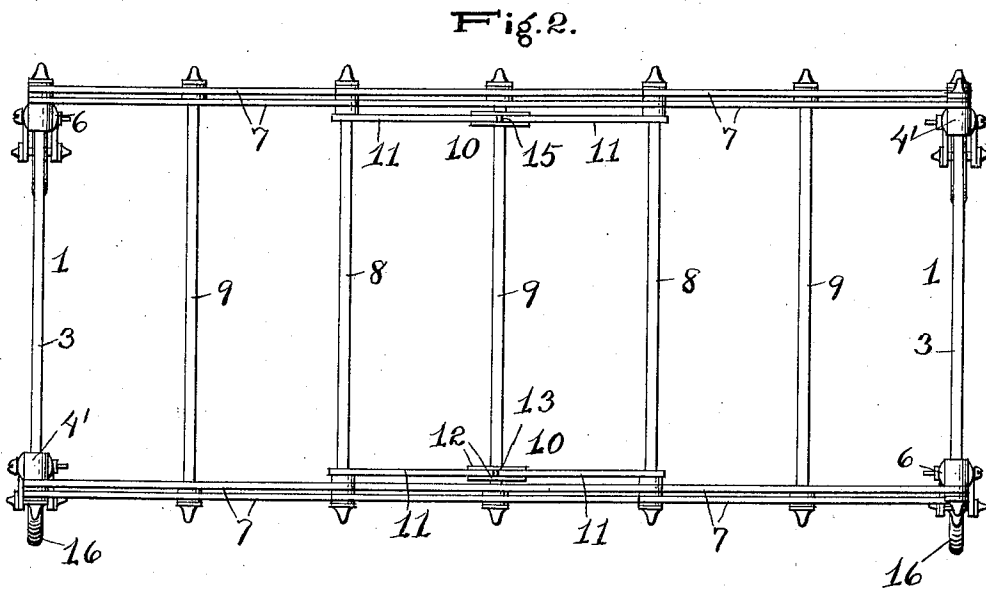
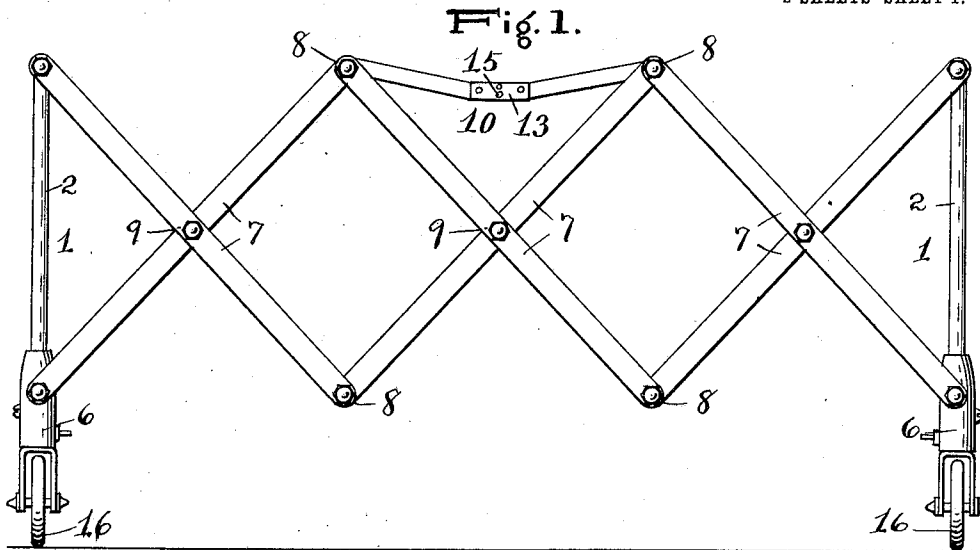


E. EDMONSON.
CASKET TRUCK OR BIER.
APPLICATION FILED JULY 7, 1911.

1,023,070.

Patented Apr. 9, 1912.

2 SHEETS-SHEET 1.



Inventor

Witnesses

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2 SHEETS-SHEET 2.

Fig. 3.

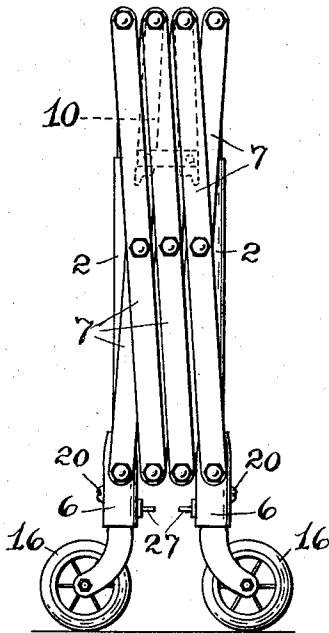


Fig. 4.

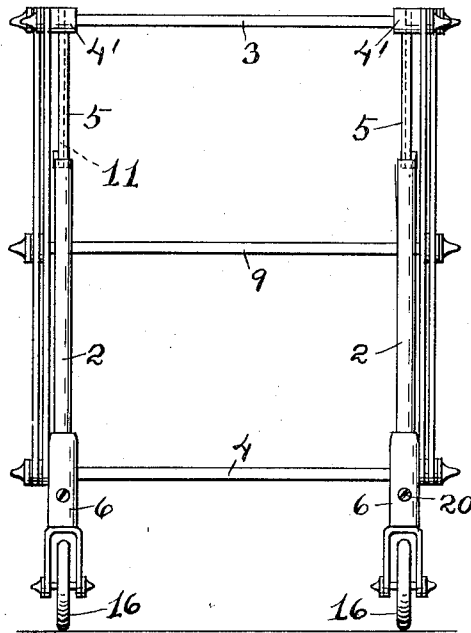


Fig. 5.

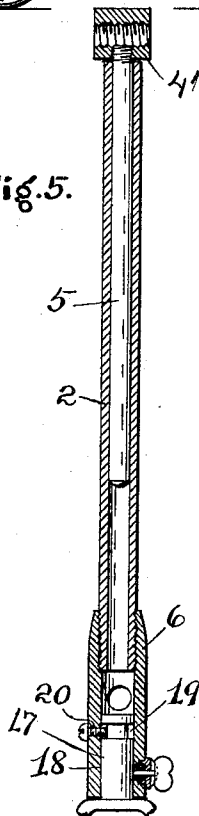
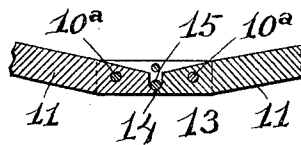


Fig. 6.



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UNITED STATES PATENT OFFICE.

EDGAR EDMONSON, OF GREENFIELD, OHIO.

CASKET TRUCK OR BIER.

1,023,070.

Specification of Letters Patent.

Patented Apr. 9, 1912.

Application filed July 7, 1911. Serial No. 637,373.

To all whom it may concern:

Be it known that I, EDGAR EDMONSON, a citizen of the United States, resident of Greenfield, in the county of Highland and State of Ohio, have made a certain new and useful Invention in Casket Trucks or Biers; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a side view of the invention. Fig. 2 is a plan view of the same. Fig. 3 is a side view of the invention in contracted form. Fig. 4 is an end view of the same. Fig. 5 is a central vertical section of one of the tubular standards, and the parts carried thereby, with the caster shown as partly broken away. Fig. 6 is a detail longitudinal section of one of the tie links, partly broken away.

The invention has relation to improvements in folding trucks or biers designed for the support of caskets, and it consists in the novel construction and combinations of parts as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the numerals 1, 1 designate rectangular end frames, composed each of tubular standards 2, 2, and upper and lower cross bars 3, 3, and 4, 4, each upper cross bar 3 fitting at its ends in seats of horizontal tubular heads 4' of vertical rods 5, having slidable engagement in the upper portion of the standards. Each lower cross bar 4 fits at its ends in seats in foot blocks 6, 6.

Connecting the two end frames at the sides are two series of lazy tong bars 7, 7, each series of which is composed of three sets of cross bars pivoted to each other and to the head and foot blocks of the end frames. The central sets of cross bars at each side are pivotally connected at their upper ends to the inner branches of the end sets of cross bars through the medium of transverse brace rods 8, 8, and the members of each set or pair of cross bars are pivotally connected to each other through the medium of similar brace rods 9, 9.

When the truck is unfolded for use, the vertical rods 5 slide downward in the tubular standards until the head blocks 4', 4',

thereof come in contact with the upper ends of the standards, when further unfolding is prevented.

The casket and its burden, when in position upon the truck, is designed to rest upon the transverse brace rods 8, 8, and upon the upper cross bars 3, 3, of the end frames, and in order to brace the central portion of the truck against downward movement under the strain of the casket when it is being placed upon the truck, a tie link 10 is provided at each side, connecting the brace rods 8, 8. That is to say, the end branches of the end sets of cross bars of the lazy tongs have direct bracing engagement with the end frames, but the other or inner branches of the end sets of cross bars and the central sets of cross bars, being without floor support, have a strong tendency to move downward or collapse under the strain of the load, the transverse brace rods 8, 8, at the same time tending to move farther apart. This tendency is resisted in an effectual manner by the links 10, aforesaid, which act as a tie for the transverse rods 8, 8, to prevent any farther separation thereof.

It is preferred to form each tie link 10, of two sections 11, 11, each of which is pivotally connected at one end to one of the rods 8, and at its other end by a rivet 10^a to the cheek pieces 12, 12, of a joint 13, between the sections. When the truck is unfolded, the sections of the tie links 10, approach a position nearly in alinement with each other, but slightly bowed downward, the approximated ends 14, 14, of the sections having stop engagement with each other to brace the sections against strain, and prevent any farther upward movement. Said ends have also preferably stop engagement with a pin or rivet 15, connecting the cheek pieces of the joint, to additionally brace the sections against strain.

The cheek pieces of the joint are designed to have close frictional engagement with the ends of the link sections, as is desirable, these cheek pieces at the same time serving to inclose the ends of the sections when the truck is unfolded, giving a neat and finished appearance.

16, 16, designate casters having stems 17, fitting removably in seats 18, of the foot blocks, said stems having annular grooves 19, with which securing screws 20, of the foot blocks have removable engagement.

When the load is removed from the truck,

it can be readily folded to compact form by drawing or pushing its ends toward each other, the tie links 10, being designed to fold automatically inasmuch as they are slightly bowed when extended.

Having thus described my invention, what I claim as new and desire to obtain by Letters Patent is:—

1. A folding truck for caskets, comprising end frames provided with tubular standards having foot blocks, lower transverse rods engaging said foot blocks, vertical rods having slidable engagement within said standards and provided with head blocks, and upper transverse rods engaging said head blocks, a lazy tongs at each side having pivotal connection with the transverse rods of said end frames, the lazy tongs having central sets of cross bars provided at their upper ends with transverse brace rods, foldable tie links connecting said brace rods and composed each of two sections, a bridge joint having opposite cheeks embracing and having pivotal connection with the adjacent ends of said sections, and stop means for said sections when in extended position.

2. A folding truck for caskets, comprising end frames provided with tubular

standards having foot blocks, lower transverse rods engaging said foot blocks, vertical rods having slidable engagement within said standards and provided with head blocks, and upper transverse rods engaging said head blocks, a lazy tongs at each side having pivotal connection with the transverse rods of said end frames, the lazy tongs having central sets of cross bars provided at their upper ends with transverse brace rods, and automatically foldable bowed tie links connecting said brace rods and composed each of two sections, a bridge joint having opposite cheeks embracing and having pivotal connection with the adjacent ends of said sections and a pin connecting said cheeks, said ends when the tie links are extended having stop engagement with each other and against said pin to prevent further upward movement and brace the sections against strain.

In testimony whereof I affix my signature, in presence of two witnesses.

EDGAR EDMONSON.

Witnesses:

M. IRWIN DUNLAP,
TAYLOR NEFF.

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