

Feb. 27, 1923.

1,446,945.

L. E. SUNDERLAND.
REST OR CREEPER FOR AUTOMOBILE MECHANICS.
FILED AUG. 16, 1922.

FIG. 1.

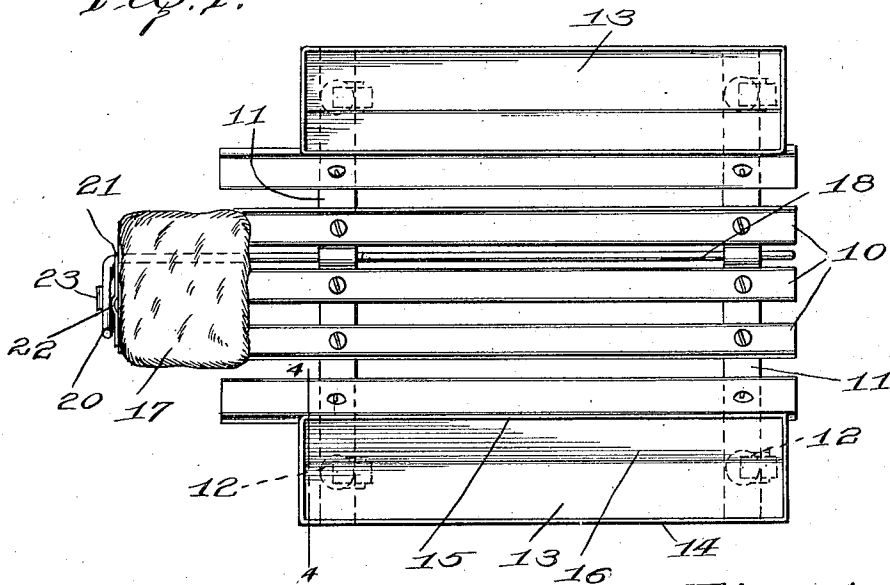


FIG. 2.

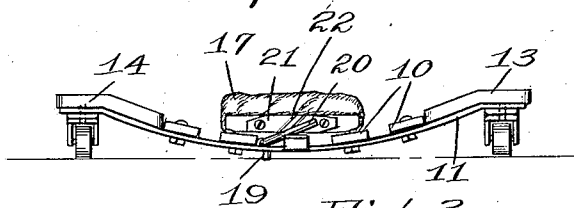


FIG. 4.

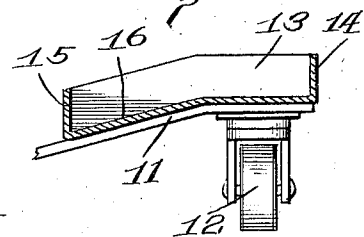


FIG. 3.

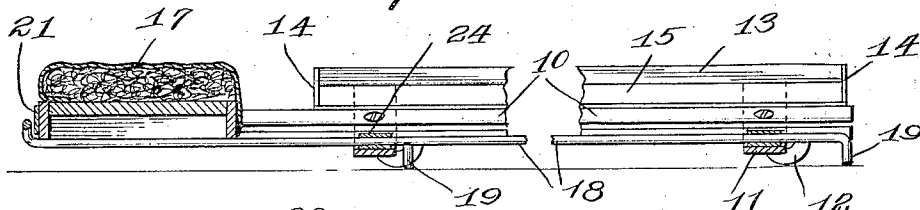
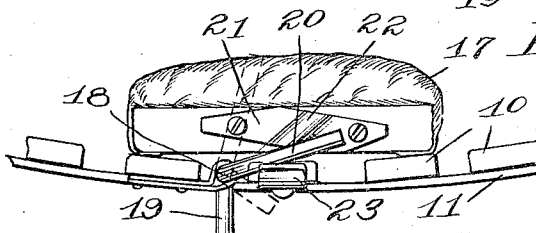


FIG. 5.



Inventor
Leonard E. Sunderland
Watson E. Coleman
Attorney

UNITED STATES PATENT OFFICE.

LEONARD EMORY SUNDERLAND, OF CLEARFIELD, PENNSYLVANIA.

REST OR CREEPER FOR AUTOMOBILE MECHANICS.

Application filed August 16, 1922. Serial No. 592,226.

To all whom it may concern:

Be it known that I, LEONARD E. SUNDERLAND, a citizen of the United States, residing at Clearfield, in the county of Clearfield and State of Pennsylvania, have invented certain new and useful Improvements in Rests or Creepers for Automobile Mechanics, of which the following is a specification, reference being had to the accompanying drawings:

This invention relates to what are known as creepers, that is body rests which are adapted to be disposed beneath an automobile when a mechanic is working on the car, these creepers being ordinarily provided with wheels so as to permit the creeper to be readily shifted to any point beneath the car or into or out of position under the car.

The general object of the invention is to provide a creeper of this character which is of such shape to conform to the body of the user and is, therefore, relatively comfortable, which is provided with a head rest for the worker, and is provided on each side of the body portion with trays in which various tools may be disposed.

A further object is to provide very simple means under the control of the worker whereby this creeper or rest may be prevented from skidding after it has been placed in position.

Other objects will appear in the course of the following description.

My invention is illustrated in the accompanying drawings, wherein:—

Figure 1 is a top plan view of my improved creeper;

Figure 2 is an end elevation of the same;

Figure 3 is a longitudinal section thereof;

Figure 4 is an enlarged end elevation to show the manner in which the anti-skidding device is held in its adjusted position;

Figure 5 is an enlarged end elevation of the head rest and adjacent parts;

Referring to these drawings, it will be seen that the body of the creeper consists of longitudinally extending slats 10 illustrated as five in number, though any number of slats may be used, these slats being more or less elastic and being spaced from each other. The slats are held by transverse cross pieces 11 of strap metal. On the ends of these cross pieces are mounted caster wheels 12 whose spindles are rotatably mounted so that the wheels may rotate

into parallel relation and in the direction in which it is desired to move the creeper.

Mounted upon these strap irons and supported thereby on each side of the body of the creeper are the longitudinally extending trays 13, each having an upwardly extending marginal flange 14, these trays, as illustrated, having flanges 15 adjacent to the body of the creeper and extending parallel thereto, and preferably the trays extend inward for a certain distance horizontally and then downward, as at 16, so that small tools laid in the trays will naturally roll against the flange 15 and be in convenient position to be found by the worker. Three of the slats 10 are extended at the middle portion of the creeper and support the head rest 17.

In order to prevent the creeper from skidding or shifting after it has been placed in position, there is disposed between two of the middle slats 10 a longitudinally extending shaft 18, the shaft being provided at intervals with angularly extending teeth or studs 19 and the shaft at the end adjacent the head rest having an angularly extending handle portion 20. This shaft is held in a position with the studs or teeth projecting downward or in a position with the studs or teeth projecting laterally by means of a latch plate 21 formed with an angularly disposed corrugation 22 over which the handle has to pass and by which the handle is held in its adjusted position. The handle is normally prevented from dropping below a certain point and held in engagement with the corrugation 22 by means of a spring tongue 23 attached to the under face of the middle slat. The shaft 18 is supported by means of straps 24 which are formed to provide a bearing for the shaft and which are attached by screws or any other suitable manner to one of the slats 10.

It will be seen from Figure 2 that the body of the creeper is transversely concave so that it conforms more or less to the shape of the body of the worker, keeps him from slipping off, and so that the shaft 18 is brought into sufficient close contiguity to the floor that the studs or teeth 19 will engage the floor when turned down. By making the body transversely concave, the worker is brought close to the floor while yet supported therefrom, thus giving him plenty of room beneath the car, and at the same time

the margins of the body are spaced from the floor a greater distance than the middle of the body, thus accommodating the caster rollers or wheels 12.

5 This creeper is very convenient, is easily shifted to any desired point, and readily held in its shifted position and at the same time provides for the support of tools in convenient relation to the worker, thus saving a
10 great deal of time. By making the body of slats, resilient support is given to the body of the worker and at the same time the slats permit dirt and foreign matter to drop through the creeper onto the floor.

15 I claim:—

1. A creeper comprising a body transversely concave and having supporting caster wheels, one end of the body being provided with a head rest, means for preventing
20 skidding of the creeper comprising a longitudinally extending, oscillatable shaft having a handle at one end, the shaft being formed with radially extending studs and being disposed at the lowest portion of the

creeper, and means for holding the shaft in 25 its oscillated positions with the studs projecting downward or laterally, said means comprising a plate having a corrugation and disposed in the end of the body with which the handle of the shaft is adapted to engage, 30 and a tongue limiting the downward movement of the handle.

2. A creeper comprising a transversely concave body formed of longitudinally extending slats, cross bars adjacent the ends of 35 the slats and supporting the same and projecting beyond the slats, a head rest supported upon certain of the slats at one end of the body, trays supported by the projecting portions of the cross bars and extending longitudinally of the body on each side for 40 nearly the entire length of the body, each tray having a marginal flange, the bottom of each tray adjacent the inner flange being downwardly inclined.

In testimony whereof I hereunto affix my signature. 45

LEONARD EMORY SUNDERLAND.