

(No Model.)

W. WILDPRETT.
LADDER.

No. 575,866.

Patented Jan. 26, 1897.

Fig. 1.

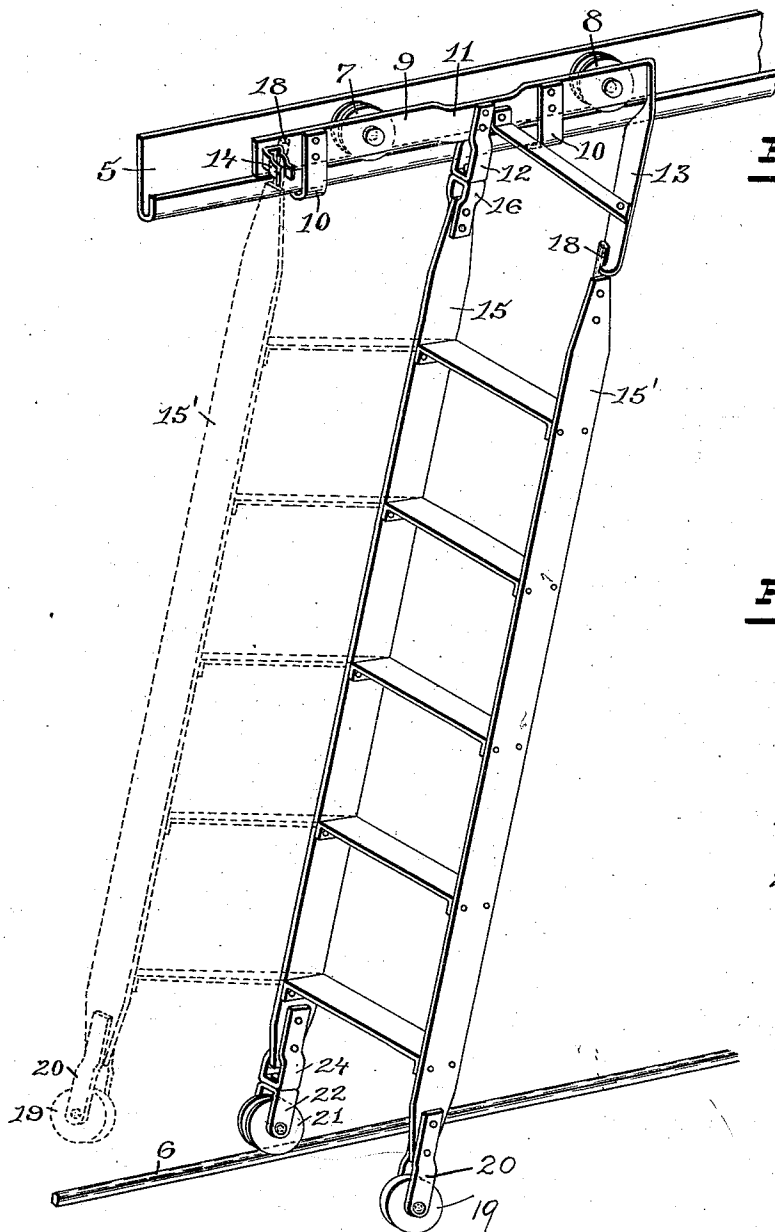


Fig. 2.

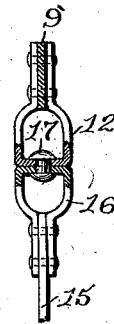
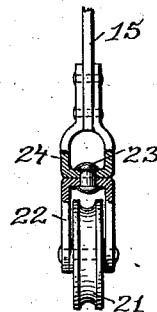


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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LADDER.

SPECIFICATION forming part of Letters Patent No. 575,866, dated January 26, 1897.

Application filed July 3, 1896. Serial No. 597,959. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WILDPRETT, of Providence, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Ladders; and I hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification.

This invention has reference to improvements in ladders, and particularly to ladders which are adapted to be mounted on tracks.

The object of the invention is to so construct a ladder for store and similar service that it can be shifted about with the least possible obstruction to the passage through which it moves.

Another object of the invention is to provide a readily-movable ladder which may be turned out of the way when not in use.

Still another object of the invention is to improve the construction of ladders for store and similar service.

The invention consists of ways or tracks, carriages mounted on the ways, and a ladder pivotally connected with the carriages.

The invention also consists in such other novel features of construction and combination of parts as shall hereinafter be more fully described, and pointed out in the claims.

Figure 1 represents a perspective view of the improved ladder shown in combination with its carriages and the ways for the same.

Fig. 2 represents an enlarged view of the pivoting device at the upper end of the ladder, Fig. 3 representing a similar view of the pivoting device at the lower portion of the ladder with the carriage or wheel to which the ladder is pivoted.

Similar numbers of reference designate corresponding parts throughout.

Ladders of this nature are particularly adapted for use in stores, behind counters, or where it is necessary that the upper portion of the apartment be reached from time to time. In order that these ladders may be moved the more readily, it has been the custom to attach the ladder to a wheel or carriage mounted to travel on a fixed support by which the main weight of the ladder was

sustained in transit and by which the ladder was held in the upright position when in use.

In carrying my invention into practice I secure a ladder to its supporting-carriage in such manner that the ladder may be turned in the most convenient position for use in transit or when out of use.

In the drawings the ways or tracks 5 and 6 represent any usual device on which ladder-supporting carriages may travel. In some cases but one track is used, but the number, location, or construction of the tracks or ways is immaterial. On the track 5 are mounted the wheels 7 and 8, rotatable on axles or shafts which are fixed in the plate 9, having the U-shaped members 10 10, which prevent the undue tipping of the plate and wheels on the rail, and the outwardly-bent portion 11. This plate 9 is also furnished with the depending stirrup 12, the outwardly-extending arm 13, suitably braced, and with the catch 14.

To the upper end of the ladder side 15 is secured the fitting 16, which is pivoted to the stirrup 12 by the pivot 17, and to the upper end of the ladder side 15' is fastened the stud 18, which is adapted to be engaged and supported by the outer end of the arm 13 when the ladder is in position for use, or which may be engaged and held by the catch 14 when the ladder is swung back out of such position, as is indicated by dotted lines in the drawings.

At the lower end the ladder is mounted on wheels which assist in supporting the ladder. In the drawings the wheel 19 is journaled in a frame 20, fixed to the outer side 15' of the ladder, while the wheel 21, traversable on the rail 6, is journaled in the frame 22, which is pivotally secured by the pivot 23 to the frame 24, fastened to the lower end of the ladder side 15.

Reference to the drawings will readily suggest the manner in which the ladder is operated. When in use, the ladder occupies the position shown in full lines and when in this position may be traversed along the rails. It is, however, preferred to fold the ladder back, as indicated in dotted lines, when the same is to be moved, as in this position the ladder occupies but little space in the transit and can readily be swung into position when

the desired point is reached. When not in use, the preferable position is, of course, that shown in dotted lines.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination with a carriage having an outwardly-extending arm, and a latching or holding device, of a ladder pivotally connected with the carriage and furnished with a portion adapted to bear against the carriage-arm when the ladder is in a position for use and to be engaged and held by the holding device when the ladder is brought into position therefor.

2. The combination with an upper and a lower track, and carriages mounted to travel

thereon, of a ladder pivotally supported between the carriages.

3. The combination with the track-carriage 20 9 having the depending member 12, the arm 13 and the catch 14, and a carriage comprising the wheel 21 mounted in the frame 22, of the ladder having the side 15 provided with the frames 16 and 24 pivoted respectively to 25 the member 12 and to the frame 22, and the side 15' provided with the stud 18, as and for the purpose described.

In witness whereof I have hereunto set my hand.

WILLIAM WILDPRETT.

Witnesses:

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M. F. BLIGH.