No. 627,954. Patented June 27, 1899.

R. W. DIXON.

CASKET TRUCK.

(Application filed Feb. 24, 1899.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1

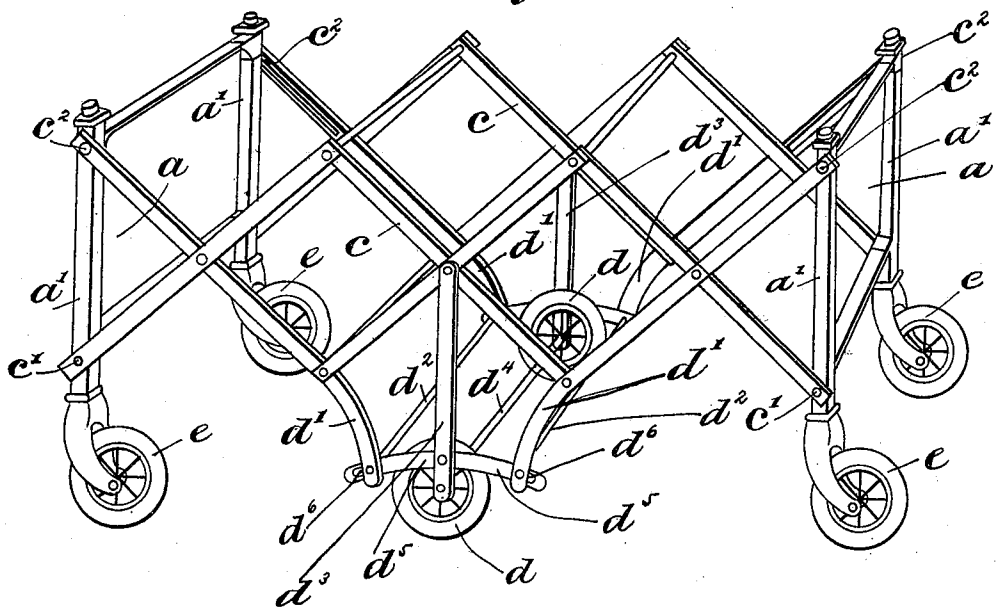
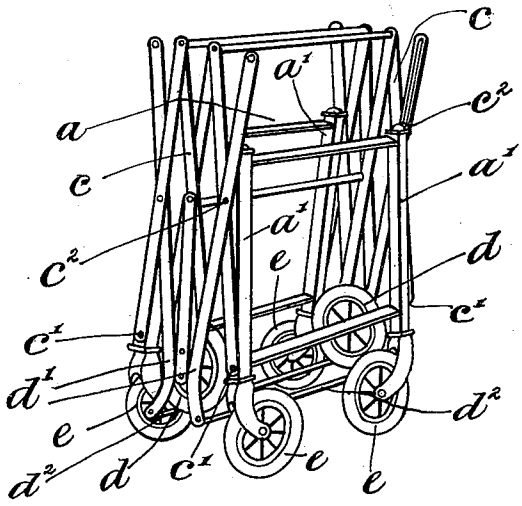



Fig. 2




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Fig. 4

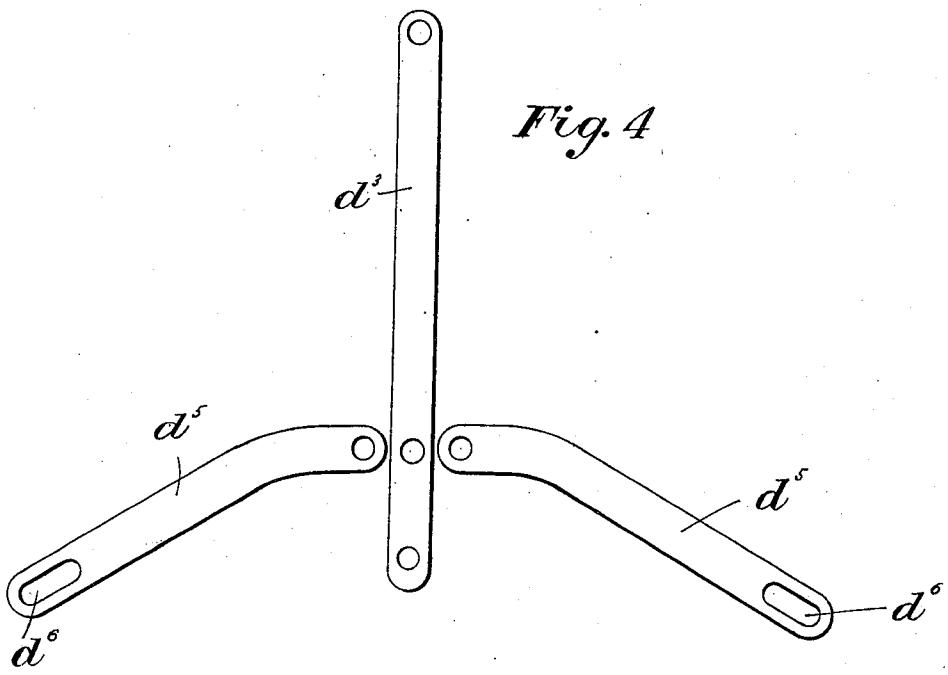
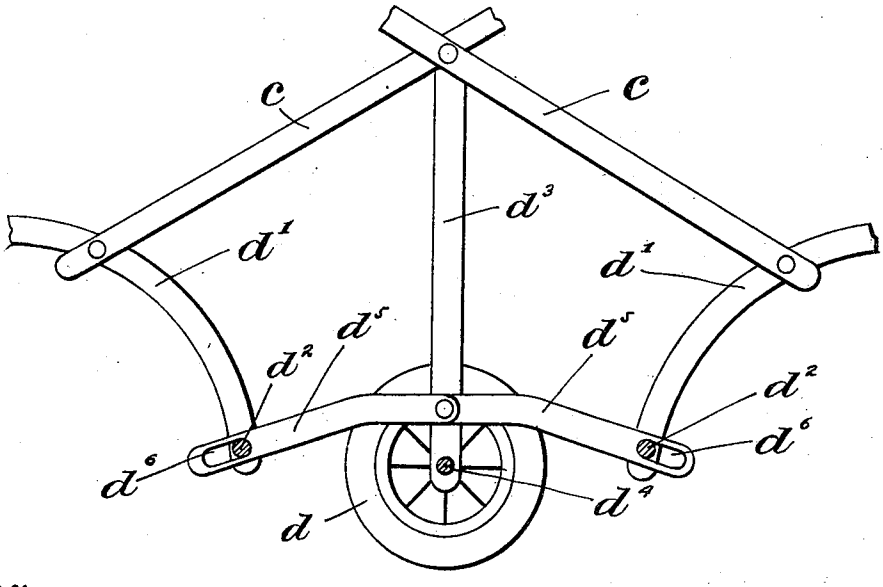



Fig. 3




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# UNITED STATES PATENT OFFICE.

ROBERT W. DIXON, OF SPRINGFIELD, OHIO.

## CASKET-TRUCK.

SPECIFICATION forming part of Letters Patent No. 627,954, dated June 27, 1899.

Application filed February 24, 1899. Serial No. 706,756. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT W. DIXON, a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Casket-Trucks, of which the following is a specification.

My invention relates to improvements in casket-trucks, and particularly to that class of trucks which are adapted for use at funerals in churches and elsewhere for supporting a casket and for transporting the same.

The object of my invention is to improve upon casket-trucks now in use, and particularly that class of folding casket-trucks such as shown and described in Letters Patent No. 614,623, issued November 22, 1898, on the application of W. H. Reama.

It is found in practice that while four-wheel trucks are desirable for supporting a casket and for transporting the same under certain conditions in the use of the same and where it is desirable to turn sharp corners or to turn the casket within a narrow limit two wheels are desirable. In my improved casket-truck I have made provisions for supporting the casket firmly when in use as a support and at the same time providing means by which it may be supported on two or more wheels, as desired, in transportation, the construction being such that the whole truck may be folded in narrow limits when not in use.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view of the casket-truck extended. Fig. 2 is a similar view of the truck folded. Fig. 3 is a detail view showing a part of the frame with the central supporting-wheels and the method of connecting and bracing the same. Fig. 4 is a detail view of the connecting parts.

Like parts are represented by similar letters of reference in the several views.

In the said drawings, *a* represents the end frames, each consisting of posts $a'$ $a'$, at the bottom of each of which is a caster-wheel *e*. These end frames are connected together by side frames *c c*, each of which consists of a series of pivoted levers connected together in the nature of lazy-tongs. One end of the lazy-tongs levers of each frame is pivoted directly to the post $a'$ of one of the end frames, as shown at $c'$. The opposite end of said lazy-tongs levers is slidingly connected to the posts of the end frames, as shown at $c^2$, suitable means being provided for holding the ends of these levers connected to the post when the frame is extended substantially in the manner described in the former patent referred to, means being thus provided by which when the levers are loosened at the point $c^2$ the end frames may be moved together and the lazy-tongs frames closed up, as shown in Fig. 2.

In order to provide for turning the truck within narrow limits, I provide two central supporting-wheels *d d*, connected to the respective lazy-tongs frames, and in order that these wheels will not interfere with the folding of the casket-truck I connect these wheels to the frame by adjustable folding connections, as hereinafter described. The lower end of each of the levers which are slidingly connected to the end frames is extended below its lower pivotal connection and preferably curved downwardly, as shown at $d'$, and these extensions $d'$ on the opposite frames are connected together by rods $d^2$. From a point at or near the center of each of the lazy-tongs side frames there is pivoted a vertical support $d^3$, the lower end of which extends below the said portions $d'$, the said ends being perforated to receive a rod or shaft $d^4$, on which are mounted the wheels *d d*. At a point slightly above the shaft or rod $d^4$ there is pivoted to the vertical support $d^3$ toggle-jointed levers $d^5$, each of which is provided at its outer end with a slotted opening $d^6$, through which slotted openings the rods $d^2$ are adapted to pass. By this construction the vertical supports $d^3$ are pivotally connected at or near the center of each of the lazy-tongs side frames, and are also pivotally connected to the toggle-jointed levers $d^5$, which are connected to the extensions $d'$ of the side-frame levers. The wheels *e e* and *d d* are preferably, though not necessarily, of the same size and are usually rubber-tired or otherwise suitably constructed for the purpose intended. The vertical support $d^3$ is of such a length that the central supporting-wheels *d d* are slightly lower than the end supporting-wheels *b b*, so that in practice the truck when used as a support will be supported on the central supporting-wheels and either pair of the end supporting-wheels, the other pair of end sup-

porting-wheels being slightly elevated from the floor. The slotted openings $d^6$ of the lazy-tongs $d^5$ are so constructed that when the truck is extended the inner ends of said slotted openings will come in contact with the rods $d^2$ and will thus firmly brace the lower end of the vertical support $d^3$. When the truck is folded, the folding of the frame will, by reason of the pivoted connection between the frame and the central support $d^3$, raise the central support, and with it the central supporting-wheels, this upward movement being permitted by reason of the slotted openings $d^6$ in the toggle-jointed levers $d^5$.

In operation it will be seen that by reason of the central supporting-wheels extending slightly below the end wheels the truck may, if desired, be supported entirely on the two wheels, and thus permit the same to be turned in very narrow limits. In going straight ahead it can be carried on the central supporting-wheels and one of the other pair of wheels, as the circumstances of the case may determine.

When the truck is folded, which is done in substantially the same manner as described in the previous patent referred to, the central supporting-wheels will be lifted and folded in between the end frames in the manner shown in Fig. 2 and out of the way of the extended portions of the side frames, which are thus permitted to fold under said wheels, and thus bring all the parts within narrow limits for packing or storing or otherwise.

Having thus described my invention, I claim—

1. The combination with the folding truck comprising the lazy-tongs side frames connected at each end to wheel-supporting frames, central supporting-wheels attached to vertical standards pivotally connected to said lazy-tongs side frames, and pivoted brace connections for said standards also connected to said side frames whereby the folding of said lazy-tongs side frames will lift said central supporting-wheels above said end wheels, substantially as specified.

2. In combination with a casket-truck comprising lazy-tongs side frames which connect end frames provided with caster-wheels as described, vertical standards pivoted to said lazy-tongs frames carrying at their lower ends supporting-wheels which extend slightly below the end caster-wheels, and means substantially as described for elevating said central supporting-wheels above said caster-wheels when the lazy-tongs frames are folded, substantially as and for the purpose set forth.

3. The combination with the end frames having caster-wheels as described, and the lazy-tongs side frames so that the same may be folded as described, said lazy-tongs side frames having extended lever portions with connecting-rods, and the pivoted central standards and toggle-jointed levers pivoted to said standards with slotted openings at their outer ends, said openings forming supports for said connecting-rods and central supporting-wheels connected to said standards, substantially as specified.

4. The combination with the end frames and the connecting lazy-tongs side frames, vertical standards pivoted to said side frames at or near the center thereof, and toggle-jointed levers pivoted to said standards and to extended portions of said lazy-tongs side frames, and supporting-wheels carried by said standards, substantially as and for the purpose specified.

5. The combination with the end frames, and the connecting lazy-tongs side frames, of central supporting-wheels connected to said lazy-tongs side frames by folding adjustable connections substantially as described whereby said supporting-wheels are elevated when said side frames are folded, substantially as specified.

In testimony whereof I have hereunto set my hand this 18th day of February, A. D. 1899.

ROBERT W. DIXON.

Witnesses:
EARL G. WELCH,
CHAS. I. WELCH.