

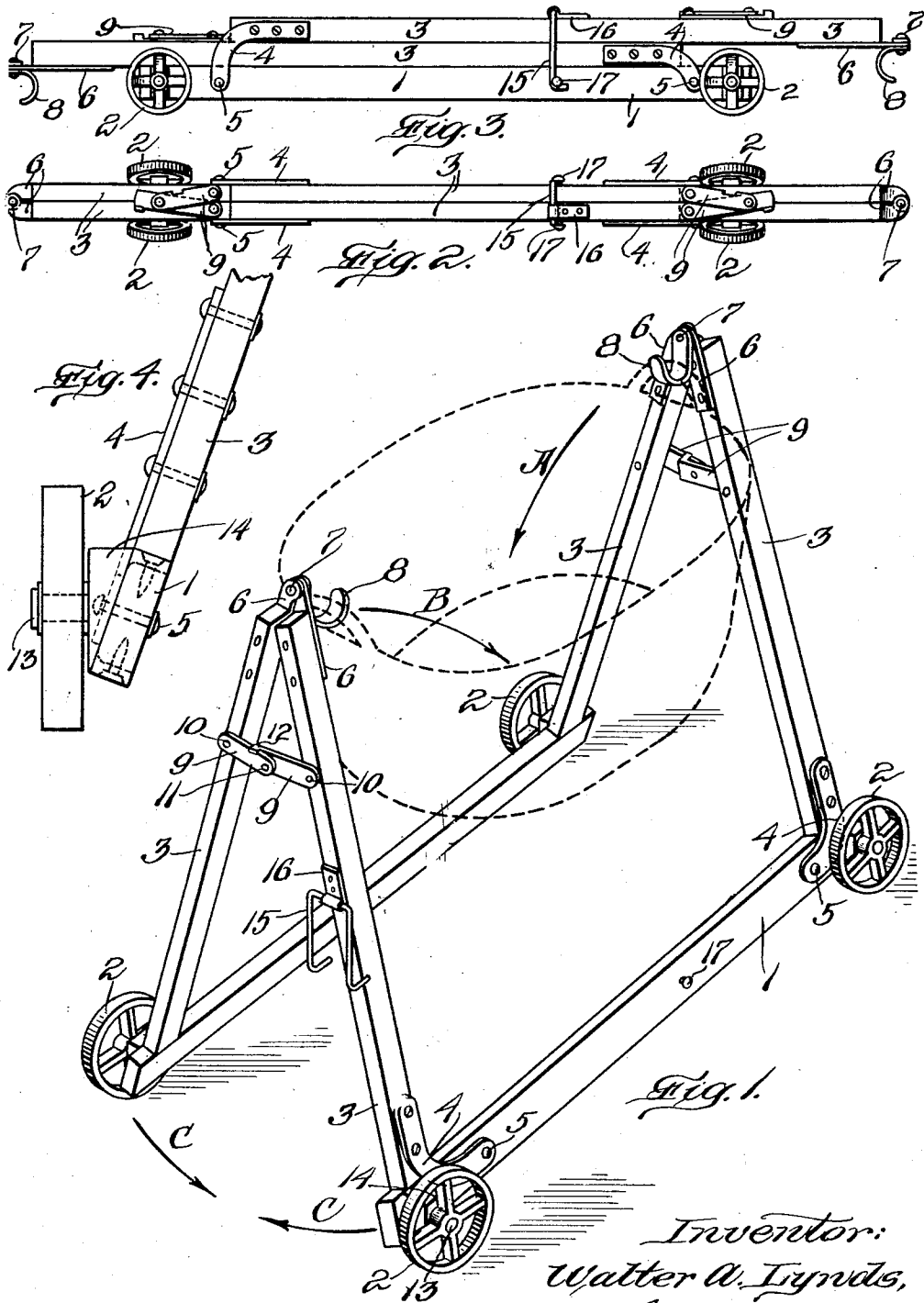
Dec. 9, 1930.

W. A. LYND'S

1,784,240

COLLAPSIBLE BASKET SUPPORT

Original Filed Dec. 12, 1927



Inventor:
Walter A. Lynds,
by *Arthur C. Randall*
Atty.

UNITED STATES PATENT OFFICE

WALTER A. LYND, OF BOSTON, MASSACHUSETTS

COLLAPSIBLE BASKET SUPPORT

Application filed December 12, 1927, Serial No. 239,353. Renewed April 24, 1930.

My invention relates to trucks and more especially to light portable trucks for holding a basket or the like.

The object of my invention is to provide an inexpensive, light and strong truck particularly adapted to hold or carry a clothes basket or the like elevated from the ground so that its interior is conveniently accessible to a person standing erect alongside of the same and by means of which the basket can be easily shifted from one location to another.

Another object of this invention is to provide a collapsible truck of the class indicated the parts of which, when the truck is not in use, can be folded or grouped into closely assembled or packed relationship so as to occupy very little space and so that the structure can be readily stored or transported.

To these ends I have provided a truck of the class described having the peculiar features of construction and mode of operation set forth in the following description, the novel features of the invention being particularly pointed out and defined in the claims at the close thereof.

In the accompanying drawings:

Figure 1 is a perspective view of my improved truck.

Figure 2 is a plan view of the truck in collapsed condition.

Figure 3 is a side elevation of the parts of the truck in collapsed condition.

Figure 4 is an end elevation of the lower portion of one of the U-shaped frames herein-after described.

The embodiment of my invention, herein illustrated, comprises a pair of base bars 1, 1 each provided at its opposite ends and upon its outer side with supporting wheels 2, 2 adapted to rest upon the ground. At the opposite ends of each base bar 1, and upon the top side thereof are also provided two end posts 3, 3. At its lower end each post 3, 3 is provided with a bracket arm extension 4 pivotally connected at 5 to its base bar 1. These bracket arms 4 are of approximately angle-iron shape in that their free end portions extend or project laterally from the bars 3 and it is a feature of the construction herein illustrated, that the pivots 5 of the two

posts 3, at one end of the truck, are off-set laterally from their bars 1, 1 a greater distance than are the pivots 5 of the posts 3, at the opposite end of the truck. As will be clear from Figure 3 the difference between the lateral off-set of one pair of pivots 5 and the other pair of pivots is approximately equal to the thickness of the bars 3 that are equipped with the shorter bracket arms 4. It will thus be clear that when the structure is collapsed, as described later, the two base bars 1, 1 and the four posts 3 may all be brought together into parallelism side by side.

The pair of posts at each end of the truck are provided at their upper ends with bracket arms 6 pivotally connected together by a pintle 7 which provides for relative swinging movement of the arms 3 on the axes of the pintles 7, as indicated by the arrows C, C, it being understood that the axes of the two pintles 7, 7 are in alignment or coincident. Each pintle 7 also serves to pivotally connect the shank of a hook 8 with the upper ends of its pair of posts 3, 3, said hook being disposed upon the inner side of said pair. These hooks are provided as rests to receive upon them the handles of an ordinary clothes basket whereby the latter is held or supported in an elevated position where its interior is within easy reach of a person standing erect alongside of the truck.

Near their upper ends the posts of each pair are connected by toggle links 9, 9 whose outer ends are pivotally fastened at 10, 10 to said posts and whose inner ends are pivotally connected at 11. One of the links 9 of each toggle is provided at its inner end with a laterally projecting lug 12 which, by engagement with the top of the other link 9, limits the downward movement of the middle portion of the toggle so that when the toggle is in its operative extended condition the pivot 11 is positioned just below a line intersecting the pivots 10, 10 by the engagement of the lug 12 with the top of the other toggle link. Thus, the connection between the two links 9, 9 of each toggle is a knuckle joint opening upwardly and whose movement or adjustment in the opposite direc-

tion is limited by the lug 12 as just described. The toggles, therefore, serve to rigidly support the posts 3 of each pair in operative extended relationship and serve to hold said posts against relative swinging movement in either direction.

Each wheel 2 is rotatably secured upon an axle stud 13 projecting obliquely from a bracket 14 secured in position against the outside of its bar 1. The axle stud 13 is disposed obliquely with relation to its bracket 14 so that when the apparatus or truck is in condition for use the axle stud will be substantially parallel with the ground and, therefore, the wheel will occupy a vertical position.

My new truck, as herein illustrated, is particularly designed for use by housewives in hanging out or taking in clothes. Heretofore, in hanging out clothes it has been customary to first place the clothes within a clothes basket and then by grasping the handles thereof carry the latter loaded with clothes to the line or other place where they were to be hung out. The basket was then placed upon the ground and it was not only necessary for the housewife to stoop over in removing each article from the basket but it was also necessary to drag the basket over the ground from one position to another while transferring the articles to the line. In using my improved truck the loaded clothes basket is hung by its handles upon the hooks 8 in which position the contents of said basket are conveniently accessible without requiring stooping over. Moreover, the loaded basket can be easily and readily trundled or transported from one position to another.

When the parts of the truck are to be folded into collapsed positions the toggles 9 are first buckled upward slightly and then the two posts 3, 3 having the shorter bracket arms 4, are swung downwardly in the direction of the arrow A, the outer ends of said posts passing between the two opposite posts 3, 3 before said two opposite posts are closed together. As a matter of fact, in practice the downward movement of the upper free ends of the two posts 3, 3 having the shorter bracket arms 4, tends to bring the two base bars 1, 1 toward each other in the directions indicated by the arrows C but said free ends with their hook 8 will pass down between the opposite pair of posts before the latter close together sufficiently to bar their passage. The pair of posts 3 having the longer bracket arms 4, are then swung down on top of the first pair after which the several bars and posts may be secured compactly together by means of a yoke latch 15. This yoke latch 15 is pivotally connected at its middle, by means of a bracket 16, with one of the posts 3 and after the several bars and posts have been brought together into a bunch the yoke

latch is free to be swung on its bracket 16 into a position where it straddles said bunch and its hooked free ends engage studs 17 projecting from the outer sides of the base bars 1.

The above described truck, when equipped with a clothes basket, may also serve very well as a crib for an infant. When used as a crib it may be desirable to provide means for preventing excessive swinging movement of the basket on the hooks 8 and to this end the opposite sides of the basket may be connected with the base bars 1 by cords or the like.

In adjusting the parts of the structure, above described, from their collapsed condition, shown in Figs. 2 and 3, to their operative positions the yoke latch 15 is unfastened and then the two base bars 1, 1 are moved apart sufficiently to permit the posts 3 having the longer bracket arms 4, to be elevated after which the opposite pair of posts 3 are swung upwardly into their operative positions. The joints at the pivots 5 are sufficiently loose to permit of limited bodily movement apart of the base bars 1, 1 necessary in this opening operation. As will be clear from Fig. 1, the lower ends of the posts 3 are brought to bear against the top side of the base bars 1 when swung upwardly into their operative positions and thus, when the basket is in position on the hooks 8, the two pairs of posts are held against movement on their pivots 5.

It will also be clear from the above description that each base bar 1 with its two posts 3, 3 constitutes a U-shaped side frame equipped with wheels and pivotally connected at its ends by the pintles 7 with the ends of the other U-shaped side frame.

What I claim is:

1. A truck of the character described comprising two side frames each consisting of a base bar and two posts one adjacent each end thereof, each post being provided at its lower end with a rigid laterally extending arm pivotally connected with its base bar with the laterally extending arm of one post made longer than the laterally extending arm of the other and the difference in the lengths of said arms being approximately equal to the width of the latter post; means pivotally connecting the free ends of the pair of posts at each end of the truck; means adjacent the pivotally connected free ends of said posts and upon the inner sides of the latter for supporting a clothes basket or the like so that the latter holds said posts in upstanding positions against inward pivotal movement on the pivotal connections between said arms and said base bars, and means for holding said side frames in extended relationship with provision for folding the two side frames together when desired, the lower ends of said posts abutting

said base bars to hold said posts against outward pivotal movement on said last mentioned pivotal connections when said posts are in their upstanding positions.

5 2. A truck of the character described constructed in accordance with claim 1, wherein each base bar is provided with a pair of wheels, one for each end thereof, by which it is supported clear of the ground.

10 3. A truck of the character described constructed in accordance with claim 1, wherein means is also provided for securing said side frames in fully collapsed positions, said means consisting of a yoke latch pivotally
15 mounted on one of said frames and adapted to straddle both pairs of posts and both base bars when the structure is in its fully collapsed condition, and means on said base bars engaging said yoke latch to hold the
20 structure in its fully collapsed condition.

Signed by me at Boston, county of Suffolk and State of Massachusetts, this 25th day of November, 1927.

WALTER A. LYND.

25

30

35

40

45

50

55

60

65