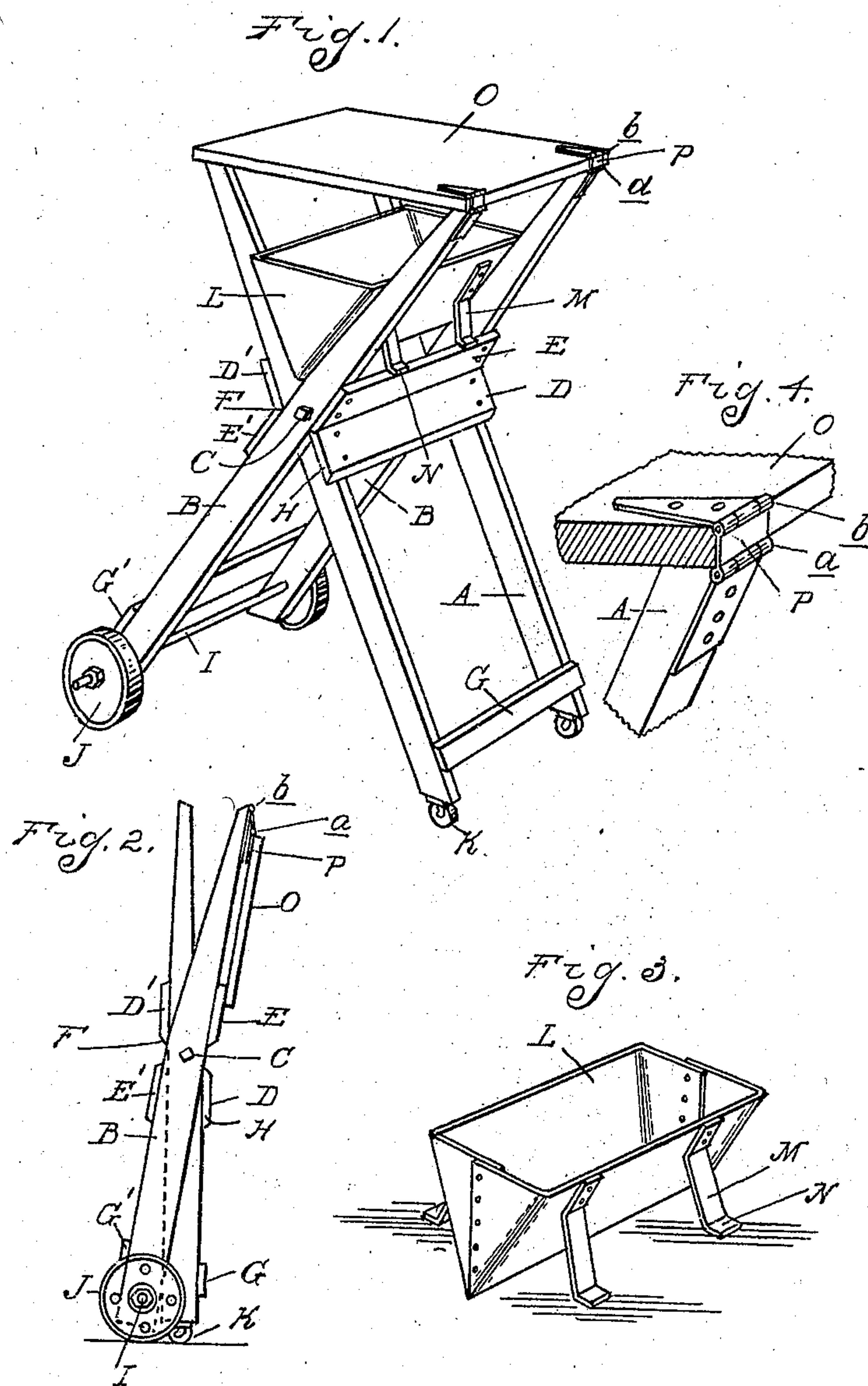


No. 814,858.

PATENTED MAR. 13, 1906.

W. F. MARKHAM.  
FOLDING TRUCK.

APPLICATION FILED JAN. 11, 1904.



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## FOLDING TRUCK.

No. 814,858.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed January 11, 1904. Serial No. 188,576.

*To all whom it may concern:*

Be it known that I, WILLIAM F. MARKHAM, a citizen of the United States, residing at Plymouth, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Folding Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention consists in the construction of a truck designed to be used in factories and other places to support various kinds of articles, such as pieces of metal or wood, which may be laid within a V-shaped bearing  
15 in the truck, or screws, nails, or other similar bolts, which may be placed in a receptacle placed in said V-shaped bearing, or other articles which may be placed upon a table on the truck-top, all the receptacles or supports  
20 for the articles being of convenient height, so that the truck may be loaded and unloaded or articles removed therefrom without the necessity of stooping down, whereby the truck is particularly convenient for use for  
25 carrying materials to be used by workmen either in connection with tools or in connection with a bench.

The invention consists in the construction, arrangement, and combination of the various  
30 parts, as will be more fully hereinafter described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of my improved truck, showing it open and provided with a top in position to receive articles and also a receptacle in the V-shaped bearing. Fig. 2 is a side elevation of the truck, showing it folded up as when not in use. Fig. 3 is a detached perspective view  
40 of a receptacle or tray for the truck, and Fig. 4 is a detail perspective illustrating the construction of the hinge by which the top bar is connected to the main frame of the truck.

A and B are two pairs of bars connected together by a central cross-bar C, preferably a rod or bolt suitably headed and engaged through all four of the bars A and B, so that they may have a pivotal movement from the position shown in Fig. 1 to that shown in Fig.  
50 2. The pair of bars A are tied together by two cross-bars D and D', and the bars B are tied together by the tie-bars E and E'. The bars D and E' are secured to the bars A and B, respectively, slightly below the pivotal

point C, while the two tie-bars D' and E are secured to the bars A B, respectively, above that point, and their contiguous edges are beveled, as shown at F, so that in the open position of the truck the beveled edges will come in contact and form stops to limit the  
60 spreading of the frames formed by the bars A and B, and D and D', E and E'. In order to stiffen the truck, I may also tie together the lower edges of the two frames by the cross-bars G G'. I have shown the bar D as provided with the extension H beyond the side  
65 of the bars A to which it is secured, so that in the folded or closed position of the truck it will act as a stop against the bars B to limit the folding movement thereof. At the lower  
70 end of the bars B, I have shown an axle I passing therethrough and truck-wheels J journaled on the outer ends thereof. On the lower ends of the bars A, I have shown caster-wheels K, so that the whole device may be  
75 wheeled about conveniently.

The truck thus described gives a rigid structure composed of the two frames formed by the bars A and B crossing, and within the upper V-shaped bearing above the pivot thereof  
80 any suitable articles may be laid if long enough to span the space between the sides of the frames. In this way quite a large number of pieces of wood or bars of metal may be stacked and wheeled about from place to  
85 place. When thus stored, it will be observed that they are quite a distance above the floor and are of convenient access to persons having to use the truck without the necessity of  
90 stooping.

In case the articles desired to be transported on the truck are small—such as screws, nails, or small castings of other parts—I place a tray or receptacle L of suitable V shape in the V-shaped bearing formed above the pivot  
95 of the two cross-bars A and B in which these articles may be placed. I preferably provide this receptacle with the legs M, secured to the sides thereof between the bars A and B and also preferably having feet N, so that  
100 when the receptacle is desired to be removed from the truck it will stand up on a bench and the articles used therefrom at the leisure of the operator, at the same time leaving the truck free to be used, if desired, for transporting  
105 other articles. I also preferably secure to the upper ends of either of the bars A or B a top board or table-board O. This may be



detachably secured, but I prefer to hinge it to the frames or bars, as shown in Fig. 4, by means of the hinge P, having the two joints *a* and *b*. In this way the board may be turned  
 5 so as to form a top for the entire truck upon which articles may be placed or which may be turned to hang down from the lower hinge-joint *a* in vertical position, so that the V-shaped bearing in the truck can be used for the  
 10 receptacle therein, as previously described. In folded position the operator swings the top into the vertical position, as shown in Fig. 2, removes the receptacle L, and simply turns the two frames or bars A and B into substan-  
 15 tial parallelism, in which compact condition the truck may be moved from place to place or stored in a small space or packed for shipment.

In practice such a truck is found to be ex-  
 20 ceptionally convenient in factories for carrying a large variety of articles and when not in use can be folded and stored out of the way and occupy but a few inches of floor-space.

What I claim as my invention is—

25 1. The combination of the two-wheeled frames A, B, the bars of each frame being connected together by cross-bars D, D', and E, E', in such relation that said cross-bars will act as stops to limit the angular move-  
 30 ment of said frames, and a pivot-bar connecting the frames and upon which they turn in relation to each other substantially as described, the frames above the pivot-point being separated from one another by unob-  
 35 structed spaces.

2. The combination of two pairs of bars A, B, the cross-bars D, D', connecting the bars A, and the cross-bars E, E', connecting the bars B, above and below the pivotal point  
 40 thereof, the pivot-bar C connecting the two frames and a top extending between and removably secured to the upper portion of the two frames.

3. The combination of a truck, consisting of two frames pivoted together and adapted  
 45 to be moved into an X shape, stops to limit the angular relation of the two frames and a top O hinged to the upper ends of one of the frames and adapted to rest upon the tops  
 50 thereof or to be moved to hang from the side of said frame, the space between the pivot-point and said top being unobstructed for the storage of articles, substantially as described.

4. The combination of two frames pivoted together and adapted to be moved into a sub-  
 55 stantial X shape, of a detachable receptacle adapted to fit into the V-shaped bearing above the pivot of the frames, and legs M on said receptacle extending to the lower edge  
 60 thereof adapted to support said receptacle upon a horizontal surface when removed from the truck.

5. The combination of the two pairs of bars A and B having the cross-bars D and D' and E and E' respectively, wheels on the  
 65 lower ends of the bars, the pivot-bar C, the V-shaped receptacle L adapted to fit in the V-shaped bearing above the pivot of the bars, and the top O hinged to the upper edge  
 70 of one pair of bars and adapted to rest across the tops of the bars or to be moved into a suspended position from one edge of one pair of bars, substantially as described.

6. The combination of a truck, of two continuous flat frames pivoted together inter-  
 75 mediate their ends, a detachable receptacle arranged within the V-shaped space above the pivot, and a swinging top at the upper end of the frame affording access to the re-  
 80 ceptacle.

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

WILLIAM F. MARKHAM.

Witnesses:

JAS. P. BARRY,  
 EMMA I. BARNES.