

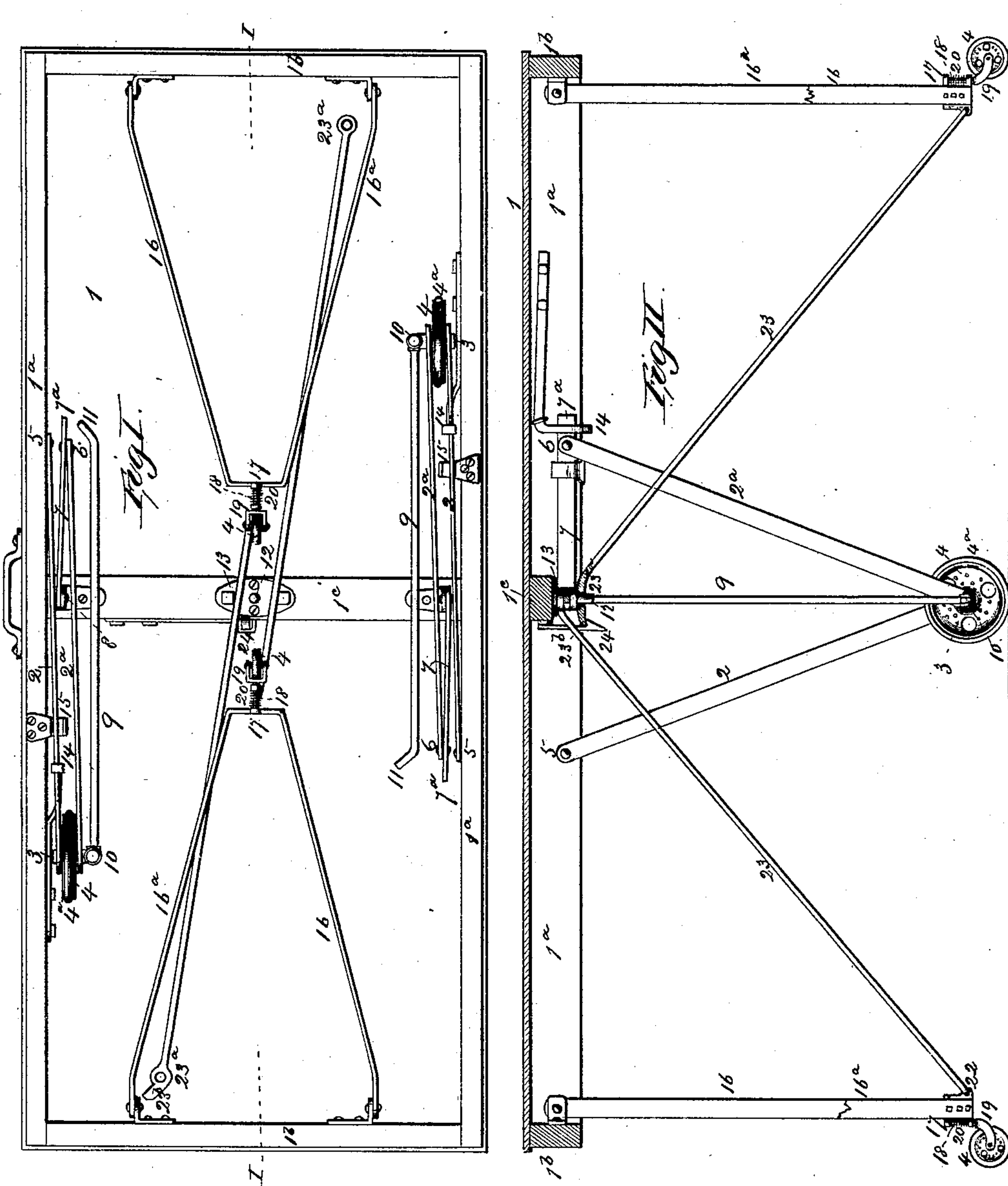
(No Model.)

2 Sheets—Sheet 1.

G. BEGLEY.  
BIER.

No. 483,038.

Patented Sept. 20, 1892.



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J. H. A. H.  
George E. Cruise.

Inventor:  
George Begley.  
By Knight Bros. & Co.

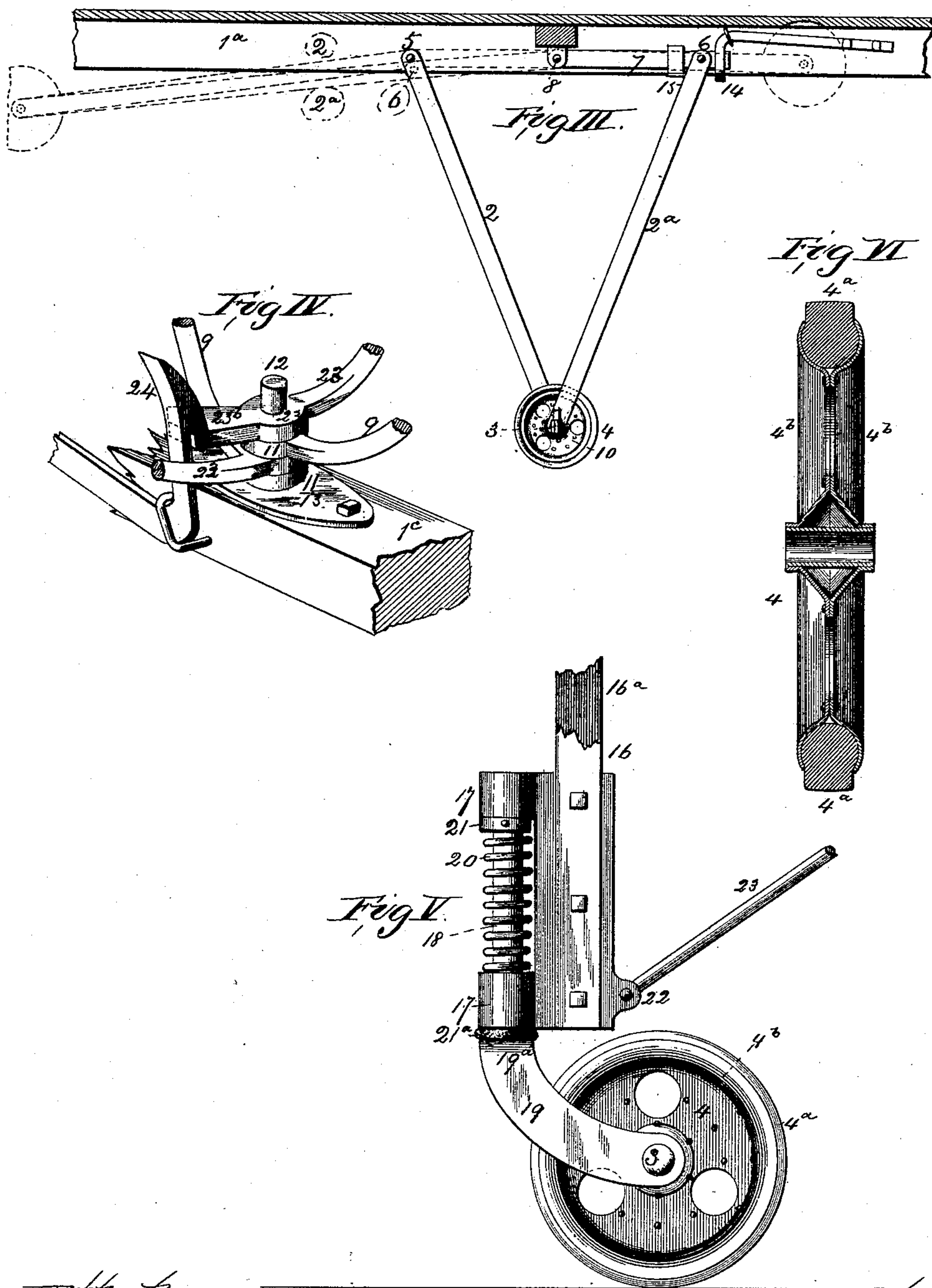
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George Begley.  
By Knight & Co. Attys.



# UNITED STATES PATENT OFFICE.

GEORGE BEGLEY, OF POPLAR BLUFF, MISSOURI.

BIER.

SPECIFICATION forming part of Letters Patent No. 483,038, dated September 20, 1892.

Application filed June 1, 1892. Serial No. 435,145. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE BEGLEY, of Poplar Bluff, in the county of Butler and State of Missouri, have invented a certain new and useful Improvement in Coffin-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to improvements in that class of trucks in which the legs are made to fold into a small compass beneath the top; and it consists of certain details of construction, which will first be described with reference to the accompanying drawings, and then more particularly pointed out in the claims.

In said drawings, Figure I is a bottom view, the legs with their braces being in folded position. Fig. II is a longitudinal section taken at II II, Fig. I, showing the parts in position for use. Fig. III is a detail partly in section, illustrating the manner of folding the side legs. Fig. IV is a detail perspective view showing the manner of locking the legs when in position for use. Fig. V is a detail side view showing the lower end of one of the end legs. Fig. VI is a diametric section of one of the wheels.

The top 1 may be made of wood or metal and be of any suitable construction. It is shown as composed of wood and having stiffening-pieces 1<sup>a</sup> at the sides, 1<sup>b</sup> at the edges, and 1<sup>c</sup> across the middle. To the pieces 1<sup>a</sup> and 1<sup>b</sup> the legs are attached, and the middle bar 1<sup>c</sup> carries a plate to which the leg-braces are connected when the truck is in condition for use. The side legs have two inclined bars 2 and 2<sup>a</sup>, through whose lower ends is passed the spindle 3 of the wheel 4. The upper end of the bar 2 is pivoted directly to the side piece 1<sup>a</sup> by a rivet or bolt 5. The bar 2<sup>a</sup> has its upper end pivoted by a rivet or bolt 6 to a link 7, whose other end is pivoted by a bolt or rivet 8 to a bracket on the cross-piece 1<sup>c</sup>.

9 is a brace, one end of which is pivoted to lugs 10 upon the spindle 3 and the other end of which has an eye 11, that engages on a pin or stud 12 upon a plate 13, secured to the middle of the cross-piece 1<sup>c</sup>, when the lug is in position for use.

14 is a spring-catch that engages the projecting end 7<sup>a</sup> of the link 7 when the leg is

in working position, as seen in Figs. II and III, and which engages the bar 2 when the leg is folded up to the top 1, as seen in Fig. I, so that the same catch is used to hold the leg in either position.

15 is a guide forcing the link 7 or the bar 2 against the catch 14.

The above description applies to either one of the side legs, their construction being similar. I do not confine myself to any special construction of wheel, but prefer that its tread or periphery 4<sup>a</sup> should be of rubber or other soft material to avoid noise. The wheel may have the construction shown in Fig. VI, in which its body and hub are made of two matching plates 4<sup>b</sup>, riveted together and having their periphery forming a groove to receive the rubber ring 4<sup>a</sup>, that constitutes the tread of the wheel.

Each of the end legs has inclined bars 16 and 16<sup>a</sup>, pivoted at the top to the end piece 1<sup>b</sup>, the pivot-hinge being so constructed that the leg may be folded flat down upon the bottom of the top 1, as seen in Fig. I, or put in working position, as seen in Figs. II and III. To the lower ends of the bars 16 16<sup>a</sup> is fixed a socket 17 to receive the spindle 18 of the caster 19, carrying a wheel 4, whose preferred construction has been before described. A portion of the socket 17 is cut away to receive a spring 20, whose upper end bears against a collar 21 on the spindle and whose lower end bears against the lower portion of the socket. The purpose is to hold the spindle up to its bearings when the caster-wheel is lifted from the floor, so that there can be no rattling of the spindle in the socket. In order to allow the truck to be turned with ease and without noise, the end legs are preferably made slightly shorter than the side legs, so that only one of the end caster-wheels will bear on the floor at the same time. Hence the necessity of some device to hold the caster up in the socket.

21<sup>a</sup> is a rubber, leather, or other cushion between the fork 19<sup>a</sup> of the caster and the lower end of the socket.

22 is a lug on the socket, forming means for the connection of the eye at the lower end of the brace 23. The upper end of the brace has an eye 23<sup>a</sup>, engaging on the stud 12. One of the braces 23 has upon its upper end a



projection 23<sup>b</sup>, that engages a spring-catch 24, as indicated in Fig. II and more clearly in Fig. IV. The eyes 11 of the side-leg braces 9 and the eye 23<sup>a</sup> of one of the end-leg braces 5 are first engaged upon the stud. Then the eye 23<sup>a</sup> of the brace having the projection 23<sup>b</sup> is forced down on the stud 12, springing out the catch 24 and engaging the end of the projection upon it. The truck is now in condition for use. In order to put it in folded position, the truck is laid top down on the floor or other support and the outer projection 23<sup>b</sup> is disengaged from the catch 24 and the eyes 11 and 23<sup>a</sup> disengaged from the stud 12. The end legs are simply folded down flat, and the side legs are first bent over longitudinally in a direction away from the catch 14 and then bent over in the opposite direction of the flexure of the joints 5 6, and the bar 2 impinges on the inclined guide 15 and is forced against and engages on the catch 14. The truck may now be readily carried with one edge up by means of the handle 25.

I claim as my invention—

25 1. A truck having legs hinged to its top and adapted to stand out from the top in working position or fold flat on the same, movable

braces hinged to the legs and having eyes at their free ends for connection with the top, and a central stud beneath the top, adapted 30 for engagement of the brace-eyes, and supporting-wheels on the legs, substantially as set forth.

2. A truck having legs hinged to its top and adapted to fold flat upon the top or to stand 35 out in working position, braces hinged to the legs and having eyes for attachment to the top, a stud at the under side of the top, adapted to engage the eyes, and a catch 24, locking the eyes upon the stud, all constructed and arranged substantially as set forth. 40

3. A truck having side legs composed of inclined bars 2 and 2<sup>a</sup>, one of them hinged to the truck-top and the other to a link 7, hinged to the truck-top, the leg being adapted to stand 45 out in working position or fold flat against the bottom of the truck-top, and a spring-catch 14, engaging the leg and adapted to hold it in either working or folded position, substantially as set forth.

GEORGE BEGLEY.

In presence of—

JESSE REYNOLDS,  
G. L. JOHNSON.