W. E. PARKER & W. BURNS.

FOLDING TRUCK.

APPLICATION FILED JUNE 2, 1916.

1,226,585.

Patented May 15, 1917.

2 SHEETS—SHEET 1.

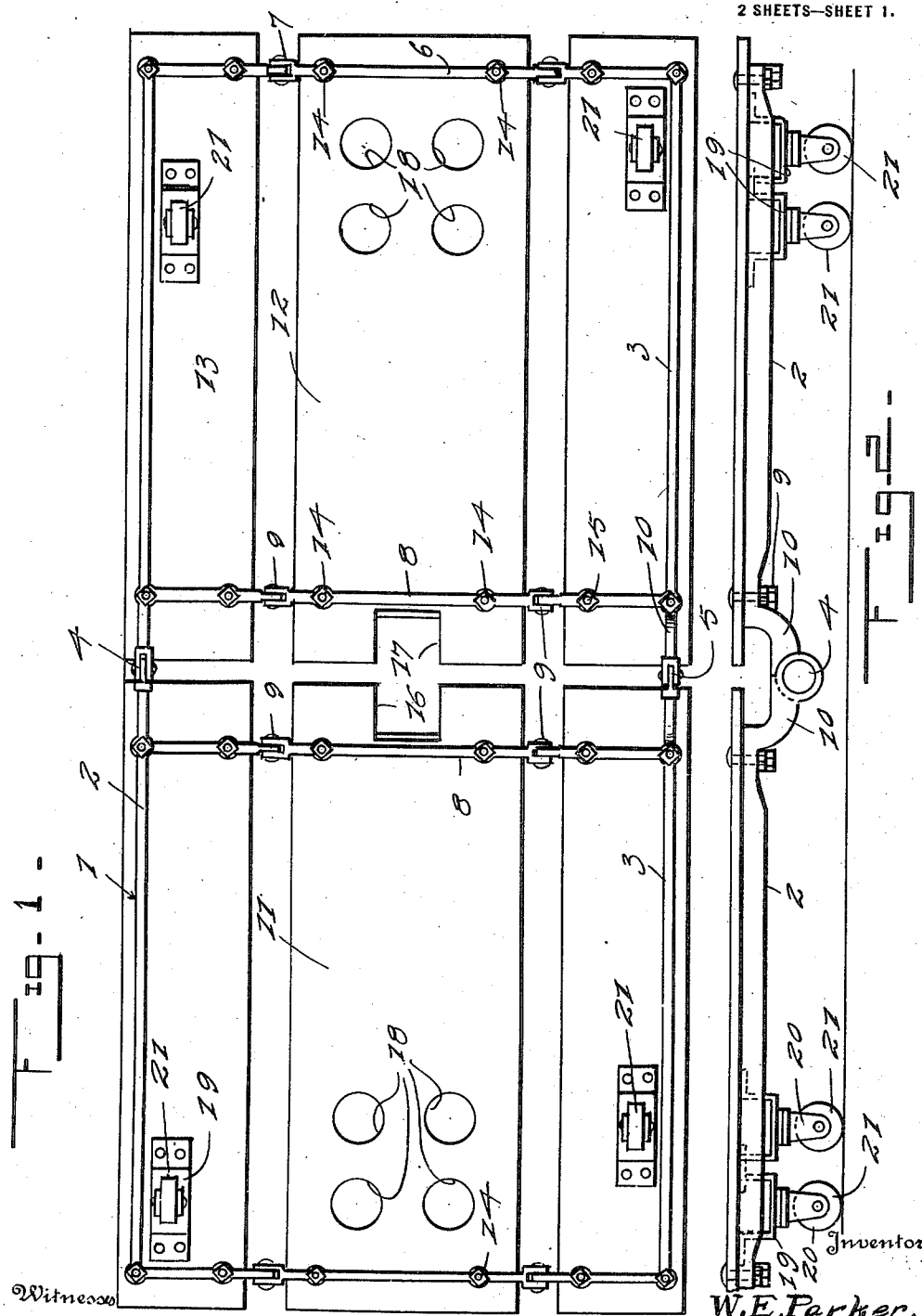


Fig. 1.

Fig. 2.

Witnesses

C. M. Beale.

H. Kaye Martin

Inventors

W. E. Parker,

W. Burns.

By

J. Randolph Jr.

Attorney

W. E. PARKER & W. BURNS.

FOLDING TRUCK.

APPLICATION FILED JUNE 2, 1916.

1,226,585.

Patented May 15, 1917.

2 SHEETS—SHEET 2.

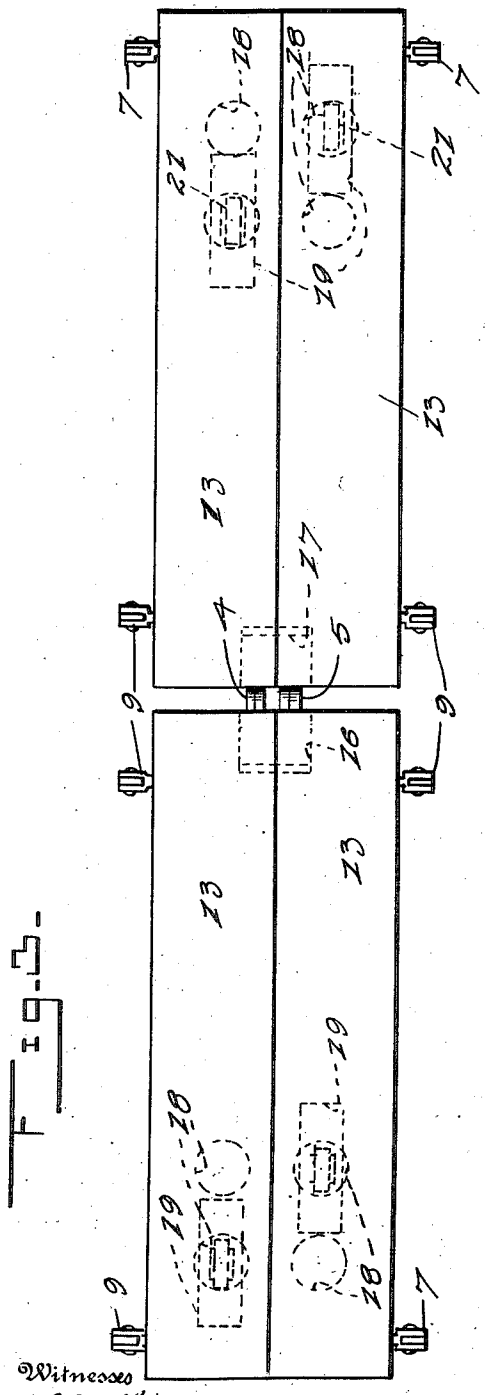


Fig. 4.

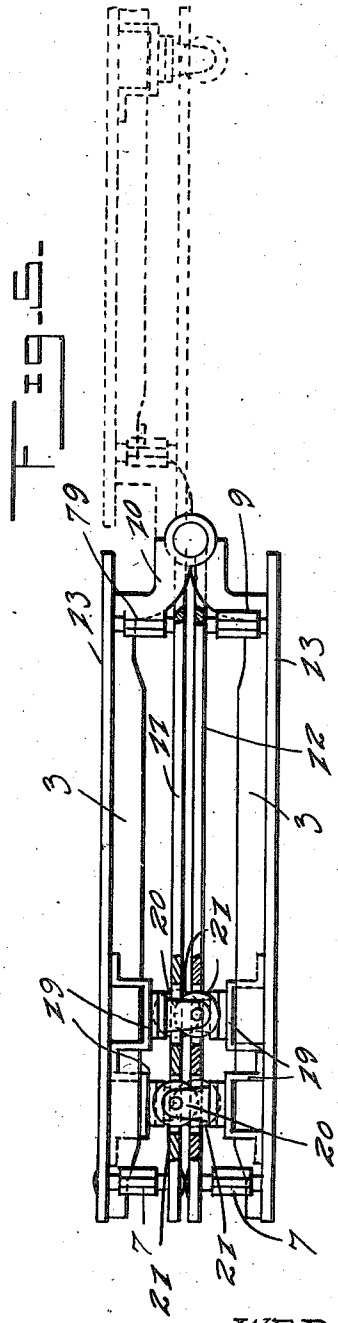


Fig. 5.



Fig. 6.

Witnesses

C. C. Beall.

Inventors

W. E. Parker,

W. Burns.

By W. Randolph Jr. Attorney

UNITED STATES PATENT OFFICE.

WILLIAM E. PARKER AND WILLIAM BURNS, OF ITHACA, NEW YORK; SAID PARKER ASSIGNOR OF ALL OF HIS RIGHT TO JOHN BURNS, OF ITHACA, NEW YORK.

FOLDING TRUCK.

1,226,585. Specification of Letters Patent. Patented May 15, 1917.

Application filed June 2, 1916. Serial No. 101,361.

To all whom it may concern:

Be it known that we, WILLIAM E. PARKER and WILLIAM BURNS, citizens of the United States, residing at Ithaca, in the county of Tompkins and State of New York, have invented certain new and useful Improvements in Folding Trucks; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in a folding truck and the principal object of the invention is to provide a folding truck which when it is in open position will form a platform for supporting the body of the user when it is necessary to get under a motor vehicle in order to make necessary repairs thereto.

Another object of the invention is to provide a device which when not in use may be folded into a small and compact bundle so that the same may be carried on the vehicle and will occupy a minimum amount of space.

A still further object of the invention is to provide a device which is simple and strong and which may be readily moved to a proper point without inconvenience to the user.

With the above and other objects in view the invention consists in the novel combination and arrangement of parts which will be fully set forth in the following specification and accompanying drawings, in which:—

Figure 1 is a bottom plan view of a truck constructed in accordance with this invention,

Fig. 2 is a side view in elevation of the truck illustrating the same in its unfolded position,

Fig. 3 is a top plan view of the truck showing the same partly folded,

Fig. 4 is an end view of Fig. 3, and

Fig. 5 is a view illustrating the device completely folded and showing in dotted lines its relative opened position.

Referring to the drawings, the numeral 1 designates as an entirety the frame of the device consisting of the side bars 2 and 3, each of these side bars comprises two sections having their adjacent ends pivoted together as at 4 and 5 respectively as clearly illustrated in the drawings. The side bars are held in spaced parallel relation by the end bars 6 each of which comprises three separate sections consisting of a central section and two end sections which are pivoted as at 7 to said central section. Extending transversely of the device adjacent the pivots 4 and 5 are the bars 8 each of which consist of a central and a pair of end sections which are hinged to the sections as at 9. It will thus be seen that a pair of frames is provided having their adjacent ends hinged by the hinges 4 and 5 as clearly shown in the drawings. The pivots or hinges 7 and 9 as well as the pivots or hinges 4 and 5 are arranged in such a manner that when pressure is applied to the top of the platform the frame will remain rigid but when an attempt is made to fold the side portions of the frame formed by the side bars 2 and 3 and the end sections of the end bars 6 and the end sections of the central bars 8 the same will fold under the bottom on the hinges 7 and 9. As illustrated in Fig. 2, the hinges 4 and 5 are arranged so that the central portions are out of alinement with the plane of the central portions of the hinges 7 and 9 and these hinges 4 and 5 are supported by the arms 10 in spaced relation to the platform which will be more fully hereinafter described.

The supporting platform of the device comprises the central plates 11 and 12, which are positioned between the corner plates 13. These central plates 11 and 12 are supported on the central portions of the end bars 6 and 8 and are attached thereto by suitable bolts 14. The corner plates 13 are attached to the frame consisting of the end members of the bars 6 and 8 and the side bars 2 and 3 and these plates are attached by suitable bolts 15. Formed in the adjacent edges of the central plates 11 and 12, respectively are the alining notches or recesses 16 and 17. These notches are to accommodate the arms 10 and the hinges 4 and 5 when the device is in folded position as will be clearly seen upon reference to Fig. 5. Formed on opposite ends of the plates 11 and 12 are the openings 18 which are arranged to receive the rollers or casters which will be more fully hereinafter described.

The casters above referred to each comprise a base or attaching plates 19 to which is swivelly connected the forks 20 between which the roller 21 is journaled as will be seen upon reference to Fig. 5, the casters

when the device is folded are accommodated in the openings 18 and when in open position as shown in Fig. 2 the device will be supported on the casters so as to allow the same to be readily shifted around beneath the vehicle.

It will be apparent from the foregoing that in use when it is desired to occupy the truck, the same is opened as illustrated in Fig. 1 and placed in the position shown in Fig. 2 and it will be apparent that the occupant may lie down on the truck and then propel himself in the desired direction until the desired point is reached where after making the necessary repairs to the vehicle he may readily move out from under the vehicle and then fold the truck ready for transportation. The folding of the truck is accomplished by turning the same on its upper face so that the rollers or casters project upwardly and then swinging the corner sections of the platform on their pivots 7 and 9 thereby swinging the pivots 4 and 5 into such a position that they project through the openings 16 and 17 simultaneously with this movement it will be seen that the rollers 21 will project through their perspective openings 18 and the device is then ready for the next fold which is made by lifting the central portions of the track upwardly so that it folds on the hinges 4 and 5 in the manner illustrated in Fig. 5. Such action will cause the casters of the opposite ends to project through the remaining openings in the plates 12 as illustrated in Fig. 5 and when in this position it will be seen that the device will occupy a minimum amount of space and may be readily transported.

While in the foregoing there has been shown and described the preferred embodiment of this invention it is to be understood that such changes may be made in the combination and arrangement of parts as will fall within the spirit and scope of the appended claims.

What is claimed is:—

1. In a folding truck, a pair of central plates, corner plates hingedly connected beside the central plates, hinges connecting the adjacent edges of the corner plates, said hinges being offset, the central plates being formed with notches in their adjacent edges to receive the offset hinges and allow the same to project beyond the upper faces of the central plates when the device is in its folded position to allow the central plates to be folded against each other, and rollers carried by the corner plates.

2. A folding truck comprising a pair of central plates arranged in longitudinal alinement, corner plates hingedly connected to the side edges of the central plates, said corner plates being arranged in longitudinal alinement, hinges connecting the adjacent ends of the corner plates, said hinges being offset and positioned below the faces of the plates when the device is in its operative position, the central plates having recesses in their adjacent edges to receive the offset hinges when the corner plates are folded, the said offset hinges projecting through the notches and beyond the plane of the upper faces of the central plates to allow the upper faces of said central plates to be folded upon each other, the free ends of the central plates having openings therein and rollers on the corner plates adapted to project through the openings in the central plates when the device is in its folded position.

3. A truck comprising a frame, said frame consisting of side bars formed of two separate sections hinged together, the hinges of said sections being offset below the plane of the lower edges of the frame, end bars holding the side bars in spaced parallel relation, each of said end bars consisting of a central section having end sections hinged thereto, transversely extending bars arranged beside the hinges of the side bars, said transversely extending bars consisting of a central and end section hinged to the central section, the transverse bars being connected to the side bars, plates secured to the sections of the frame to form a platform, the central plates being provided with notches in their adjacent ends to accommodate the hinges of the side bars and having openings in their opposite ends, and rollers carried by the end plates and adapted to project through the openings when the device is in its folded position.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM E. PARKER.
WILLIAM BURNS.

Witnesses:
EUGENE TERRY,
JOHN BURNS.