J. L. TANDY.

DISPLAY TRUCK.

APPLICATION FILED FEB. 19, 1909.

955,014. **Patented Apr. 12, 1910.**

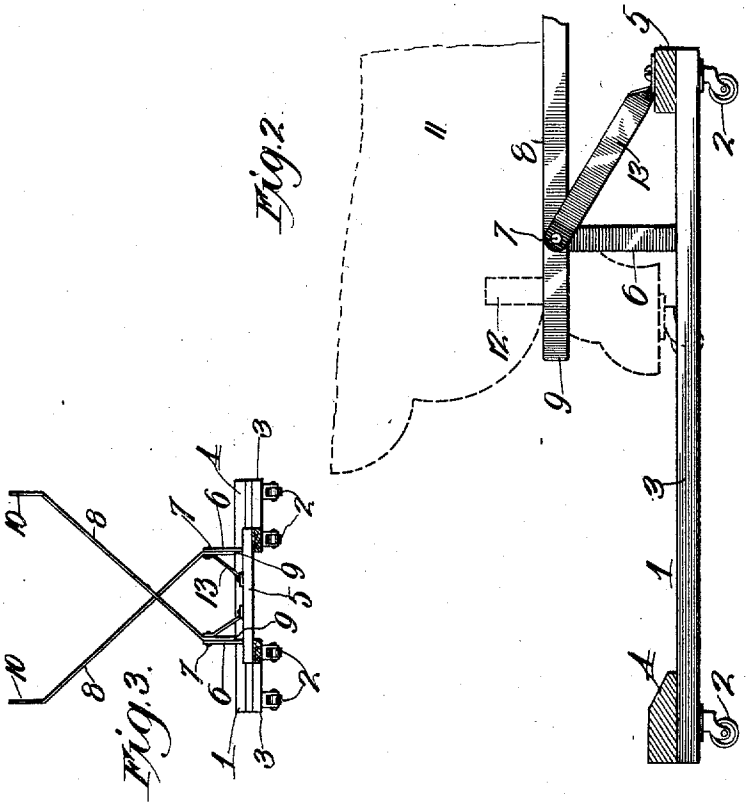

Fig. 2.

Fig. 3.

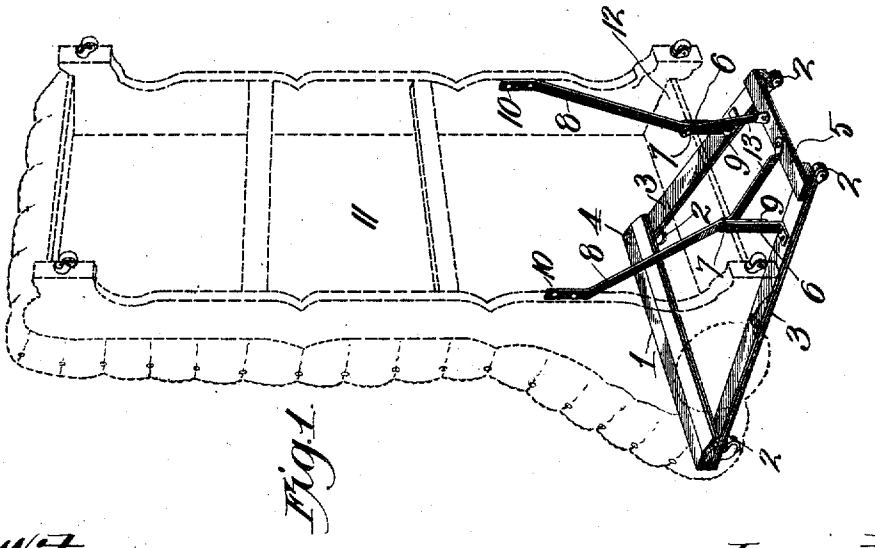

Fig. 1.

Witnesses
Frank P. Glor
M. A. O'Donnell.

Inventor
J. L. Tandy.
By Gregory & Thorpe Atty.

UNITED STATES PATENT OFFICE.

JOHN L. TANDY, OF KANSAS CITY, MISSOURI.

DISPLAY-TRUCK.

955,014. Specification of Letters Patent. Patented Apr. 12, 1910.

Application filed February 19, 1909. Serial No. 478,920.

To all whom it may concern:

Be it known that I, JOHN L. TANDY, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Display-Trucks, of which the following is a specification.

This invention relates to couch-display trucks and more especially to trucks of that type whereon the couch may be supported endwise or in a substantially horizontal position, and my object is to produce a couch-display truck of the type mentioned which will accommodate and reliably support a couch of any size and which will not tilt or tip over in the swinging of the couch from a vertical or storage to a horizontal or display position.

A further object is to produce a display truck of simple, strong, durable and cheap construction and which can be easily and quickly secured to the couch.

With these objects in view the invention consists in certain novel and peculiar features of construction and organization as hereinafter described and claimed; and in order that it may be fully understood reference is to be had to the accompanying drawing, in which;

Figure 1, is a perspective view of a couch-display truck embodying my invention, and also shows in dotted lines, a couch standing on end upon and secured to the truck. Fig. 2, is an enlarged central vertical longitudinal section of the truck with the couch lowered to a substantially horizontal or a display position. Fig. 3, is an end view of a modified form of the truck.

In the said drawing, 1 indicates a frame mounted on casters 2 and consisting by preference of a pair of forwardly-converging side bars 3 connected by a rear cross bar 4 and a front cross bar 5, the tapering of the frame being such by preference, as to accommodate a couch of minimum width, that is to say, to permit the head-end legs of the couch to stand outward of the said side bars. A frame of this form also provides a wide and stable bearing for the couch and diminishes to the minimum, chance of tilting or tipping action.

6 indicates standards erected upon side bars 3 near their front ends, and pivoted to the upper ends of said standards at 7, are swing-arms 8 of resilient metal by preference, said arms diverging from their points of pivotal connection and terminating at their opposite ends in substantially parallel portions or extensions 9 and 10, the last-named portions being adapted to fit against the inner faces of the side rails of a couch 11 rearward of the head-board 12 of the couch frame so that when the couch is moved from its vertical or storage position to its substantially horizontal or display position, said head-board will rest upon the swing-arms, usually on the extensions 9 thereof as shown in Fig. 2. In some types of couches the head-board is disposed in such position that it will rest upon the swing-arms at the opposite side of pivotal points 7 from that shown, and in both types of construction I preferably brace the standards by means of braces 13 extending from pivotal point 7 to cross bar 5, though any other suitable means for bracing the standards may be employed.

If desired the swing-arms 8 may be arranged in intersecting planes, that is they may be crossed, as shown in Fig. 3, in order to act as guards against lateral movement of the couch, though the construction shown in Figs. 1 and 2, is preferred as sufficiently rigid for all practical purposes and less expensive.

It will be noticed that the standards 6 are of such height that when the couch is grasped and swung down to its display position, the legs at the head-end are disposed close to the floor, the other pair of legs resting upon the floor. The rear end of the truck is approximately the same width as the couch by preference, and the front end narrower in order that when the couch is lowered the side rails and legs at its head-end, are disposed outward of the truck, it being obvious that the resilient swing-arms permit their extensions 10 to be adjusted toward or from each other to accommodate couch frames of varying width. When the couch is operated it swings from pivotal points 7, and when down, the major portion of the weight is carried by the standards and not by the screws or other devices, not shown, by which the extensions 10 are fastened to the side rails.

In practice about four couches standing on end on trucks of this character can be stored in the space usually occupied by a single couch arranged horizontally and when a particular couch is to be displayed

any that may be in the way, are grasped and pulled aside, the trucks forming wheeled vehicles whereby such couches may be moved easily and quickly to give the required space for the particular couch to be lowered for inspection, the couch being readily swung back to its vertical or storage position, when desired.

The mounting of couches vertically on trucks not only is advantageous because they occupy a smaller space but also because they present a smaller surface for the lodgment of dust and dirt. It will be apparent that trucks of this character may be employed for the convenient support and display of any articles which, when standing on end occupy less space than when in horizontal or display position.

From the above description it will be apparent that I have produced a couch-display truck of the character outlined which embodies the features of advantage enumerated as desirable and which is susceptible of modification in various particulars without departing from the spirit and scope of the appended claims.

Having thus described the invention what I claim as new and desire to secure by Letters-Patent, is:

1. A display truck, comprising a frame and swing-arms pivotally supported by said frame and adapted to swing so as to move their free or outer ends from a position rearward of and higher than the vertical and horizontal planes respectively of their pivotal points, to a position forward of and approximately in the horizontal plane of such pivotal point; said swing-arms diverging from their pivotal points toward their outer ends.

2. A display truck, comprising a frame and swing-arms pivotally supported by said frame and adapted to swing so as to move their free outer ends from a position rearward of and higher than the vertical and horizontal planes respectively of their pivotal points, to a position forward of and approximately in the horizontal plane of such pivotal point; said swing-arms being of sidewise-resilient material and diverging from their pivoted toward their free ends and having substantially parallel extensions at such free ends.

3. A display truck, comprising a frame and sidewise-resilient swing-arms pivotally supported by said frame and adapted to swing so as to move their free or outer ends from a position rearward of and higher than the vertical and horizontal planes respectively, of their pivotal points, to a position forward of and approximately in the horizontal plane of such pivotal points; said swing-arms having extensions at the opposite sides of their pivotal points from their body-portions.

4. A display truck, comprising a frame and swing-arms pivotally supported by said frame and adapted to swing so as to move their free or outer ends from a position rearward of and higher than the vertical and horizontal planes respectively of their pivotal points, to a position forward of and approximately in the horizontal plane of such pivotal points; said swing-arms having extensions projecting from their pivotal points in the opposite direction to the body-portions of the arms.

5. A display truck, comprising a frame and swing-arms pivotally supported by said frame and adapted to swing so as to move their free or outer ends from a position rearward of and higher than the vertical and horizontal planes respectively of their pivotal points, to a position forward of and approximately in the horizontal plane of such pivotal points; said swing-arms being of sidewise resilient material and diverging from their pivotal points and provided at their free ends with substantially parallel extensions and with substantially parallel extensions at the opposite sides of their pivotal points.

6. A display truck, comprising a forwardly-tapering frame, standards projecting upward from the frame near its front end, and swing-arms pivoted on said standards and equipped to swing so as to move their free or outer ends from a position rearward of and higher than the vertical and horizontal planes respectively of their pivotal points, to a position forward of and approximately in the horizontal plane of such points.

7. A display truck, comprising a suitable frame, wheels supporting the same, standards rising from said frame near its front end, and swing-arms pivoted on said standards, and provided with extensions at the opposite sides of their pivotal points from their body-portions.

8. A display truck, comprising a wheeled frame consisting of a pair of forwardly-converging side bars, a rear bar connecting the side bars and a front bar connecting the side bars, a pair of braced standards rising from said frame near its front end, and a pair of spring-metal swing-arms pivoted to said standards and extending divergently therefrom and terminating in their outer ends in substantially parallel extensions and at their opposite ends in a second pair of substantially parallel extensions, the latter being disposed at the opposite side of their pivotal points from the first-named extensions.

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

JOHN L. TANDY.

Witnesses:
H. C. RODGERS,
G. Y. THORPE.