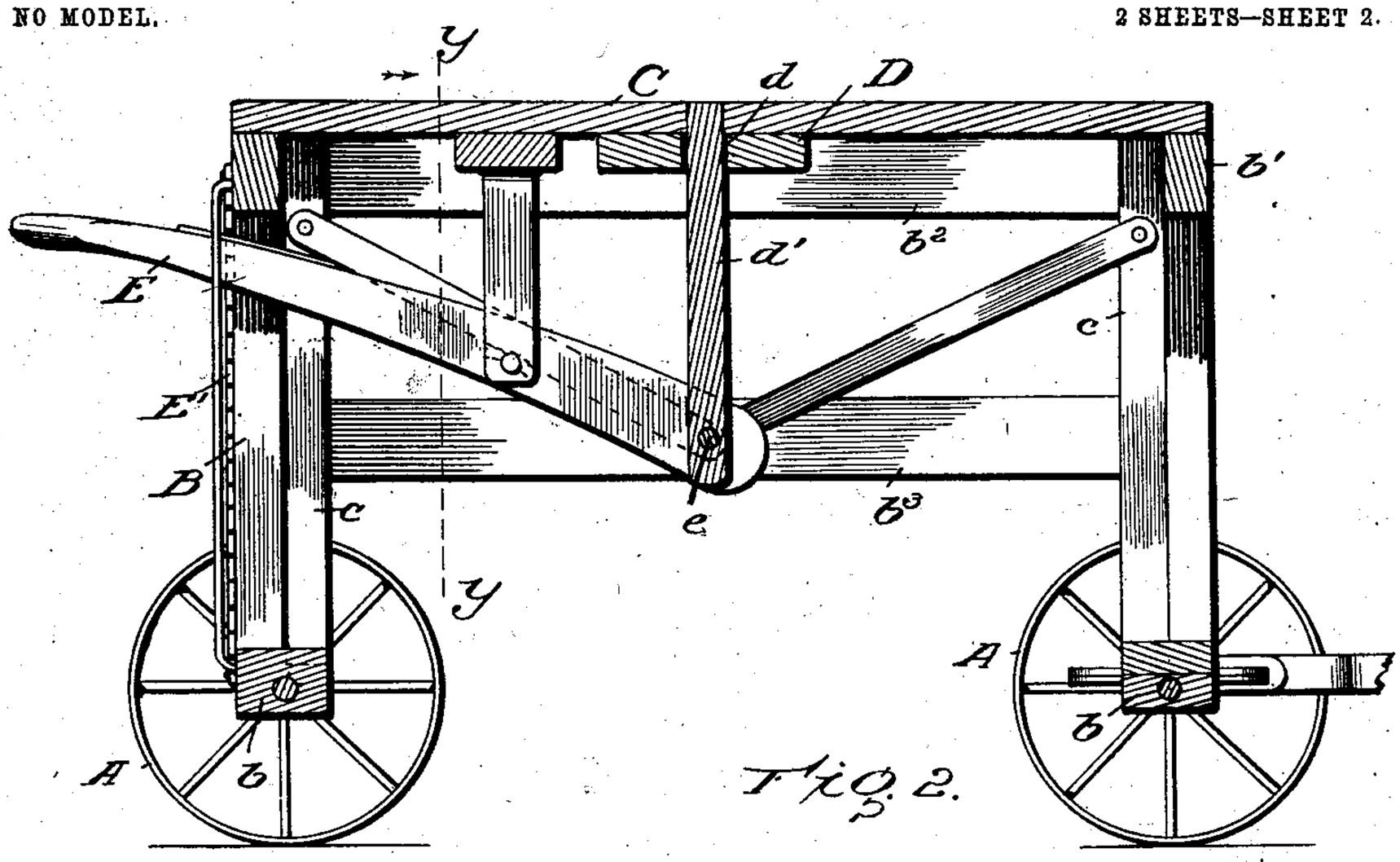
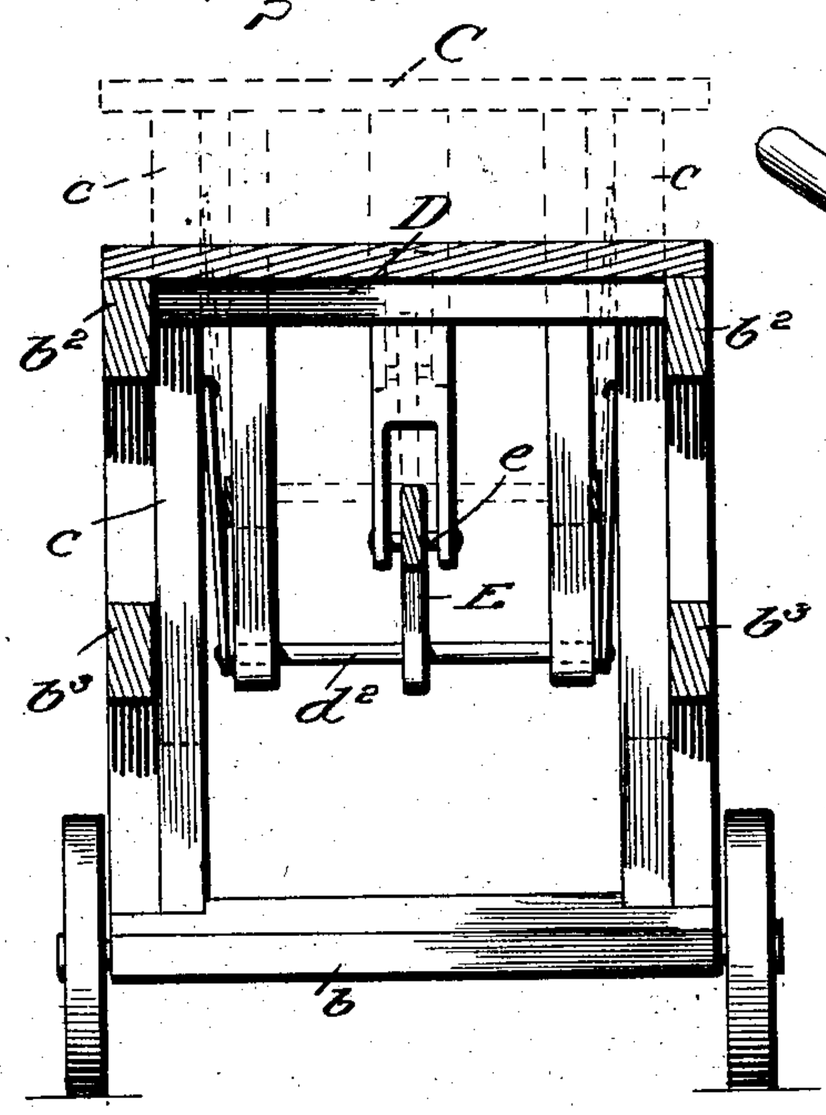


FIG. 2.

FIG. 3.



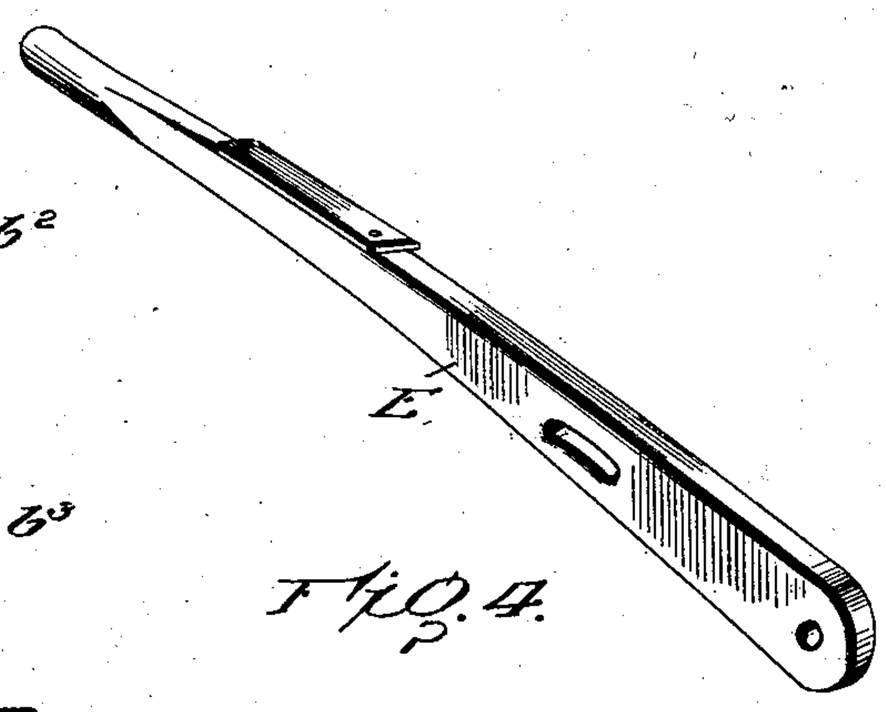


FIG. 4.

Witnesses.
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UNITED STATES PATENT OFFICE.

HENRY F. BROYLES, OF WESTERN PORT, MARYLAND, ASSIGNOR OF ONE-HALF TO JAMES A. WELSH, OF WESTERN PORT, MARYLAND.

ELEVATING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 721,281, dated February 24, 1903.

Application filed December 17, 1902. Serial No. 135,511. (No model.)

To all whom it may concern:

Be it known that I, HENRY F. BROYLES, a citizen of the United States, residing at Western Port, in the county of Allegany and State of Maryland, have invented certain new and useful Improvements in Elevating-Trucks, of which the following is a specification, reference being had to the accompanying drawings, wherein like letters of reference indicate similar parts on each figure thereof.

The object of my invention is to provide means whereby trunks and other baggage can be readily received upon a platform connected to a truck that can be elevated, lowered, and adjusted at suitable heights within its guiding framework, as more fully hereinafter set forth and described.

The main purpose of my invention is that a truck constructed as herewith illustrated and described can be employed in railroad-depots for receiving trunks and other packages on its platform elevated to the level of the floor of a baggage-car and after deposit thereon can be safely removed and delivered where desired, said platform being lowered as may be required, enabling its contents to be carried safely and to be taken off therefrom without risk of fraction either of the package or the contents thereof.

In the accompanying drawings, Figure 1 is a perspective view of a truck constructed with my invention. Fig. 2 is a sectional view on the line $x\ x$ of Fig. 1. Fig. 3 is a sectional view on the line $y\ y$ of Fig. 2. Fig. 4 is a detail perspective view of lever removed from the frame.

The main frame rests on four corner rotating wheels A and has rigidly-connected parts, consisting of perpendicular corner-posts B, uprising from front and rear lower rails b, upper rails b', and side rails b^2 and b^3, all of said posts and rails being connected by screws b^4 where brought together.

C is a platform which is supported on interior corner-posts c, fastened at their upper ends thereto, enabling them to be lifted and lowered with said platform. The platform-posts c when moved in either direction pass alongside of the main corner-posts B, whereby they are all maintained in right lines and will not be diverged therefrom. Another part of the frame extending transversely from the upper side beams b^2 is a brace D, which has quadrangular openings d, through which guiding-posts d', fastened at their upper ends to the elevatory platform C, will pass when the platform is removed and retain it in perpendicular position.

E is a lever having its end extending outwardly of the main frame rearwardly. Between the posts B and fastened at its upper and lower ends to the transverse rails b and b' is a metallic ratchet-plate E', into the teeth of which the lever E will be rested at any distance of its length. Said lever extends inwardly of the framework and is pivoted to a rod e, extending transversely inside of the frame from the lower ends of the guiding-posts d'. From the lower ends of said guiding-posts and attached thereto are four strips d^2, two extending to the rear and front end of the frame, inside thereof. The opposite ends of said strips d^2 are firmly connected upwardly to the upper ends of the guiding-posts C, and by means of the described connected parts when the lever is lowered the guiding-posts d' will be raised, also the four corner-posts c at same time upraise the platform C, to which these upper ends are fastened, as hereinbefore described, and fully illustrated in the drawings.

Although for the purpose of setting forth the main purpose of my invention I have stated that it can be satisfactorily employed for removing trunks and other packages in railway-depots, as it is well known that when they are thrown out of the cars any fragile contents thereof are liable to be broken up and destroyed; but it will be understood by all familiar with the line of art to which the device applies that it can be used in any desired location.

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

A truck that has a quadrangular frame consisting of corner perpendicular posts, to which are secured side longitudinal rails and at each end transverse rails all mounted on corner rotatory wheels, provided with an elevatory platform having at each corner thereof and firmly connected thereto at its upper end a

guiding-rod, the lower ends of said guiding-rods being free, a lever extending outward rearwardly and pivoted on a rod extending transversely inside the frame and attached at each end to an opposite short rail extending downwardly from the platform, to which they are attached, and having at each side connected to the lower ends of said short rails, diagonal strips extending therefrom upwardly to the upper corner of each guiding-rod all in combination with an end ratcheted plate into the teeth of which the movable lever is operated, substantially as described.

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

HENRY F. BROYLES.

Witnesses:

JOHN D. KALBAUGH,

JOHN R. WELSH.