C. A. CARLSON.

AMBULANCE.

APPLICATION FILED DEC. 2, 1915.

1,180,253.

Patented Apr. 18, 1916.

2 SHEETS—SHEET 1.

FIG. 1.

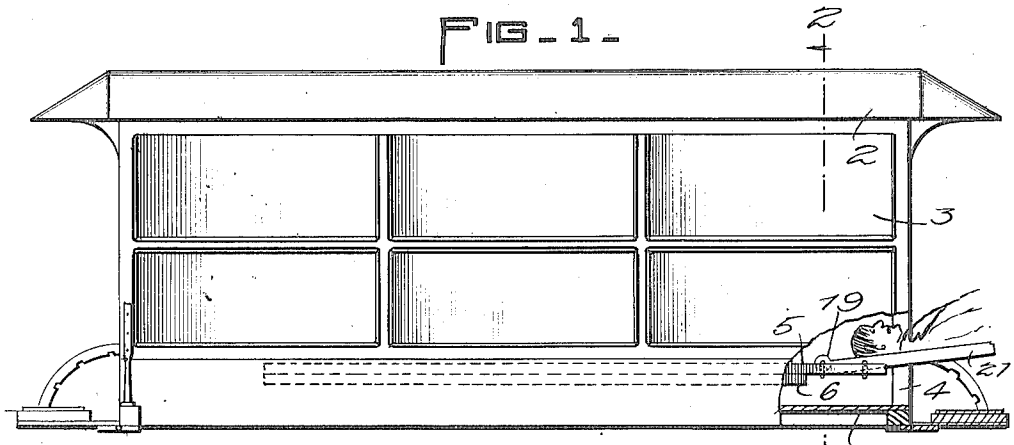
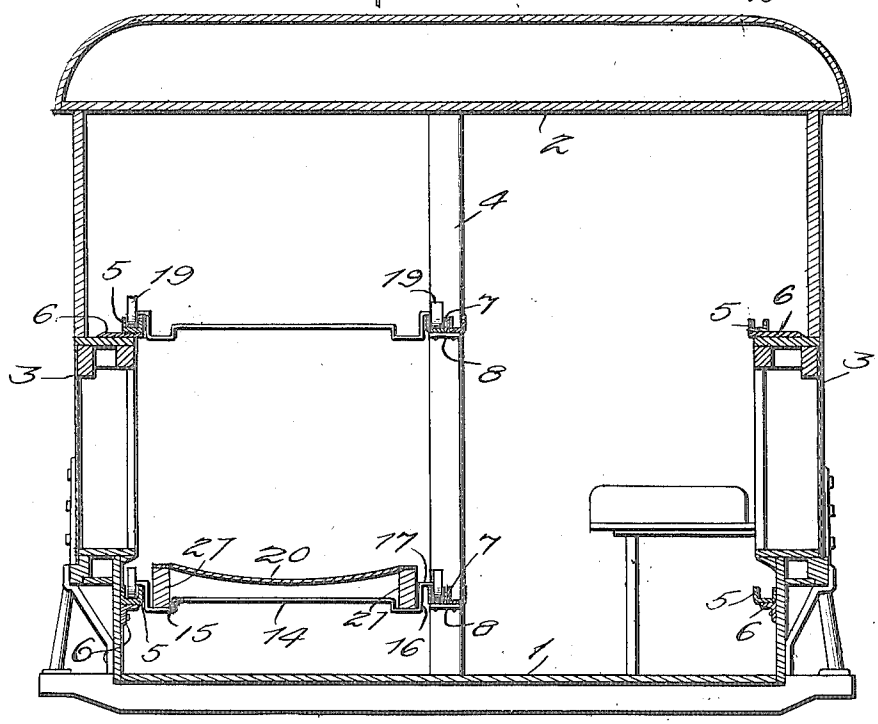


FIG. 2.



INVENTOR

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2 SHEETS—SHEET 2.

FIG. 3.

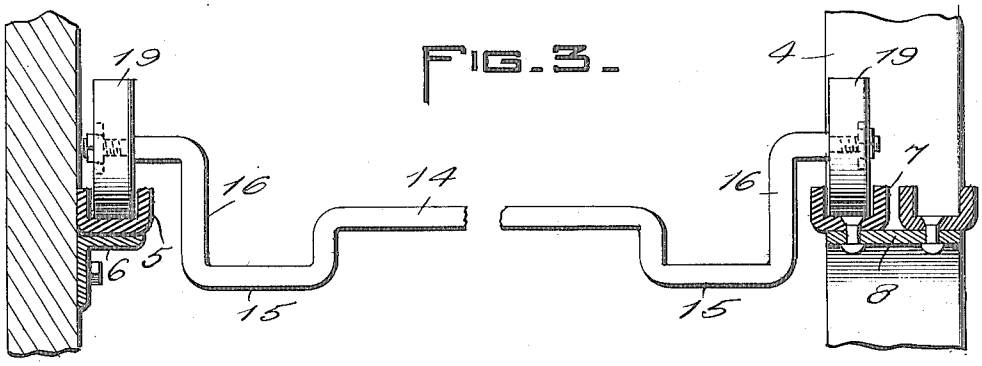


FIG. 4.

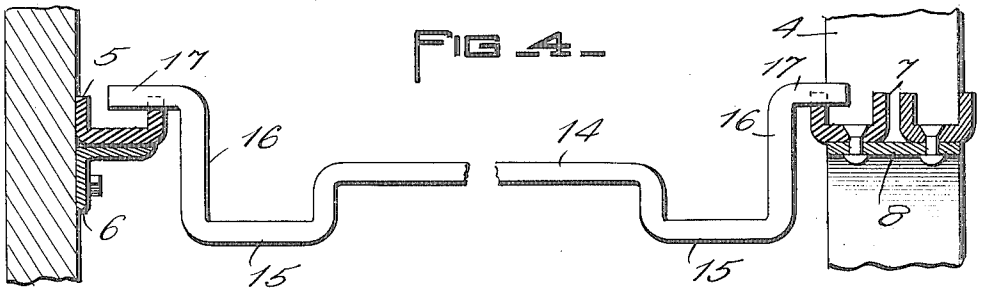
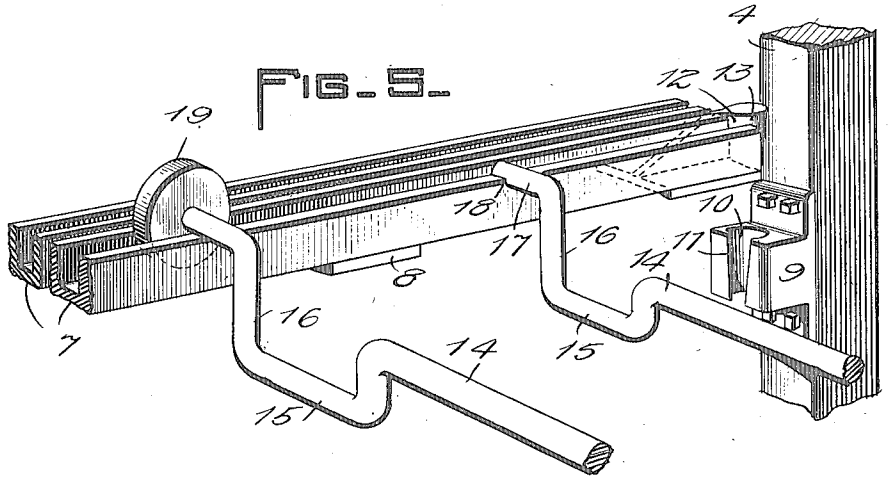


FIG. 5.



INVENTOR

Charles Arthur Carlson

UNITED STATES PATENT OFFICE.

CHARLES ARTHUR CARLSON, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR TO THE TROY WAGON WORKS COMPANY, OF TROY, OHIO, A CORPORATION OF OHIO.

AMBULANCE.

1,180,253. Specification of Letters Patent. Patented Apr. 18, 1916.

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To all whom it may concern:

Be it known that I, CHARLES ARTHUR CARLSON, a citizen of the United States, and a resident of Washington, in the District of Columbia, have invented an Improvement in Ambulances, of which the following is a specification.

In the standard ambulance as now used for the transportation of stretchers, means are provided for supporting two stretchers one above the other at one side of the ambulance, thereby leaving the other side of the vehicle unoccupied so as to provide a passageway for the attendant carrying the front end of the stretcher into the ambulance, to come out of the vehicle after the stretcher has been placed in position.

One of the objects of my invention is to provide means for supporting the front end of the stretcher while sliding it into the ambulance from the rear thereof, thereby obviating the necessity of leaving a passageway beside the stretchers. Two stretchers, one above the other, can be supported in the space formerly used as a passageway, thereby doubling the capacity of the vehicle.

A further object of my invention is to provide trackways secured to the sides of the vehicle, and removable trackways extend through the center thereof, the trackways being adapted to receive movable supports upon which the stretchers are carried.

A still further object of my invention is to provide a movable stretcher support of peculiar construction, which will hold the stretcher rigidly in position within the ambulance.

With these and other objects in view which will become apparent as the description proceeds, my invention resides in the construction, combination, and arrangement of parts to be hereinafter described and claimed, and illustrated in the accompanying drawings, forming a part of this specification, in which like reference characters indicate like parts throughout the several views.

Figure 1 is a side elevation of an ambulance showing the stretcher support and tracking therefor. Fig. 2 is a vertical section on the line 2—2 of Fig. 1. Fig. 3 is a detail view of the front stretcher support and tracking therefor. Fig. 4 is a similar view of the rear stretcher support. Fig. 5 is a perspective view showing one of the center trackways and the stretcher supports in position.

In the drawings an ambulance is shown comprising the floor 1, top 2 and side 3. A post 4 extends from the top to the floor of the ambulance at the center of each end thereof. Channel irons 5, forming trackways, are supported upon suitable brackets 6, secured to each side of the vehicle, and extend the length of the ambulance one above the other at the levels at which it is desired to support the stretchers. Double trackways extending through the center of the vehicle upon the same level as the trackways 5, are formed of two channel irons 7 secured together by suitable braces 8. Means are provided for removably locking these trackways to the posts 4, consisting of an extension 9 secured to the post and having a vertical tapering aperture 10 formed therethrough. The front wall of this extension is also slotted as shown at 11. A protuberance 12, having a body portion 13, tapering vertically and adapted to fit the aperture in the extension 9, is secured to each end of the trackways 7. By seating the protuberance 12 within the extension 9, the trackways 7 will be rigidly but removably secured to the posts 4.

The supports for the stretchers at the rear of the vehicle, consist of a metal rod having a central straight portion 14 of a length equal to the width of the stretcher between the side bars thereof, an offset portion 15 at each side of the center portion adapted to hold the side bars 21 of the stretcher 20, and an upwardly extended portion 16 at the end of the offset 15 having an outwardly bent end 17 at right angles thereto. A notch 18 is formed in the sides of the rear end of each of the trackways 5 and 7, and one of the stretcher supports is suspended from each pair of opposed trackways by its ends 17 held in the said notches. The supports for the front ends of the stretchers are identical with the supports for the rear ends thereof, except they have a roller 19 suitably journaled upon the outturned ends 17, and adapted to move along the trackways 5 and 7. One of these supports is movably suspended from each pair of opposed trackways in advance of the stationary rear end support.

In operation, the movable support is rolled to the rear of its trackways adjacent the rear support. The front ends of the

side bars of a stretcher are placed in the offsets 15 of the front support and the stretcher is pushed into the ambulance, the front support moving along the trackways. When the stretcher is completely within the ambulance the rear ends of the side bars thereof are placed upon the stationary support, thereby suspending the stretcher within the vehicle. If it is desired to use the vehicle other than as a stretcher carrier the trackways 7 may be quickly removed, leaving the body of the vehicle empty.

It will thus be seen that I have provided means for supporting stretchers within an ambulance by the use of which the stretchers may be placed in the vehicle from the rear thereof.

I claim:

1. The combination with a vehicle body having side walls and supporting posts at the front and rear thereof, of grooved trackways extending the length of the vehicle and secured to the said side walls, double grooved trackways extending the length of the vehicle through the center thereof, each of the said trackways having a notch formed in its sides near the rear end thereof, vertically tapering lugs on each end of the said double trackways, coöperating with vertically tapering slotted sockets secured to the above mentioned supporting posts of the vehicle to form a separable fastening for removably securing the double trackways to the said posts, a stretcher support comprising a straight central portion, offsets at each side thereof for the reception of the side bars of a stretcher, and upwardly and outwardly bent ends, suspended from each pair of opposed trackways with its outturned ends resting in the above mentioned notches, and a similar stretcher support having rollers journaled on its outturned ends adapted to engage the said grooved trackways, suspended from each pair of opposed trackways in rear of the stationary support, with its rollers in the said grooves.

2. The combination with an ambulance of trackways secured to the sides thereof and double trackways extending through the center of the same, a stationary stretcher support comprising a straight central portion, offsets at each side thereof for the reception of the side bars of a stretcher, and upwardly and outwardly bent ends, suspended from each pair of opposed trackways near the rear end thereof, with its outturned ends resting upon the sides of the trackways, and a similar stretcher support having rollers journaled on its outturned ends adapted to engage the said grooved trackways, suspended from each pair of opposed trackways in front of the stationary support and adapted to move along the same.

3. The combination with a vehicle body, of trackways secured to the sides thereof, removable trackways extending through the center thereof, a stationary stretcher support having means for engaging the side bars of a stretcher, suspended from pairs of opposed trackways near the rear ends thereof, and a similar movable stretcher support suspended from pairs of opposed trackways in front of the said stationary support, and adapted to move along the same.

4. A device of the character specified comprising trackways spaced apart, a stationary stretcher support suspended between the same at the rear thereof, a movable stretcher support in front of the stationary support engaging the said trackways and adapted to move along the same.

5. The combination with a vehicle of supporting guideways extending the length thereof, movable stretcher supports having depressions therein for engaging the side bars of a stretcher suspended from the said guideways and adapted to move along the same, the said stretcher supports being adapted to receive a stretcher at the rear end of the vehicle and convey the said stretcher within the vehicle and stationary means at the rear end of the vehicle for supporting the rear end of the stretcher.

CHARLES ARTHUR CARLSON.