

(No Model.)

2 Sheets—Sheet 1.

P. H. MONTAGUE.

WAREHOUSE TRUCK.

No. 262,813.

Patented Aug. 15, 1882.

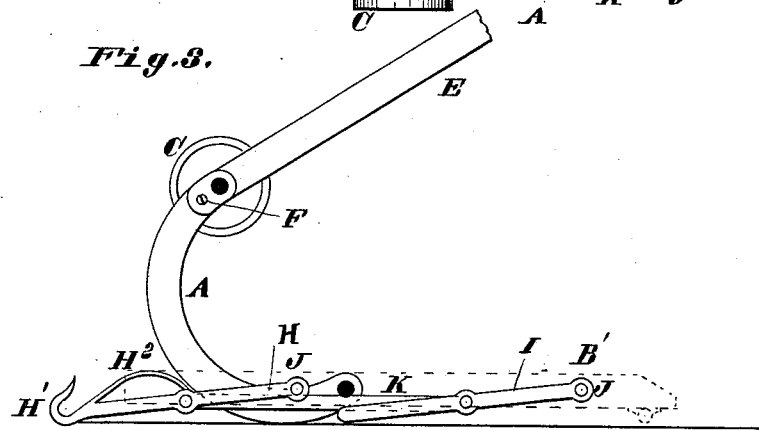
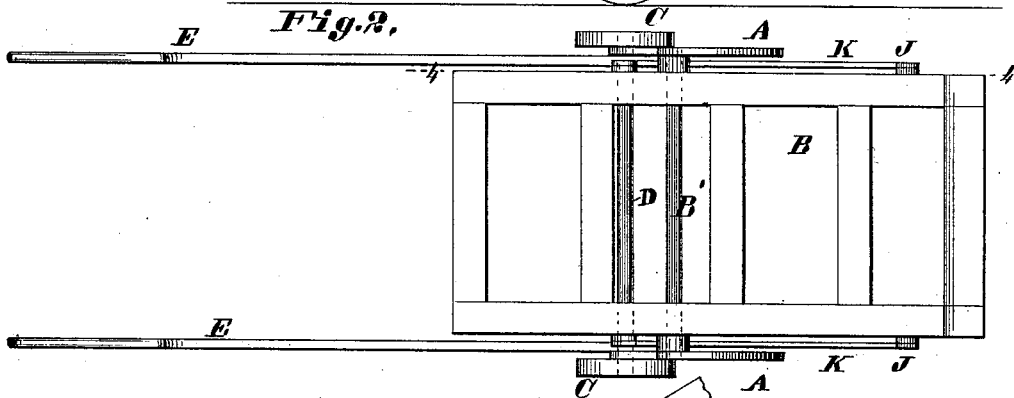
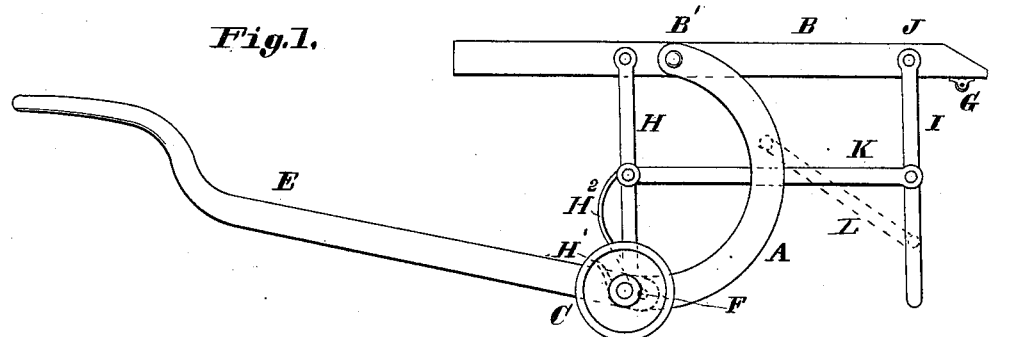
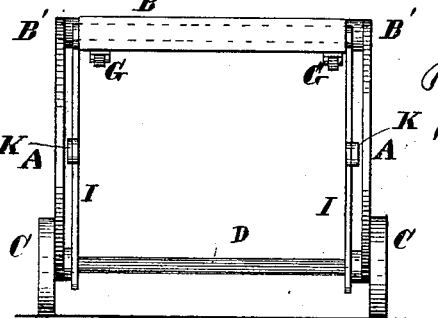


Fig. 4.

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2 Sheets—Sheet 2.

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Fig. 5.

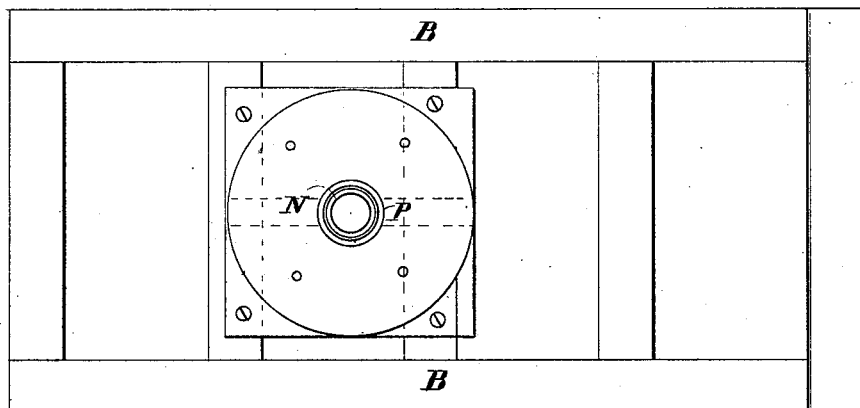


Fig. 6.

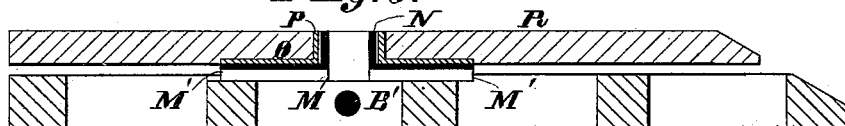


Fig. 7.

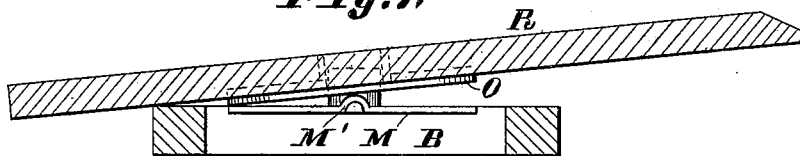


Fig. 8.

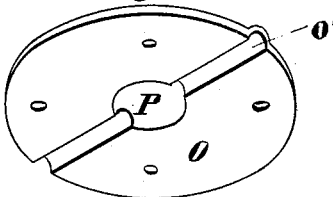
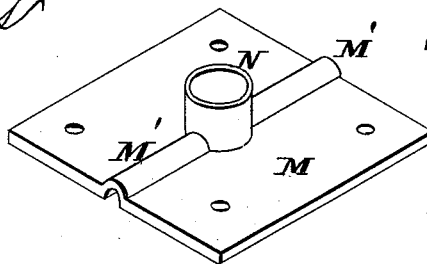


Fig. 9.



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UNITED STATES PATENT OFFICE.

PATRICK H. MONTAGUE, OF ST. LOUIS, MISSOURI.

WAREHOUSE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 262,813, dated August 15, 1882.

Application filed June 23, 1882. (No model.)

To all whom it may concern:

Be it known that I, PATRICK H. MONTAGUE, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Warehouse-Trucks, of which the following is a specification, reference being had to the accompanying drawings, forming part of the same.

My improvement relates to the class of trucks that are made capable of lifting their load after it is placed upon them. It consists mainly in pivoting the floor of the truck at its edges to segmental bars that are made to roll upon the floor to raise and lower the truck-top. These segmental bearing or fulcrum bars are operated by levers or handles. They have upon the end opposite to the trunnions upon which the truck-top is supported wheels that are used to support the truck when wheeling it from place to place. Beneath the truck-top is a frame that prevents the tilting of the top upon the trunnions.

In the drawings, Figure 1 is a side view, showing the top elevated. Fig. 2 is a top view. Fig. 3 is a side view with the top in its lower position. Fig. 4 is a rear end view with the top raised. Fig. 5 is a top view of the truck-top with the turn-table removed. Fig. 6 is a longitudinal section of the top, showing a tilting turn-table thereon. Fig. 7 is a transverse section of the top, showing a side view of the turn-table in its tilted position. Fig. 8 is an under perspective view of the wheel-plate that is attached to the bottom of the turn-table. Fig. 9 is a top perspective view of the pivot-plate that the table turns on.

A A are the segments to whose ends the top B is connected by trunnions B', projecting from the top at or near its middle. At the opposite ends of these segments are the supporting-wheels C of the truck, turning on an axle, D, that extends from segment to segment and serves to brace them together.

E are the handles through which the axle passes, the handles being adjustable by turning on the axle, and being held in position by a bolt, F, passing through the handle and into the segment.

It will be seen by examination of Figs. 3 and 1 that when the top is down the wheels are elevated, and vice versa. I prefer to make the rear end of the top a little longer than the fore

end, and prefer to bevel it, as shown, to aid in the rolling of a barrel upon the top when in its depressed position. Beneath the rear corners of the top are rollers G.

H and I are dependent or folding legs, having pivotal connection at their upper ends to the edges of the top B. These legs are connected together by side rods, K, each side rod serving to connect the fore to the rear leg upon the same side, so that they move together simultaneously in rising and falling. The rear legs, I, may be connected to the segments by rods shown by dotted lines at L, Fig. 1, the arrangement being such that as the top rises from the position shown in Fig. 3 the legs H and I gradually assume a vertical position, (see Fig. 1,) so as to prevent the tilting of the top B upon the trunnions B'. At the lower ends of the legs H are hooks H', that engage the axle D as the wheels C reach their lower position and the top B its upper position, (see Fig. 1,) and prevent the backward tilting of the top. Above the hook is a curved guide, H², that receives the pressure of the axle D and assists in the movement of the legs as they are attaining a vertical position.

This truck may be converted into a common two-wheel truck by making the handles loose on the axle by the removal of the bolts F, the truck being in the position shown in Fig. 3. The segments are then swung over until the wheels touch the floor. The rods I having been first removed, the ends of the handles are dropped upon the floor at the front of the truck, and the handles are then connected to the segments, so that when they are raised the top will be lifted with them and the truck may be wheeled around upon the wheels, the segments being then out of use except as side arms serving, with the levers, to support the top.

In Figs. 5 to 9, inclusive, I show a tilting turn-table connection or attachment. M is a pivot-plate attached to the top B, and having a central pivot, N, that enters a recess, P, in the turn-plate O. The turn-plate O is attached to the under side of the turn-table R. Upon the pivot-plate M are longitudinal ribs M', and in the under side of the turn-plate are grooves O', fitting on the ribs M' when the turn-table is straight with the truck, as shown in Fig. 5. When the turn-table is in a position transverse to the truck, as shown in Fig. 6, the flat part

of the plate O rides upon the longitudinal ribs M', and may be tilted sidewise upon them, as shown in Fig. 6, to make unloading more easy. Wheels or solid segments may be used in place
5 of the segment-bars A.

Wheels may be put upon the lower ends of legs I.

I claim—

1. In a truck, a top or table having pivotal
10 connection to segments upon each side, substantially as set forth, in combination with supporting-wheels C.

2. The combination of top or table B with pivots or trunnions B', engaging in the seg-
15 mental bars A, handles or levers E, and wheels C, substantially as set forth.

3. The combination, with the top B and segments A, of the pivoted legs H I, substantially as and for the purpose set forth.

4. The combination, in a truck, of the seg- 20
ments A, top or table B, pivoted thereto, wheels C, connected to the segments by axle D, the handles E, and legs H and I, with hooks H' upon the legs H, engaging the axle D, for the purpose set forth.

5. The combination, with the top B, of the
25 turn-table R, having pivotal connection to the same, and ribs and grooves acting to hold the turn-table in its longitudinal position and to allow its tilting when in its transverse position, 30
substantially as set forth.

PATRICK H. MONTAGUE.

Witnesses:

SAML. KNIGHT,

GEO. H. KNIGHT.