S. C. DODSON.

TABLE TRUCK.

APPLICATION FILED JULY 28, 1914.

1,149,995.

Patented Aug. 10, 1915.

3 SHEETS—SHEET 1.

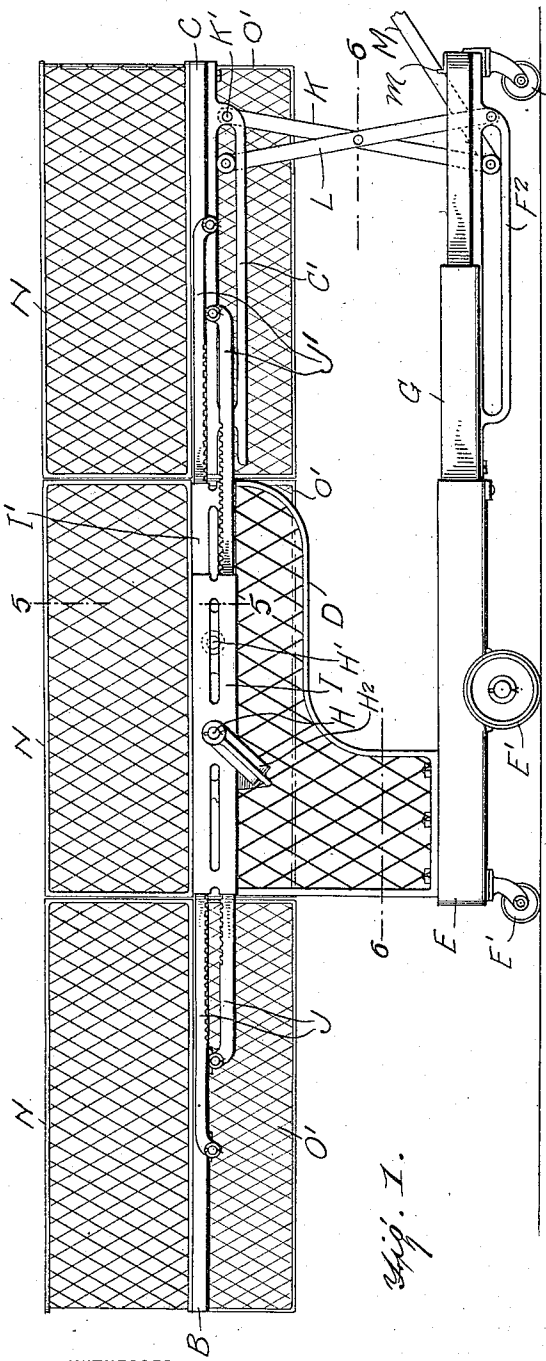


Fig. 1.

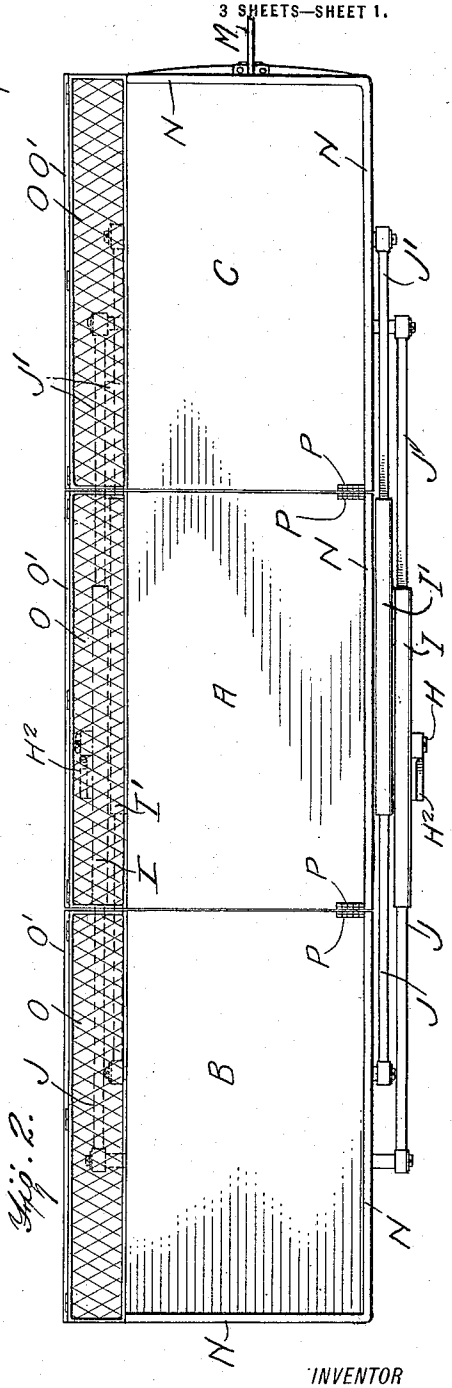


Fig. 2.

WITNESSES

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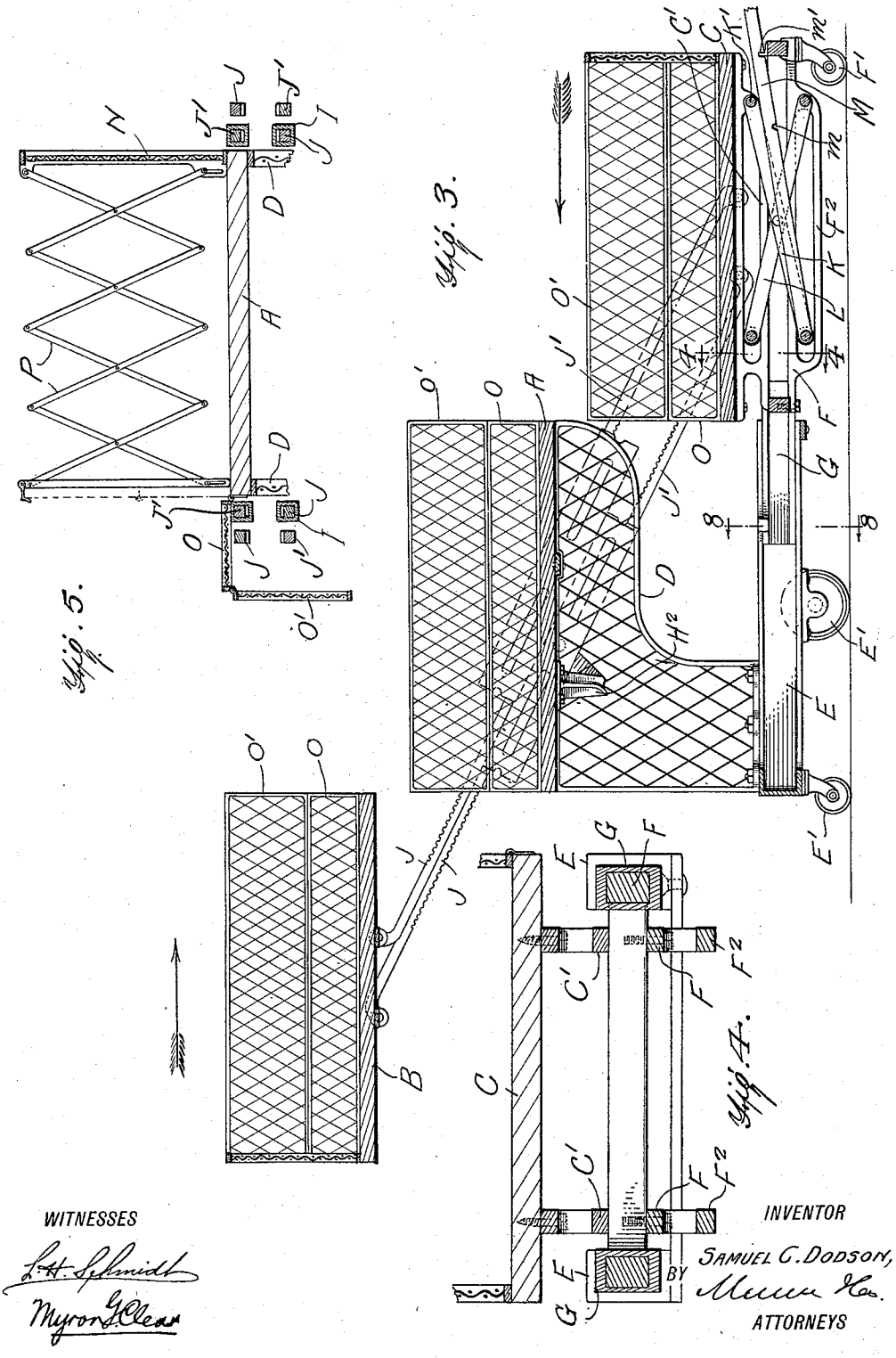
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3 SHEETS—SHEET 3.

Fig. 6.

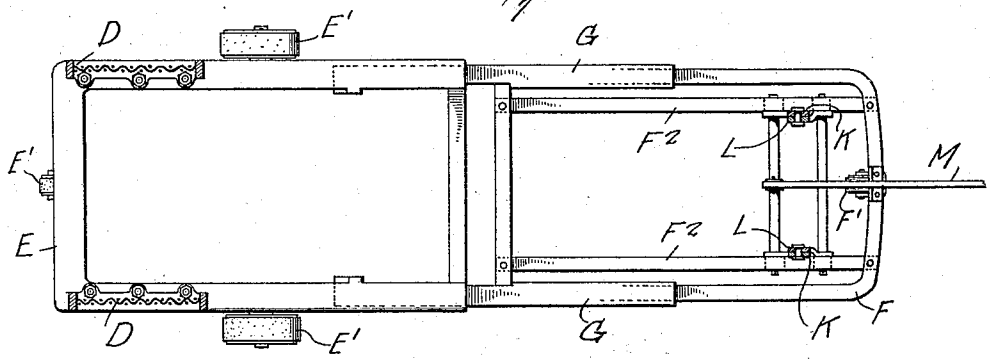


Fig. 7.

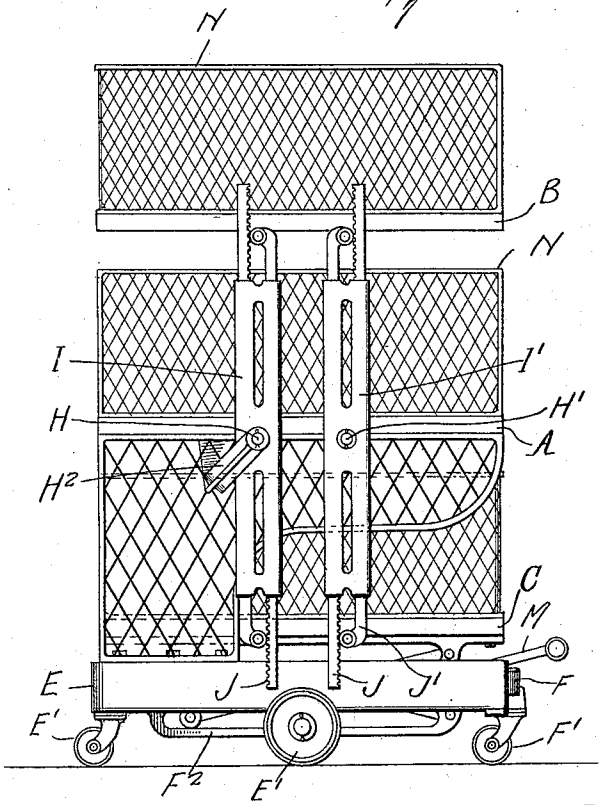


Fig. 9.

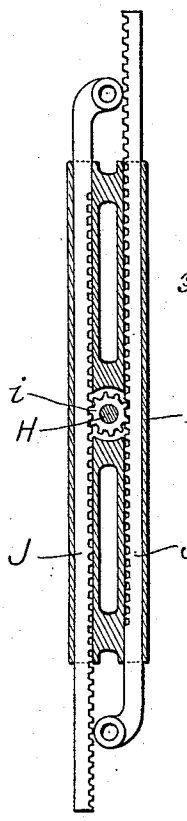
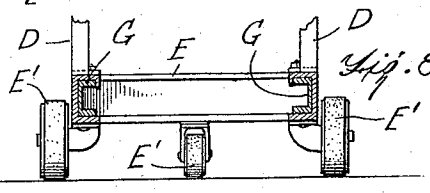


Fig. 8.



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UNITED STATES PATENT OFFICE.

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TABLE-TRUCK.

1,149,995. Specification of Letters Patent. Patented Aug. 10, 1915.

Application filed July 28, 1914. Serial No. 853,778.

To all whom it may concern:

Be it known that I, SAMUEL C. DODSON, a citizen of the United States, and a resident of Baltimore, in the State of Maryland, have made a certain new and useful Improvement in Table-Trucks, of which the following is a specification.

My present invention relates generally to trucks for transporting articles from one place to another and more particularly to a truck of considerable length such as is used as a checking table to receive bolts and rolls of cloth goods and the like by manufacturers and wholesalers, my object being to provide a table truck of this nature which is constructed in sections shiftable to horizontal and vertical alinement with respect to one another, whereby when in horizontal alinement and in normal position, as now used, the sections may be shifted to vertical alinement in order that the table truck with the goods thereon may be moved to an elevator and then moved from one floor to another of a building in order that removal of the goods from one table truck at one floor and the replacing of such goods upon another truck at a different floor may be obviated.

In the accompanying drawings which illustrate my invention, and form a part of this specification, Figure 1 is a side elevation of the table truck in extended normal position. Fig. 2 is a plan view thereof. Fig. 3 is a central vertical section illustrating the initial step of movement of the table sections toward vertically alined position. Fig. 4 is a transverse vertical section on an enlarged scale taken substantially on line 4—4 of Fig. 2. Fig. 5 is a similar view taken substantially on line 5—5 of Fig. 1. Fig. 6 is a sectional plan view showing the roller carrying slidable, adjustable frames, and taken on line 6—6 of Fig. 1. Fig. 7 is a side elevation illustrating the sections and the table in vertically alined position and the truck as a whole in position ready for movement on to an elevator. Fig. 8 is a detailed vertical transverse section taken substantially on line 8—8 of Fig. 3, and Fig. 9 is a vertical longitudinal section through one of the rack bar guide members.

Referring now to these figures, my improved table truck consists of an upper table including three sections, an intermediate section A, and end sections B and C, which table as a whole is supported in elevated position by means of side uprights D upon a lower roller mounted frame, which latter frame is in telescopically sliding sections E and F, with slidable side bars G between the sections. The said uprights D are rigidly connected to the section E of the lower frame and to the intermediate section A of the upper table.

Extending outwardly upon each side of the intermediate table section A are a pair of bolts H and H′, the latter of which is secured to the table section and the former of which is carried by a bracket H^2 in turn connected to the table section mentioned. Upon these bolts H and H′, of the intermediate table section, are separately pivoted rack bar guide members I and I′, each of these guide members being provided with longitudinal parallel guide bores in which are slidably disposed the inner ends of rack bars J and J′, the outer ends of which are pivotally connected to the table sections B and C. Thus, in view of the fact that there are two rack bar guide members I and I′ at each side of the table, pivoted thereto at separate points longitudinally of the intermediate stationary table section A, the four rack bars of which the two rack bars J are connected to the table section B, and the two rack bars J′ are connected to the table section C, said bars being connected to the movable table sections B and C at spaced points longitudinally thereof, the latter sections are firmly and rigidly held in longitudinal alinement with the stationary section A, in the normal position of the parts, which is shown in Fig. 1.

The stationary section E of the lower roller mounted frame carries rollers E′, and the movable section F carries a single roller F′ and is provided with longitudinal side guide slots F^2 in which are guided the lower ends of side bars K, the upper ends of which are pivotally connected at K′ to the table section C. Likewise the table section C is provided with longitudinal guide slots C′ in which the upper end of the side bars L are guided, the lower ends of which bars are pivotally connected to the movable frame section F.

By reference to Figs. 1 and 3 it will be noted that the side bars K and L are inter-

mediately pivoted, and are movable in their guide slots before mentioned to raise or lower the table section C to and from a position horizontally alined with the table section A, such movement of table section C being of course communicated to the table section B, due to the pivotally movable rack bar guide members I and I′, and the rack bars guided thereby and connected to the said table sections in the manner described. Each of the rack bar guide members I and I′ is also provided with a gear wheel *i* mounted upon its pivot bolt, as best shown in Fig. 9, and connecting and meshing with its rack bars so as to cause their movement in relatively opposite directions. Thus when the table section C′ is lowered to the position shown in Fig. 3, the slidable frame section F may be moved into the section E thereof upon the sliding side bars G, carrying the table section C therewith and beneath the stationary table section A to the position shown in Fig. 7, which movement causes relatively opposite movement of the rack bars J and J′ and also pivotal movement of these rack bars and their guide members I and I′ which results in moving the table section B to a position spaced above the table section A and in substantially the same relation thereto as that occupied by the table section C below section A. It is to be understood, moreover, that the movements of sections B and C, from the position shown in Fig. 3 to either of the positions shown in Figs. 1 and 7, are in straight lines, vertical and horizontal respectively, the change in the effective lengths of arms J and J′ being necessarily taken up by slight rotation of the wheels *i*. Thus when section C is moved either vertically or horizontally from the position shown in Fig. 3, its arms J′ are forced longitudinally in a direction toward the stationary section A and, through the wheels *i*, the arms J of section B are similarly forced toward section A, the result being that sections B and C are maintained level at all times. These movements are preferably accomplished by means of a handle M of suitable length, the inner end of which is connected to the pivoted side bars K, which bars, with the side bars L, form a lever arrangement in the nature of lazy-tongs for the support of the table section C, said handle preferably having notches *m* coöperating with an angle bar *m′* on the slidable section F, to hold the parts in horizontally and vertically alined positions, as shown in Figs. 1 and 7 respectively. Thus, where bolts of dress goods and the like are disposed upon the several sections of the table in its normal horizontally alined position, as shown in Figs. 1 and 2 for transportation from place to place on the same floor, the table truck as a whole is moved with the parts in the position shown in the figures mentioned, and these parts need not be disturbed for purposes of adjustment at least. When, however, the goods so disposed are to be transported not only from place to place on the same floor, but from one floor to another, the handle M is released from the position shown in Fig. 1 and the sections of the table truck adjusted to the position shown in Fig. 7, and in the manner described, in order that the several bolts or rolls of dress goods disposed thereon may be placed upon an elevator and transported to another floor of the building without re-handling, and in order that when the table truck is again adjusted to its normal position as shown in Figs. 1 and 2, the rolls or bolts of dress goods need not be re-handled nor in most cases, re-checked.

In order that the rolls or bolts of dress goods when piled high upon the table sections A, B and C, as is necessary at certain times, may be prevented from slipping off during either the movement of the table truck, as a whole from place to place, or when its parts are shifted and adjusted, these table sections A, B and C may be provided with upright railings extending entirely therearound, certain portions of which railings indicated at N being stationary along one side of the several table sections and along the outer ends of the outer sections B and C. Along the opposite sides of the table sections A, B, C, these railings are hinged to swing up and down, forming jointed sections O and O′ which may be held in upper operative positions, as shown in dotted lines in Fig. 5, by means of extensible side railings in the form of lazy-tongs P along both ends of the intermediate section A and the inner ends of the sections B and C.

I claim:—

1. In a table truck, the combination of a roller mounted support, comprising telescopically slidable sections adjustable horizontally with respect to one another to extended and closed positions, a table consisting of intermediate and end sections, the former of which is rigidly connected to one of the sections of the said support, a lever connection between the other section of the support and one of the end table sections, a handle extending from the said lever connection, a pair of tubular guide members intermediately pivoted at each side of the intermediate table section and at different points longitudinally of said table section, and each having parallel longitudinal guide bores, pairs of rack bars having their inner ends slidably disposed in the guide bores of the said guide members, and pivotally connected at their outer ends to the end table sections at different points longitudinally of the latter, and pinions rotatably mounted in the said guide members at points concentric

with the pivots thereof, and meshing with and connecting their respective pairs of rack bars, all for the purpose described.

2. In a table truck, the combination of a roller mounted support in sections adjustable horizontally with respect to one another to extended and closed positions, a table consisting of intermediate and end sections, the former of which is rigidly connected to one of the sections of said support, a lever connection between the other section of the support and one of the end table sections, a handle extending from said lever connection, a pair of tubular guide members intermediately pivoted at each side of the intermediate table section and each having parallel longitudinal guide bores, pairs of rack bars having their inner ends slidably disposed in the guide bores of the said guide members and pivotally connected at their outer ends to the end table sections, and pinions rotatably mounted in the guide members and meshing with and connecting their respective pairs of rack bars.

3. In a table truck, the combination of a roller mounted support, a table consisting of intermediate and end sections, the former of which is rigidly connected to said support, a lever connection between the support and one of the end table sections, a handle extending from said lever connection, tubular guide members intermediately pivoted at the sides of the intermediate sections, rack bars slidably mounted in the said guide members and pivotally connected at their outer ends to the end table sections, and pinions rotatably mounted in the guide members and meshing with and connecting the rack bars thereof.

4. In a table truck, the combination of a roller mounted support, a table consisting of several sections normally alined horizontally with respect to one another and one of which sections is rigidly connected to the said support, and flexible connections between said table sections whereby they may be shifted into spaced superposed positions, and thereby vertically alined.

5. In a table truck, the combination of a roller mounted support, a table consisting of intermediate and end sections, the former of which is rigidly connected to the said support, and connections between the said end sections and the said intermediate section, whereby to cause simultaneous movement of the former to positions respectively above and below the intermediate section, substantially as described.

6. In a table truck, the combination of a roller mounted support, a table consisting of several sections normally alined horizontally with respect to one another, and one of which is rigidly connected to the said support, and means, including movable connections between the table sections, whereby the same may be shifted from horizontal alinement to spaced, superposed positions, and vice versa, and to maintain each of said sections in horizontal position at all times.

SAMUEL C. DODSON.

Witnesses:
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JOSEPH C. ZIRKLE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."