June 17, 1930. R. W. SLEE 1,764,757

AUTO CREEPER

Filed May 20, 1929

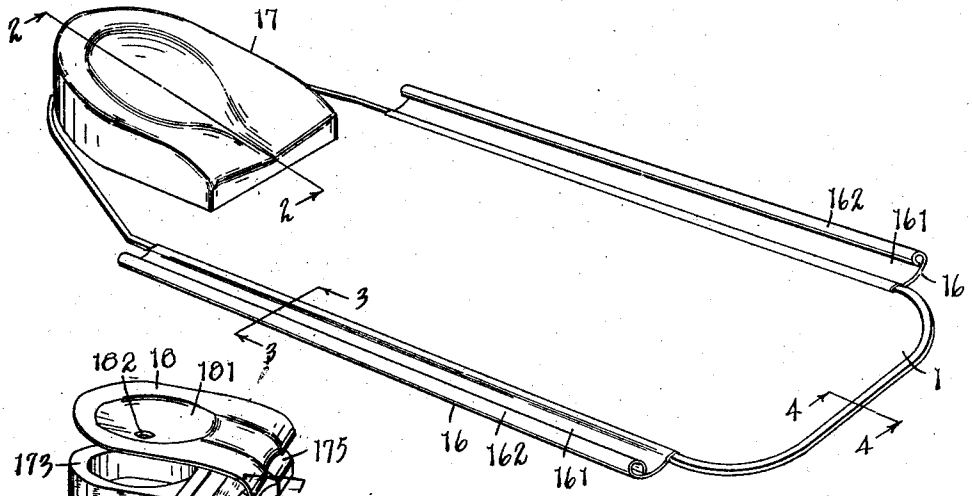


Fig. 1

Fig. 5

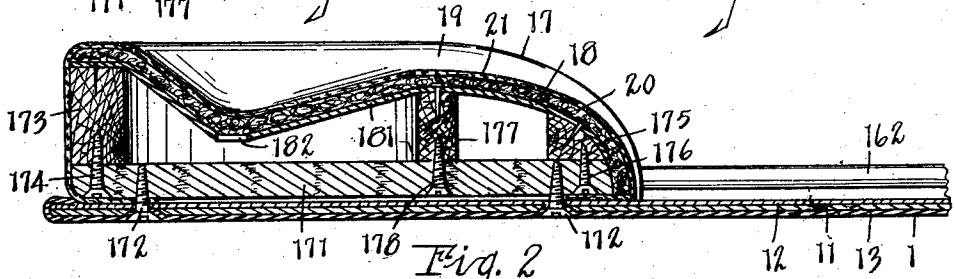


Fig. 2

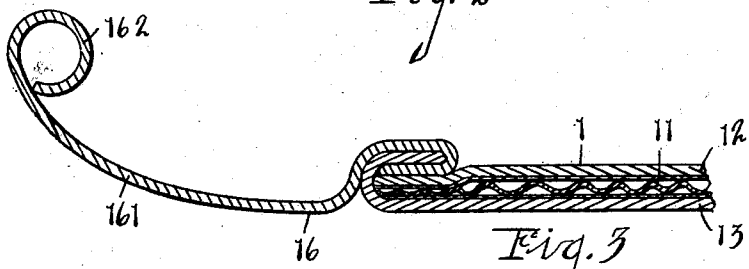


Fig. 3

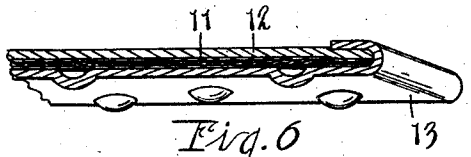


Fig. 6

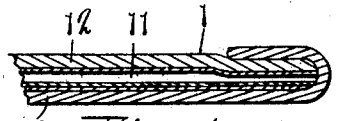


Fig. 4

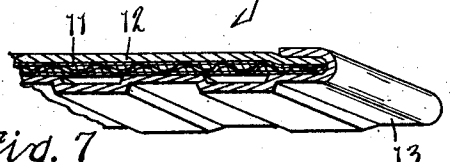


Fig. 7

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UNITED STATES PATENT OFFICE

ROBERT W. SLEE, OF LANSING, MICHIGAN

AUTO CREEPER

Application filed May 20, 1929. Serial No. 364,408.

This invention relates to improvements in auto creepers.

The invention is in the main an improvement and development of my former structure for which I applied for patent June 8, 1928, Serial No. 283,793.

The objects of this invention are:

First, to improve the body part of the creeper, increasing its strength and stability.

Second, to provide improved flexible side guards which are available also as handles and also serve as tool trays.

Third, to provide an improved construction of head rest and head rest support which shall be fully cushioned and adequately ventilated.

Fourth, to provide such a head rest that is very comfortable and at the same time affords a shoulder brace or leverage for movement to working position.

Objects pertaining to details and economies of construction and operation will appear from the description to follow. A preferred embodiment of my invention is illustrated in the accompanying drawing, in which:

Fig. 1 is a detail perspective view of an auto creeper embodying the features of my invention.

Fig. 2 is an enlarged detail longitudinal central sectional view through the head rest and the body construction taken on line 2—2 of Fig. 1.

Fig. 3 is an enlarged detail transverse sectional view through the flexible side guards and tool tray, taken on line 3—3 of Fig. 1 showing details of construction of the body portion at the side.

Fig. 4 is an enlarged detail longitudinal sectional view on line 4—4 of Fig. 1 showing the method of hemming and construction of the body part.

Fig. 5 is a detail view of the parts of the head rest, without the cushion, in separated relation.

Fig. 6 is a detail view similar to the sectional view of Fig. 4 showing a modified form of the wear sole having projecting buttons of metal.

Fig. 7 is a detail sectional view similar to that on line 4—4 of Fig. 1 showing the wear shoe with longitudinal ribs.

The parts will be identified by their numerals of reference which are the same in all the views.

1 is the base or body which is made up of one or more layers 11 of corrugated fiber board with the corrugations longitudinally disposed. 12 is an upper deck or layer made up of a water-proofed sheet of fiber board. 13 is the sole which is made up of mild sheet steel or suitable sheet metal. Between the upper deck or layer 12 and the sole, is interposed corrugated board 11, which gives a cushion effect. The edge of the steel is turned over into a seam and clamps the edges of the corrugated board and water-proofed sheet together and gives a finished smooth hemmed edge to the entire body, so that it can be readily and easily propelled.

16 are light sheet steel extensions at each side of the body 1. They are seamed into the hem of the sole sheet and formed as shallow troughs 161 and with rolled edges 162 which make convenient handles for the said creeper on either side. This also affords a yielding support for the body if it is desired to move to one side. The trough at each side affords a convenient support for tools.

The body is extended into a head rest support at the head end. On this support the head rest 17 is disposed. This consists of a base board 171 which is retained in place by screws 172 up through the body. A circular side wall 173 of wood is retained by screws 174 through the base board 171. An end cross bar 175, cut to substantially quarter round, is retained by screws 176. A cross bar support 177 is retained by the screws 178. These bars have central depressions for the neck of the user. Over this is preferably disposed a metallic stamping 18 having central head depression 181 through the center of which there is a drainage hole 182. Over this structure is disposed the upholstering 19 with suitable padding 20 distributed over the same. The cover 21 of the upholstering is

extended under the base board 171, being clamped by the screws which hold the base in place.

The sheet metal support may be of more than one piece and can be readily made up by spot welding or otherwise securing parts together without the necessity of stamping.

The head rest structure, as presented, affords a good shoulder brace for the user to very readily advance the creeper wherever he may desire to go. The head rest is sufficiently spaced from this shoulder brace so that the head is assured of a comfortable cushion support which conforms effectively to the back of the head.

It will be noted that there is a central longitudinal depression which effectively accommodates the neck of the user, the same being covered with upholstering and padding.

The button depressions, seen in Fig. 6, serve especially well as antifriction devices where needed. The longitudinal ribs of Fig. 7 are good but tend to limit the direction of travel.

While I have shown this very special form of head rest, it is clear that the improved structure would be available with any style of head rest that might be applied thereto.

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

1. In an automobile creeper, the combination of a broad flat body portion with head extension, comprising a cushioned central part of corrugated board, an upper water proofed fiber sheet, and a sheet metal wear sole hemmed over the edges of said corrugated board and fiber sheet, and having side trays and guards of light sheet metal with rolled outer edges and being flanged and hemmed on their inner edges into the sides of the said body by the wear sole hems, a head rest on the said body extension comprising a base board with cross supports curved and conformed to the neck and shoulder, a sheet metal shell over the top of said support having depression to receive the head of the user, and suitable upholstering comprising padding and covering retained in place by screws through the said body portion into the base board of said head rest.

2. In an automobile creeper, the combination of a broad flat body portion with head extension, having a sheet metal wear sole hemmed over the edges, and having side trays and guards of light sheet metal with rolled outer edges and being flanged and hemmed on their inner edges into the sides of the said body by the wear sole hems, a head rest on the said body comprising a base board with cross supports curved and conformed to the neck and shoulder, a sheet metal shell over the top of said support having depression to receive the head of the user, and suitable upholstering comprising padding and covering retained in place by screws through the said body portion into the base board of said head rest.

3. In an automobile creeper, the combination of a broad flat body portion with head extension, having a sheet metal wear sole hemmed over the edges, a head rest on the said body comprising a base board with cross supports curved and conformed to the neck and shoulder, a sheet metal shell over the top of said support having depression to receive the head of the user, and suitable upholstering comprising padding and covering retained in place by screws through the said body portion into the base board of said head rest.

4. In an automobile creeper, the combination of a broad flat body portion having a sheet metal wear sole hemmed over the edges, and having side trays and guards of light sheet metal with rolled outer edges, and being flanged and hemmed on their inner edges into the sides of the said body by the wear sole hems, the said body being formed with a head extension, a head rest on the said body, and suitable upholstering comprising padding and covering retained in place by screws through the said body portion into said head rest.

5. In an automobile creeper, the combination of a broad flat body portion having a sheet metal wear sole hemmed over the edges, and having side trays and guards of light sheet metal with rolled outer edges and being flanged and hemmed on their inner edges into the sides of the said body by the wear sole hems, the said body being formed with a head extension, and a head rest on the said body conformed and disposed for advancing said creeper by engagement of the body of the user.

6. In an automobile creeper, the combination of a broad flat body portion having a sheet metal wear sole hemmed over the edge, a head-rest on the said body including a shoulder extension conformed to receive the neck of the user, a cushion upholstered over the extension and retained in place thereon by suitable means, the said head-rest including said extension and upholstering being conformed and disposed for advancing said creeper by engagement with the body of the user.

In witness whereof I have hereunto set my hand.

ROBERT W. SLEE.