

No. 691,542.

Patented Jan. 21, 1902.

C. T. GODARD.
BAGGAGE TRUCK.

(Application filed Nov. 6, 1900.)

(No Model.)

Fig. 1.

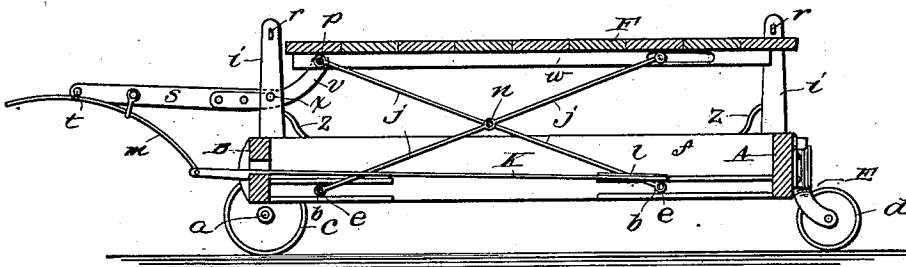


Fig. 2.

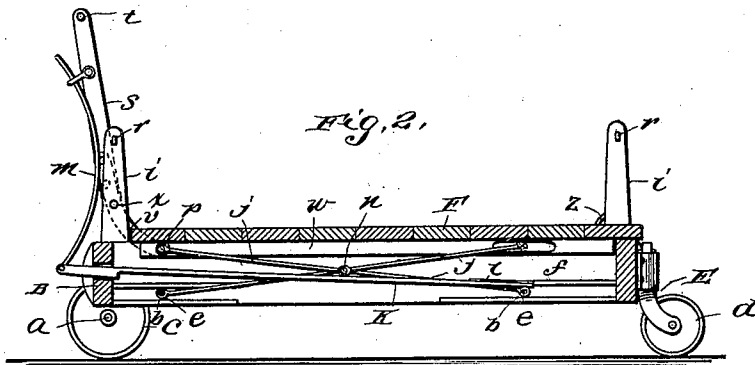


Fig. 3.

Fig. 6.

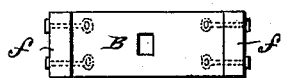
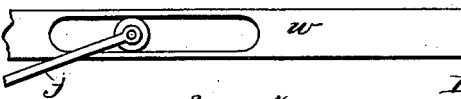


Fig. 4.

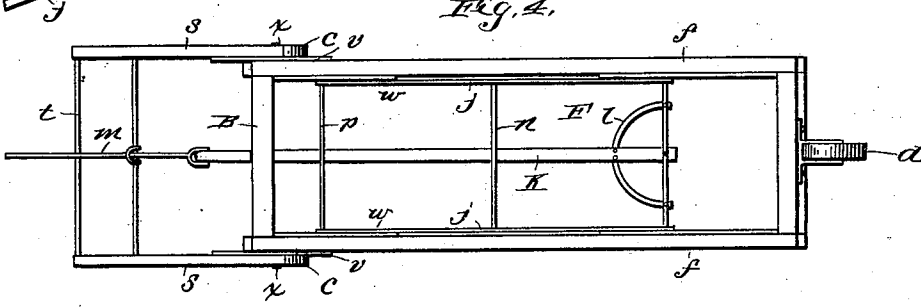
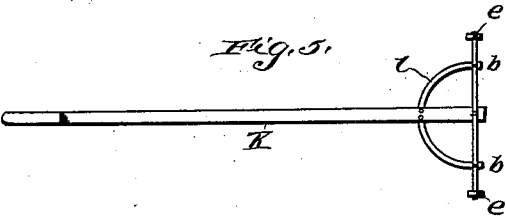


Fig. 5.



Witnesses:

Jas. C. Granger
W. C. Snyder

Inventor:

Council T. Godard.

UNITED STATES PATENT OFFICE.

COUNCIL T. GODARD, OF PETITCODIAC, CANADA.

BAGGAGE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 691,542, dated January 21, 1902.

Application filed November 6, 1900. Serial No. 35,689. (No model.)

To all whom it may concern:

Be it known that I, COUNCIL T. GODARD, residing at Petitcodiac, in the county of Westmoreland and Province of New Brunswick, Canada, have invented a new and useful Improvement in Baggage-Trucks, of which the following is a specification.

My invention relates to improvements in baggage-trucks; and the object of my improvement is to provide facilities for the raising and lowering of floor and holding same in position while baggage is being loaded or unloaded. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section showing the platform in the elevated position. Fig. 2 is a similar view of the platform in its lowered position. Fig. 3 is a detail of one of the floor-joists, showing one of the slots in which the upper rollers are confined. Fig. 4 is a top plan view with the floor removed. Figs. 5 and 6 are details to be referred to.

Similar letters refer to similar parts throughout the several views.

The truck comprises a rectangular frame, in the side bars of which are rails at front and rear to confine the rollers *e* on the ends of the axle *P*. The frame is carried on two front wheels and one rear wheel *d*, operating as a caster-wheel. At the corners of the frame are four standards *i*, which guide the floor in its up-and-down movement.

The floor or platform *F* is raised and lowered by means of two sets of crossed levers operating in the manner of a lazy-tongs. These levers are connected by the axles *P* at the front ends and cross-rods *b* at the rear ends, and at the ends of axles *P* and bars *b* are the rollers *e*, which are guided in their movement by the rails on the side frames and the slots in the floor-joist *w*.

The machine is operated by a lever consisting of two arms *s s* and two elbow-shaped strips of iron *v v*, bolted to same. This lever is attached to the upper set of crossed levers at the front end by an axle, which passes

through them from side to side. The fulcrum of this lever is a rod passing through the standards *i* and the arms of the lever, at the elbow of same.

The floor or platform *F* is held in its elevated position by a rod *K*, bolted to the lower rear cross-rod *b* and passing through an opening in front piece of frame, Fig. 6. This rod *K* is adapted to engage the front piece of frame by having a ratchet near front end, which drops in front of frame when brought forward.

The floor is lowered by means of the semi-circular piece of iron *m*, attached to the rod *K*, so that an upward movement of *m* may disengage *K* from front piece of frame.

I am aware that prior to my invention baggage-trucks having movable floors have been made. I therefore do not claim such a combination broadly; but

What I do claim as new, and desire to secure by Letters Patent, is—

1. The combination with the truck-frame and movable platform of the two cross-frames and means for operating the cross-frames to elevate the platform substantially as described.

2. The combination of the truck-frame and movable platform of the two cross-frames, the pivoted handle-bars *s, s*, and cross-bar *t*, substantially as described.

3. The combination with the truck-frame and movable platform of the two cross-frames, means for operating the cross-frame and the retaining-bar, substantially as described.

4. The combination with the truck-frame and movable platform of the two cross-levers, means for operating the cross-levers, the retaining-bar, and the trip *m*, substantially as described.

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

COUNCIL T. GODARD.

Witnesses:

JAMES C. GRAVES,
W. C. SNIDER.