June 26, 1951 E. T. McCOMIE 2,558,144

CHAIR TRUCK

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Fig. 1.

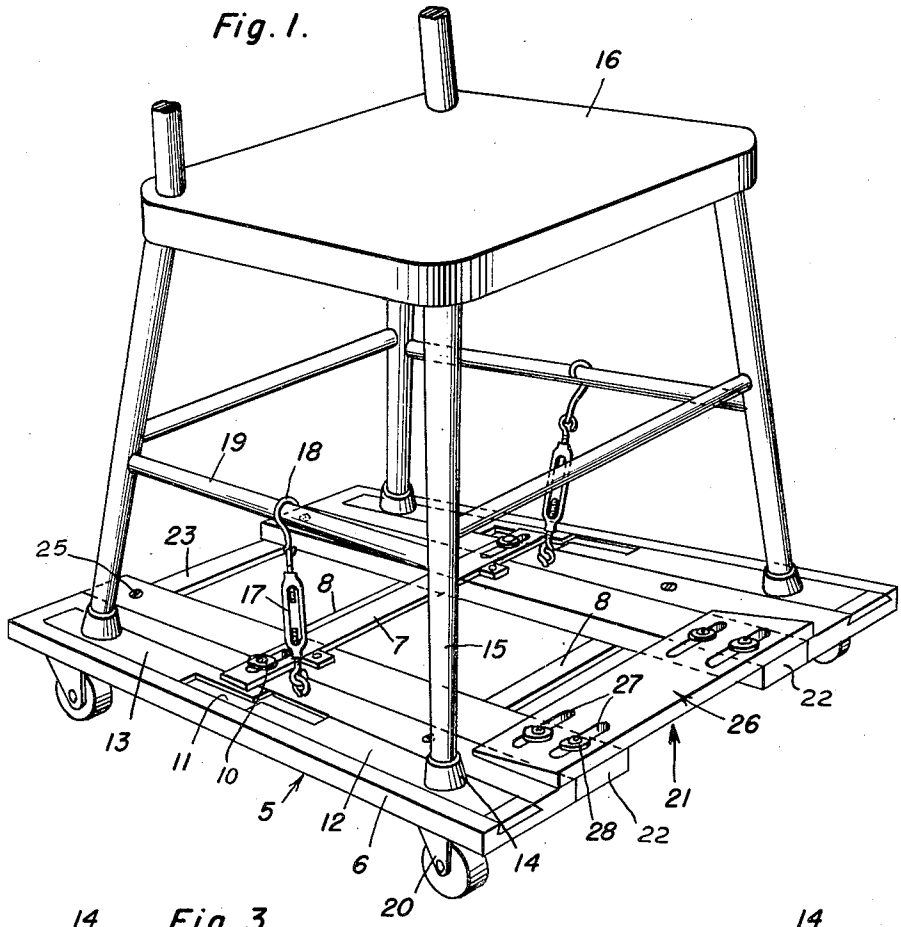
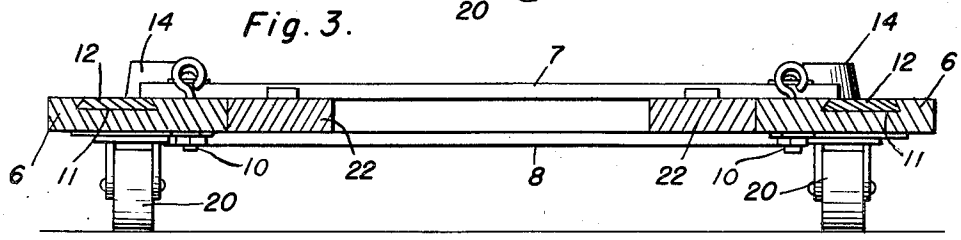


Fig. 3.



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Fig. 2.

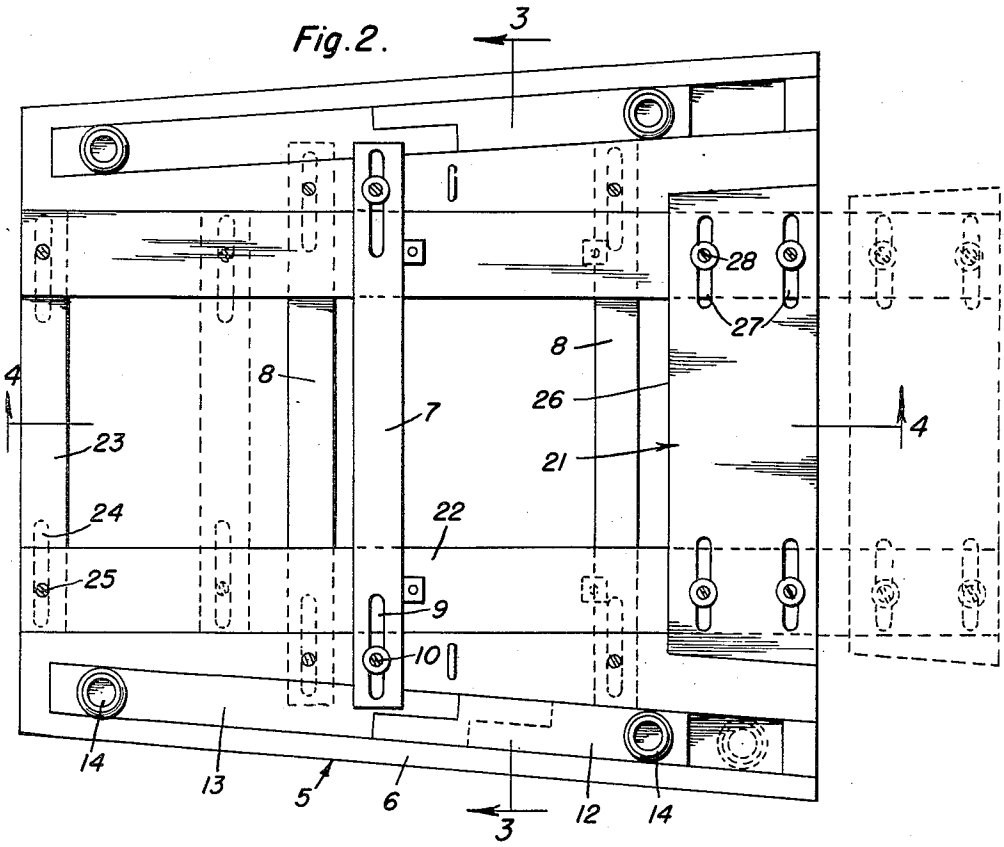


Fig. 4.

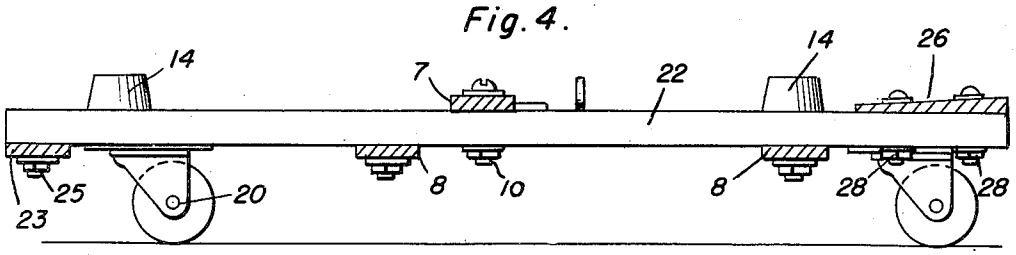
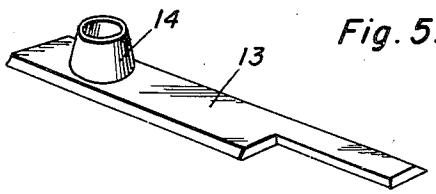


Fig. 5.



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CHAIR TRUCK

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Application July 18, 1947, Serial No. 761,851

4 Claims. (Cl. 280—35)

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This invention relates to new and useful improvements in trucks and more particularly to a truck for supporting a chair thereon to convert the same into an invalid chair to facilitate movement of a patient from place to place.

An important object of this invention is to provide an invalid chair truck which may be easily and quickly adjusted to accommodate the legs of chairs of different dimensions.

Another object of this invention is to provide an extensible foot rest and which is adjustable independently of the truck and arranged for retracting onto the truck, when not in use for storing and shipping the truck in a compact form.

A still further object is to provide a device of this character of simple and practical construction, which is strong and durable, relatively inexpensive to manufacture and otherwise well adapted for the purposes for which the same is intended.

Other objects and advantages reside in the details of construction and operation as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming part hereof, wherein like numerals refer to like parts throughout, and in which:

Figure 1 is a perspective view;

Figure 2 is a top plan view;

Figure 3 is a transverse sectional view taken on the line 3—3 of Figure 2;

Figure 4 is a longitudinal sectional view taken on the line 4—4 of Figure 2, and

Figure 5 is an enlarged perspective view of one of the adjustable slides for the sockets of the chair legs.

Referring now to the drawings in detail wherein for the purpose of illustration I have disclosed a preferred embodiment of the invention the numeral 5 designates the truck frame generally which is composed of a pair of side frame members 6 connected to each other in spaced relation for lateral adjustment relative to each other by an upper transverse connecting bar 7 and a pair of lower transverse connecting bars 8. Each of the connecting bars are provided with slots 9 extending longitudinally of the bar adjacent each end thereof and in which bolts 10 carried by the frame members 6 are received for securing the frame members in a laterally adjusted position.

The upper surface of each frame member 6 is formed with a longitudinally extending dovetail groove 11 and in which front and rear dovetail slides 12 and 13 are slidably received. Each slide is provided with an upwardly extending

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socket 14 for receiving the leg 15 of a chair 16 to support the chair on the frame. Turnbuckles 17 are secured at the lower ends of the frame members 6 and are provided with hooks 18 at their upper end for engaging a rung 19 of the chair to thus securely sold the chair in position on the frame of the truck.

Swivelly mounted rollers or caster wheels 20 are suitably secured to the underside of each frame member 6 adjacent the front and rear ends thereof and by means of which the truck with the chair supported thereon may be easily moved over a floor or other surface.

A foot rest designated generally at 21 includes a pair of spaced parallel side rails 22 which are slidably mounted under the upper transverse connector 7 and upon the lower transverse connector 8 to support the side rails in the plane of the side frame members 6. A cross bar 23 connects the rear ends of the side rails 22 and is provided with a slot 24 extending longitudinally of the cross bar adjacent each end thereof for receiving a bolt and nut 25 extending downwardly from the rails 22 to adjustably secure the rails in spaced parallel relation with respect to each other inwardly of the inner edges of the frame member 6. A foot board 26 is also adjustably secured at the front end of the rails 22 by means of slots 27 extending longitudinally of the foot board adjacent each end thereof and in which bolts and nuts 28 carried at the front ends of the rails 22 are adjustably received. The upper surface of the foot board 26 is inclined as shown more clearly in Figure 4 to more comfortably support the feet of a person occupying the chair 16.

The foot rest 21 may be bodily adjusted into a forwardly projected position as shown by the dotted lines in Figure 2 merely by sliding the foot rest forwardly, or may be secured in a retracted position as shown by the full lines in Figure 2 by sliding the same rearwardly.

The side frame members 6 may be adjusted toward or away from each other by means of the bolts and nuts carried in the slots 9 of the connector bars 7 and 8 in accordance with the width of the chair and the sockets 14 may be adjusted forwardly or rearwardly in accordance with the spacing of the front and rear legs of the chair from each other so that chairs of different dimensions may be secured on the truck.

In view of the foregoing description taken in conjunction with the accompanying drawings it is believed that a clear understanding of the construction, operation and advantages of the device

will be quite apparent to those skilled in this art. A more detailed description is accordingly deemed unnecessary.

It is to be understood, however, that even though there is herein shown and described a preferred embodiment of the invention the same is susceptible to certain changes fully comprehended by the spirit of the invention as herein described and the scope of the appended claims.

Having described the invention, what is claimed as new is:

1. A chair truck comprising a wheeled frame, said frame including a pair of transversely adjustable longitudinal frame members having longitudinal grooves in their upper surfaces and cross frame members connecting the longitudinal frame members to each other for adjustment of the latter toward and away from each other, a plurality of longitudinally adjustable slides recessed in each of said grooves and slidably adjustable longitudinally therein, and chair leg receiving sockets carried by said slides.

2. A chair truck comprising a wheeled frame including a pair of spaced parallel frame members having longitudinal grooves in their upper surfaces, cross bars adjustably connecting the frame members to each other, and front and rear slides recessed in each of the grooves of the frame members and each slide adapted to support a leg of a chair placed on said truck.

3. A chair truck comprising a wheeled frame including a pair of spaced parallel frame members having longitudinal grooves in their upper surfaces, cross bars adjustably connecting the

frame members to each other, and front and rear slides recessed in each of the grooves of the frame members and each slide adapted to support a leg of a chair placed on said truck, said slides being independently movable forwardly and rearwardly in the respective grooves.

4. A chair truck comprising a wheeled frame including a pair of spaced parallel frame members having longitudinal grooves in their upper surfaces, cross bars adjustably connecting the frame members to each other, means carried by the frame for securing a chair thereon, and front and rear slides recessed in each of the grooves of the frame members and each slide adapted to support a leg of the chair.

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