C. B. DOLGE.

CASKET TRUCK.

APPLICATION FILED SEPT. 21, 1914.

1,138,641.

Patented May 11, 1915.

3 SHEETS—SHEET 1.

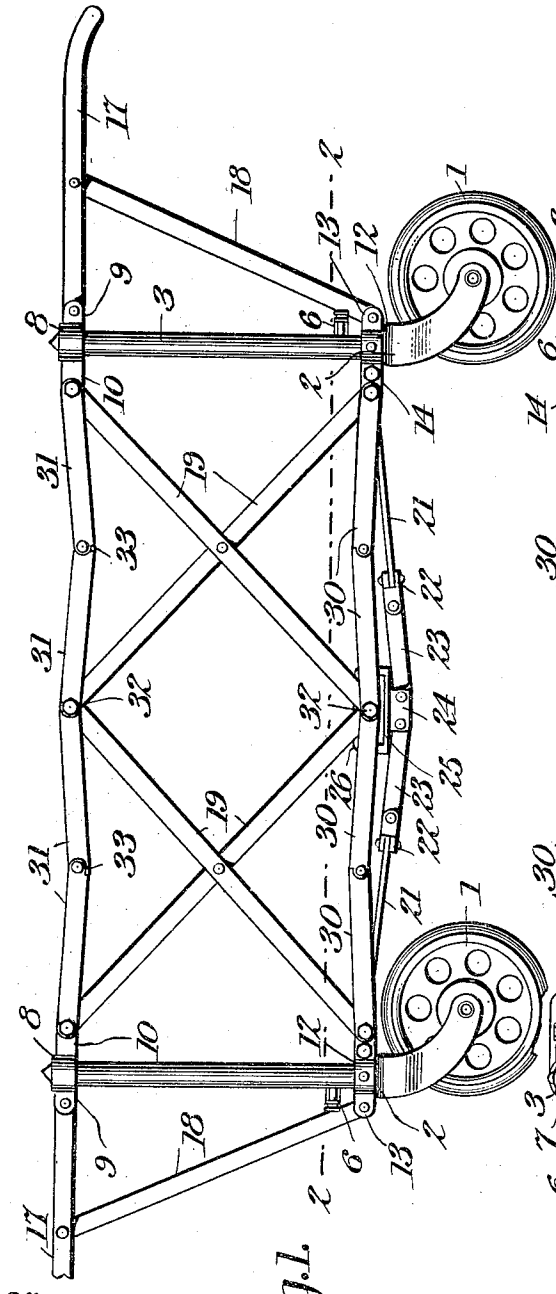


Fig. 1.

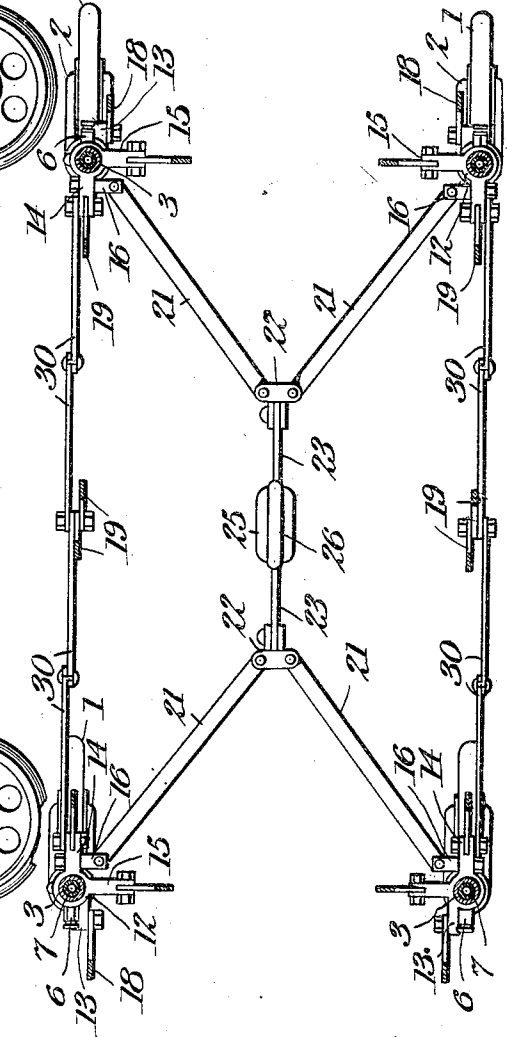


Fig. 2.

Witnesses

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3 SHEETS—SHEET 2.

Fig. 4.

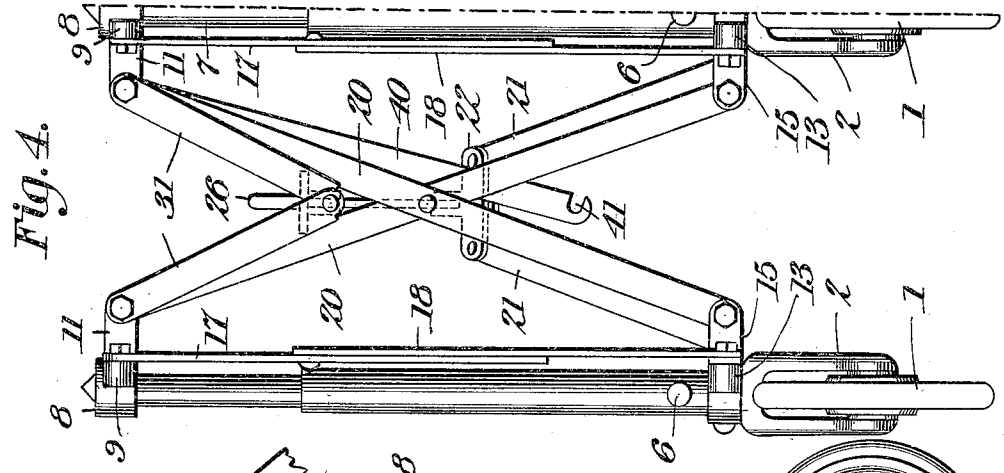
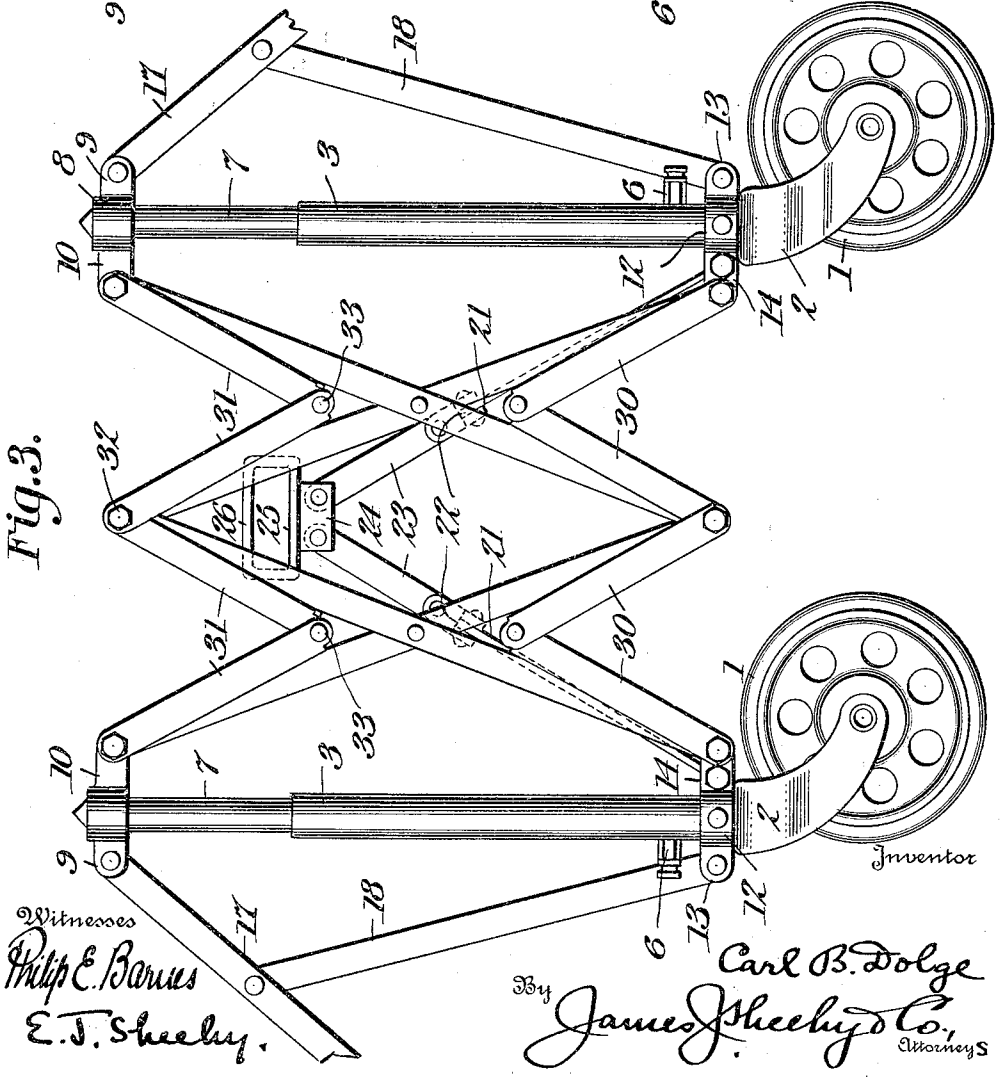


Fig. 3.



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3 SHEETS—SHEET 3.

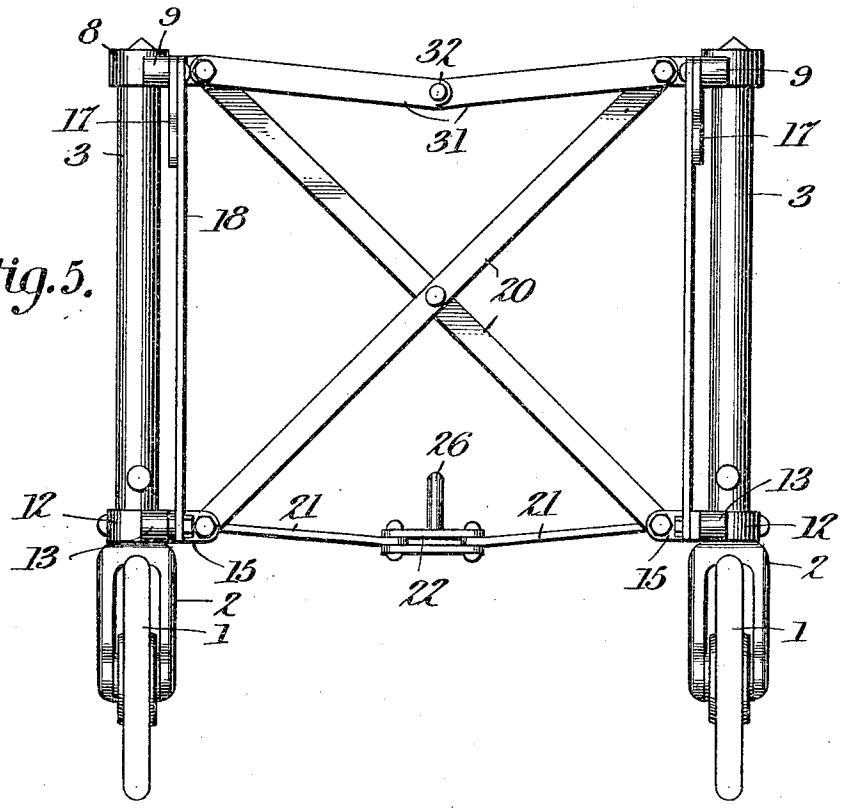


Fig. 5.

Fig. 6.

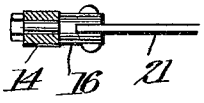


Fig. 7.

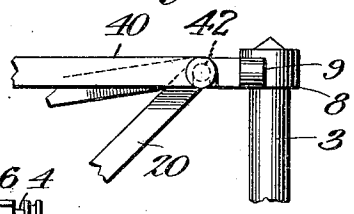
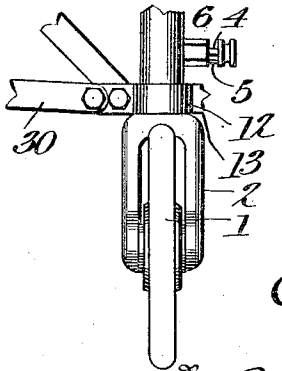


Fig. 8.



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UNITED STATES PATENT OFFICE.

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CASKET-TRUCK.

1,138,641. Specification of Letters Patent. Patented May 11, 1915.

Application filed September 21, 1914. Serial No. 862,668.

To all whom it may concern:

Be it known that I, CARL B. DOLGE, citizen of the United States, residing at Westport, in the county of Fairfield and State of Connecticut, have invented new and useful Improvements in Casket-Trucks, of which the following is a specification.

My present invention pertains to casket trucks, and consists more particularly in the peculiar and advantageous construction, hereinafter described and claimed, whereby collapsing of the truck under the weight of a casket is precluded in the event of one or more bolts dropping out or under any other condition, the said construction including certain reinforcements that lend rigidity, strength and security to the truck and enable it to withstand great weights.

In the accompanying drawings which are hereby made a part hereof: Figure 1 is a side elevation of my novel truck as the same appears when opened or expanded and locked in such state, ready for use. Fig. 2 is a horizontal section taken in the plane indicated by line 2—2 of Fig. 1, looking downwardly. Fig. 3 is an enlarged detail side elevation showing the positions certain elements assume during the collapsing of the truck. Fig. 4 is a similar end elevation. Fig. 5 is an enlarged end elevation showing the truck opened and locked ready for use. Fig. 6 is an enlarged detail showing one of the swivel connections. Fig. 7 is a detail elevation showing the connection of the bars with the male members of the telescopic corner posts. Fig. 8 is a detail elevation showing one of the pins for locking the shanks of the wheels against rotation in the corner female members of the corner posts. Similar numerals of reference designate corresponding parts in all of the views of the drawings.

The four wheels 1 are mounted in bifurcated portions 2 at the lower ends of shanks which are journaled in the lower or female sections 3 of telescopic corner posts and are provided with apertures to receive spring-pressed and headed pins 4, designed in their innermost positions to hold the shanks and the wheels against turning about the axes of the shanks. On the heads of the pins 4 are inwardly-directed projections 5, and these, when the pins are turned, are designed to rest out of registration with sockets in sleeves 6 on the sections 3 and thereby hold the pins 4 out of engagement with the shanks of the wheels. This permits the wheels to swing after the manner of caster wheels. When, however, it is desired to hold the wheels against swinging, it is simply necessary to turn the pins 4 so as to register the projections 5 with their complementary sockets in the sleeves 6, when the pins 4 entering the apertures in the wheel shanks will lock the shanks of the wheels against turning.

Movable vertically in the sections 3 are the upper post sections 7 which have enlargements 8 at their upper ends, and arms 9, 10 and 11 on said enlargements.

Fixed on or formed integral with the post sections 3 at the lower ends thereof are collars 12 which have arms 13, 14 and 15. It will also be noticed that in the arms 14 rock-shafts 16 are journaled; said shafts extending inwardly from the arms and being bifurcated for a purpose hereinafter set forth.

Pivoted to the arms 9 are vertically-movable handles 17, and pivotally connected to the arms 13 and also to the handles 17 are braces 18, Figs. 1 and 3.

Side lazytong bars 19 are pivotally connected together and to the arms 10 and 14, and end lazytong bars 20 are pivotally connected together and to the arms 11 and 15. From this it follows that the truck may be folded or collapsed in the direction of its length and the direction of its width into small compass, in the manner well known in the art; also, that when it is desired to use the truck it may be opened or extended as shown in Figs. 1 and 2.

Pivoted in the bifurcations of the shafts 16 are links 21. The inner ends of these links 21 are pivotally connected to transversely-disposed links 22, and the said links 22 are, in turn, pivotally connected to longitudinally-disposed links 23. At their inner ends said links 23 are pivoted to the depending portion 24 of a horizontal, vertically-movable plate 25 on which is a handle 26, preferably of loop form as illustrated. When the handle 26 is raised as shown in Figs. 3 and 4, the rock-shafts 16 permitting of vertical movement of the links 21, the

handle 26; the links 23 and the links 21 will not interfere in any measure with the collapsing or opening of the truck. When, however, the handle 26 is forced downward, the handle and the links connected therewith tend to thrust the corner posts at the two ends outwardly and in that way can be utilized to assist in opening the truck. Again when the handle is positioned as shown in Figs. 1 and 2 the connections between the handles and the links 23 and the connections between the links are beyond the dead center, and hence the handle and the links are made to serve the purpose of a locking brace or reinforcement which will preclude casual collapsing of the truck and at the same time will lend increased stiffness and strength thereto.

To unlock the brace and permit of collapsing of the truck, it is simply necessary to draw upwardly on the handle 26 until the connections of the links are above the dead center when the locking brace will flex upwardly and hence offer no resistance to the end pairs of corner posts being moved toward each other.

To assist in preventing casual movement of the end pairs of corner posts toward each other, I provide the lower pairs of side links 30, and the upper pairs of side links 31. It will be noticed that the outer ends of the outer links 30 and 31 are pivotally connected to the arms 14 and 10, respectively, Figs. 1, 2 and 3; also, that the inner ends of the inner links are pivotally connected at 32 to the lazytong bars 19. It will further be noticed by comparison of Figs. 1 and 3 that the lower pairs of links 30 are adapted to flex upwardly and that the upper pairs of links 31 are adapted to flex downwardly. The lower links 30 cannot, however, be flexed downwardly and the upper pairs of links 31 cannot be flexed upwardly beyond the points shown in Fig. 1, this because the links of each pair have at their meeting ends shoulders 33 that are adapted to bring up against each other. Manifestly when arranged as shown in Fig. 1, the links 30 and 31, will reinforce and brace the truck and contribute toward preventing casual collapsing or folding of the same. When, however, the lower pairs of links 30 are flexed upwardly and the upper pairs of links 31 are flexed downwardly, Fig. 3, said links will not interfere in any measure with the folding or collapsing of the truck.

With a view to bracing the truck and preventing casual transverse collapse of the same I provide the pivoted link 40 shown in Figs. 4 and 7. This link is provided near its free end with a notch 41, and when the truck is opened the notched end of the link is detachably engaged with the extended end 42, Fig. 7, of the pintle at the left of the upper portion of Fig. 4. When the link 40 is thus arranged, transverse collapsing of the truck is precluded, and yet when it is desired to collapse or fold the truck in the direction of its width, the same can be readily accomplished after the link 40 is disengaged from the extended end 42 of the pintle referred to.

It will be readily appreciated from the foregoing that my novel braced truck when locked in open state is stiff and strong and capable of withstanding heavy weights, and that there is absolutely no liability of casual collapse or folding of the truck under normal conditions or in the event of any one or more of the connecting bolts dropping out, which is an important desideratum.

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

1. A collapsible truck comprising telescopic corner posts, lazytongs interposed between and connected with each adjacent pair of posts both at the sides and ends of the truck, horizontally-disposed rock-shafts connected with the lower portions of the corner posts and having bifurcated portions, links pivoted in said bifurcated portions, transversely-disposed links pivotally connected to the inner portions of the first-named links, vertically-swinging links pivotally connected with said transversely-disposed links and extending longitudinally inward therefrom, a horizontal plate arranged above the inner portions of said longitudinally-disposed links and having a depending portion pivotally connected with said portions, and a handle on said plate.

2. A collapsible truck comprising telescopic corner posts, lazytongs interposed between and connected with each adjacent pair of posts both at the sides and ends of the truck, horizontally-disposed rock-shafts connected with the corner posts, and a locking brace including links pivotally connected to said rock-shafts.

3. A collapsible truck comprising telescopic corner posts, lazytongs interposed between and connected with each adjacent pair of posts both at the sides and ends of the truck, and a vertically-movable, flexible locking brace interposed between and connected with opposite pairs of posts; said brace being constructed and arranged to be moved downwardly beyond the dead-center and to remain of itself in said position until drawn upwardly.

4. A collapsible truck comprising telescopic corner posts, lazytongs interposed between and connected with each adjacent pair of posts at the sides of the truck, and lower and upper pairs of side brace links pivotally connected with the corner posts and the lazytongs; the lower side brace links being constructed and arranged to flex upwardly and being held against downward flexing, and

the upper side brace links being constructed and arranged to flex downwardly and being held against upward flexure.

5. In a collapsible truck, the combination with corner posts, and collapsible connections intermediate the posts; of a vertically-movable, flexible locking brace including rock-shafts connected with the posts, links connected with said shafts, and a handle connected with said links; said brace being constructed and arranged when moved vertically beyond the dead-center, to remain of itself in said position.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CARL B. DOLGE.

Witnesses:
KARL A. DOLGE,
CHARLES F. HENDRICKS.

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