

C. H. LANNERT.
CASKET TRUCK.
APPLICATION FILED JUNE 8, 1908.

915,032.

Patented Mar. 9, 1909.

2 SHEETS—SHEET 1.

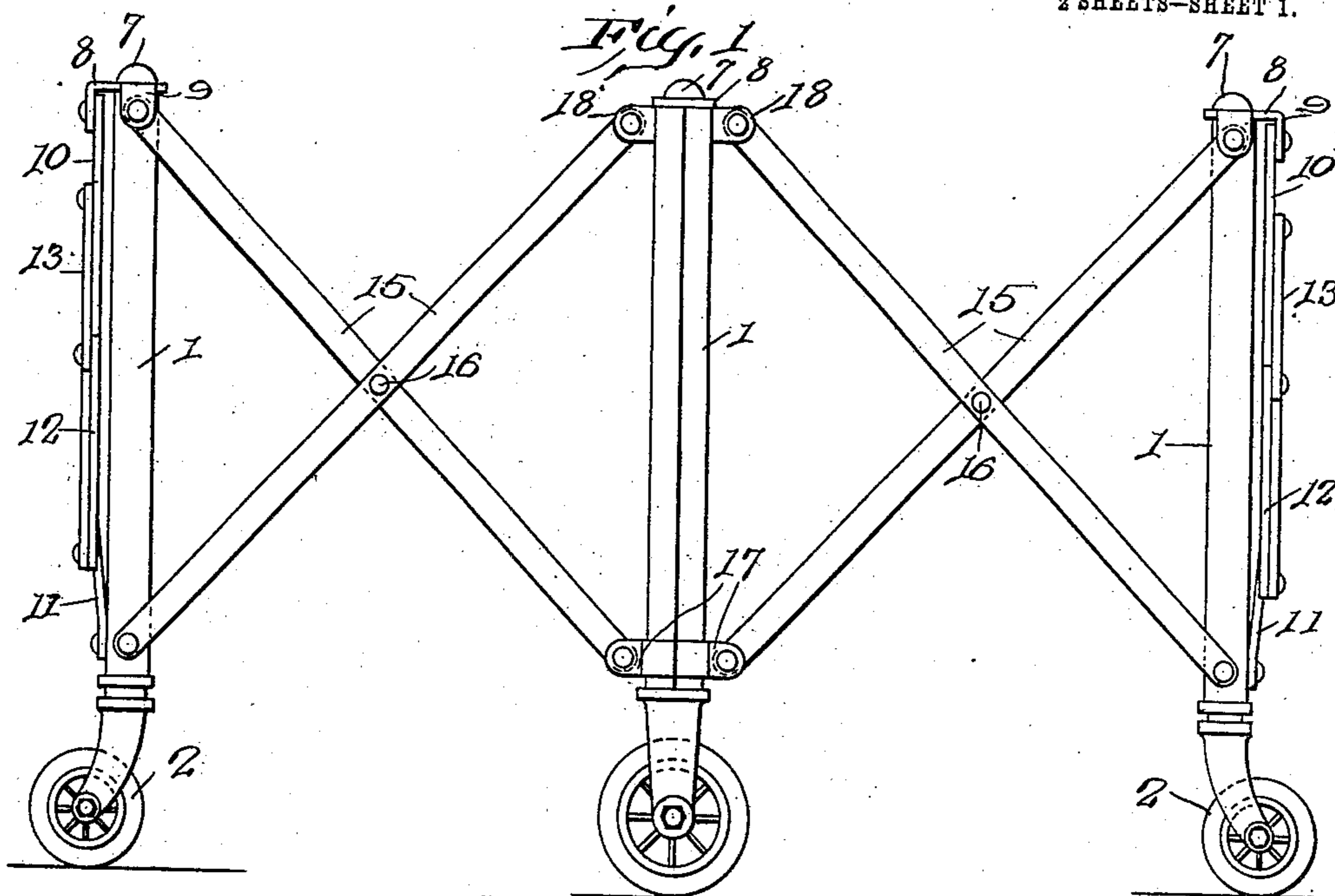
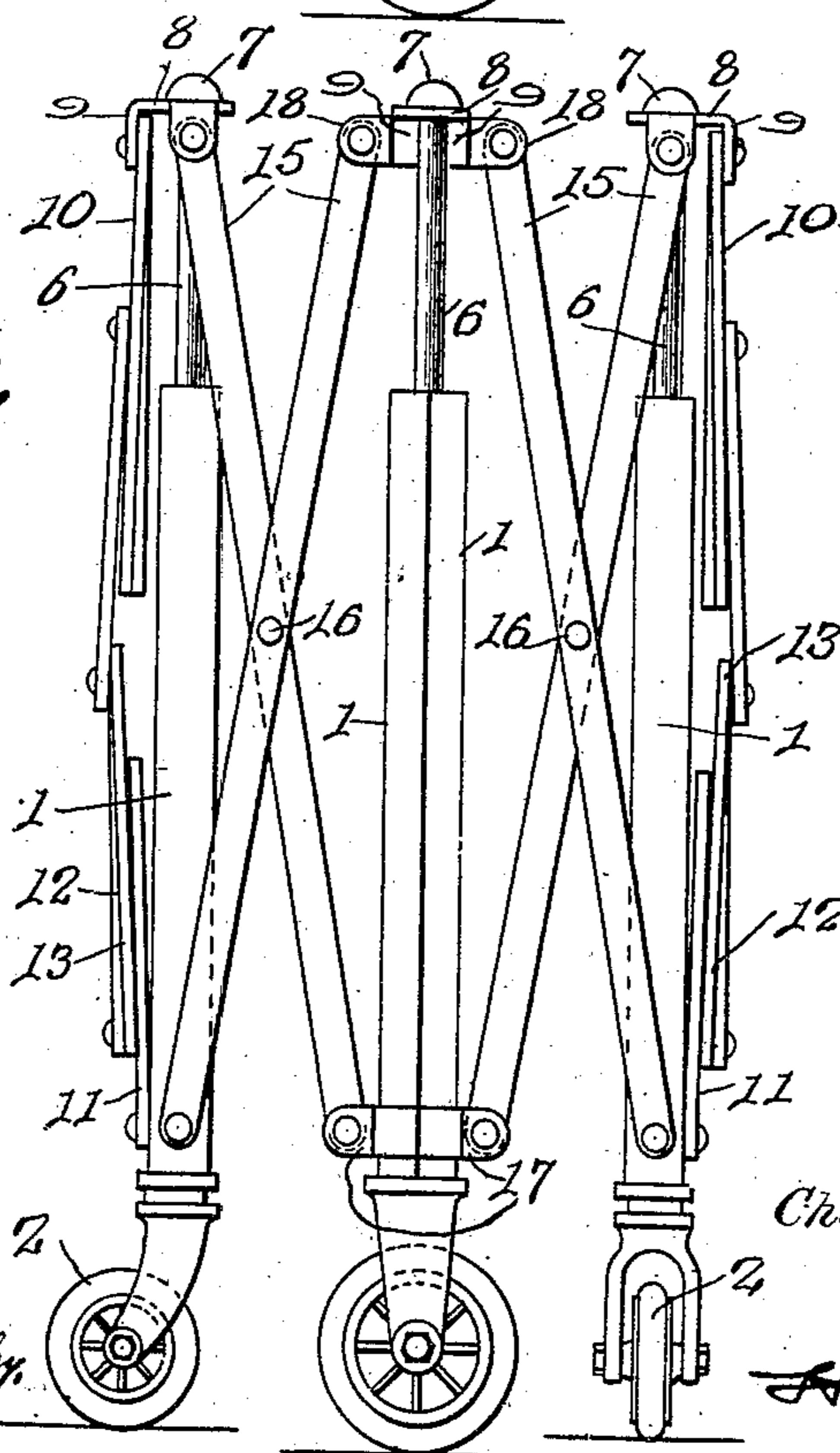


Fig. 2.



Witnesses

G. Howard Walmsley,
Edward Reed

Inventor
Charles H. Lannert,

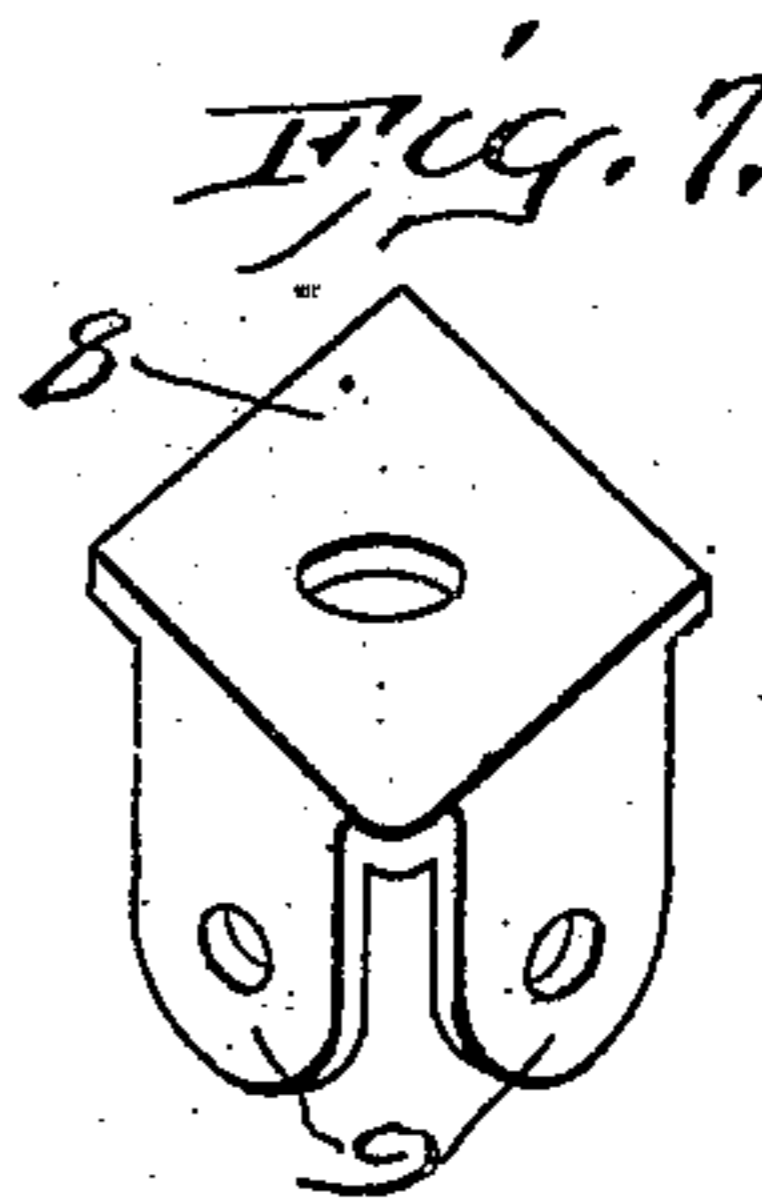
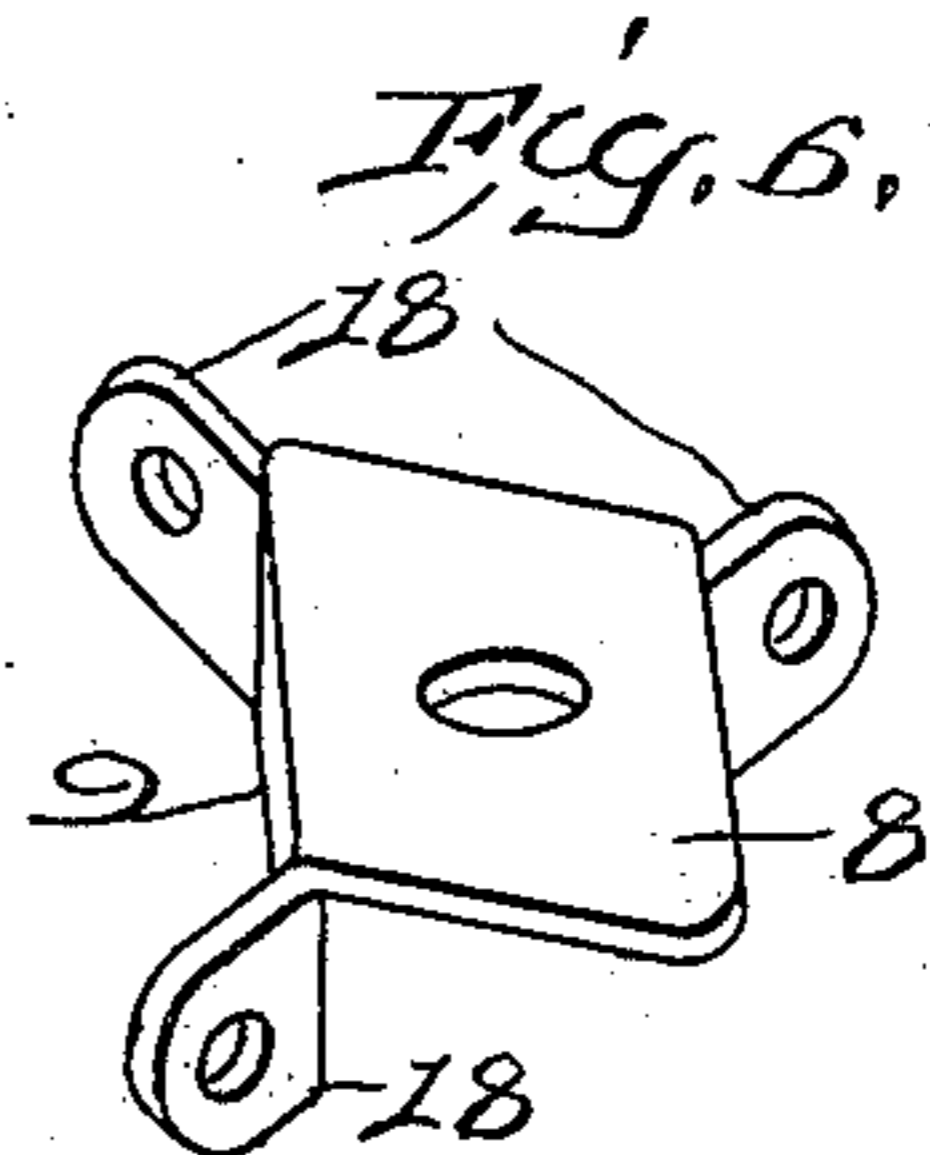
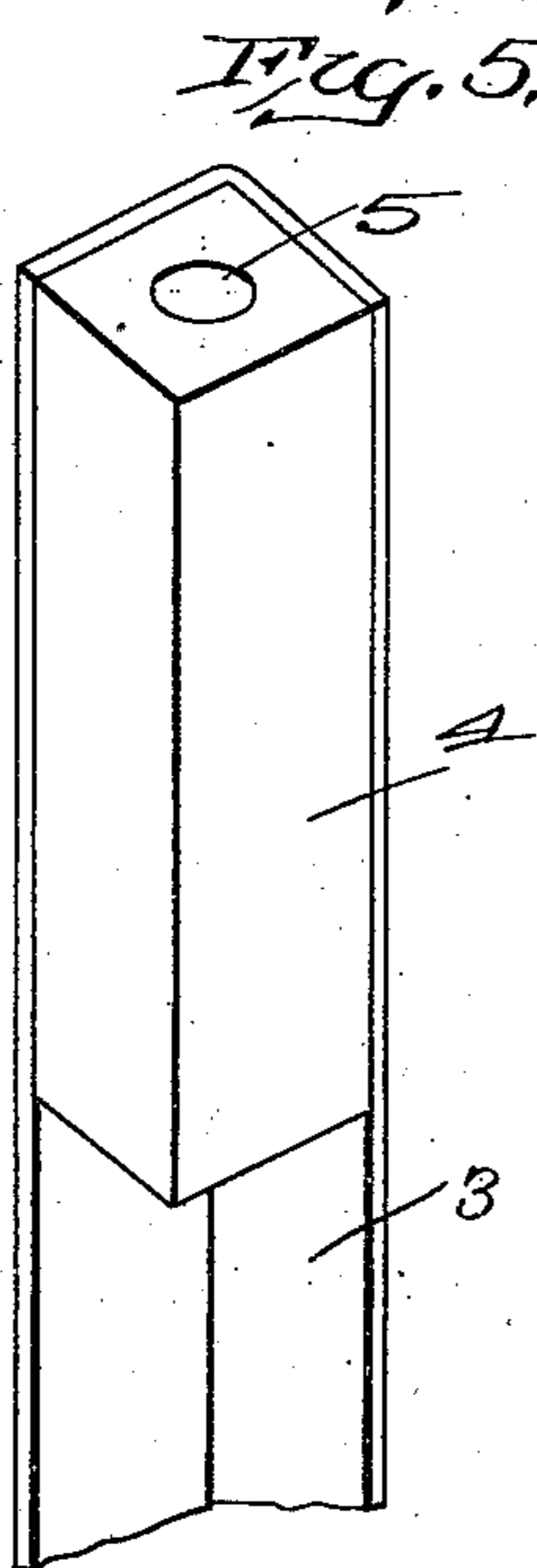
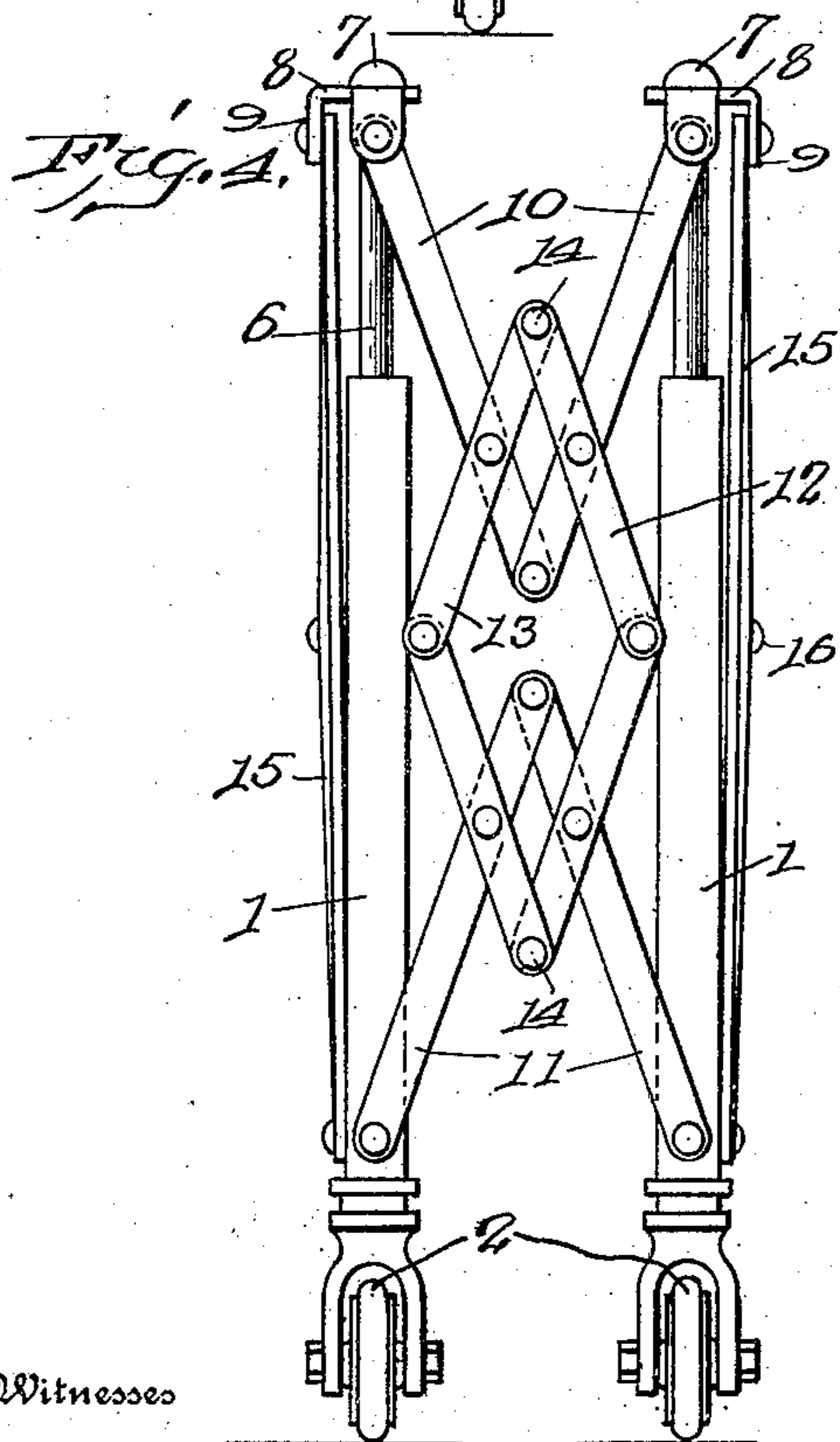
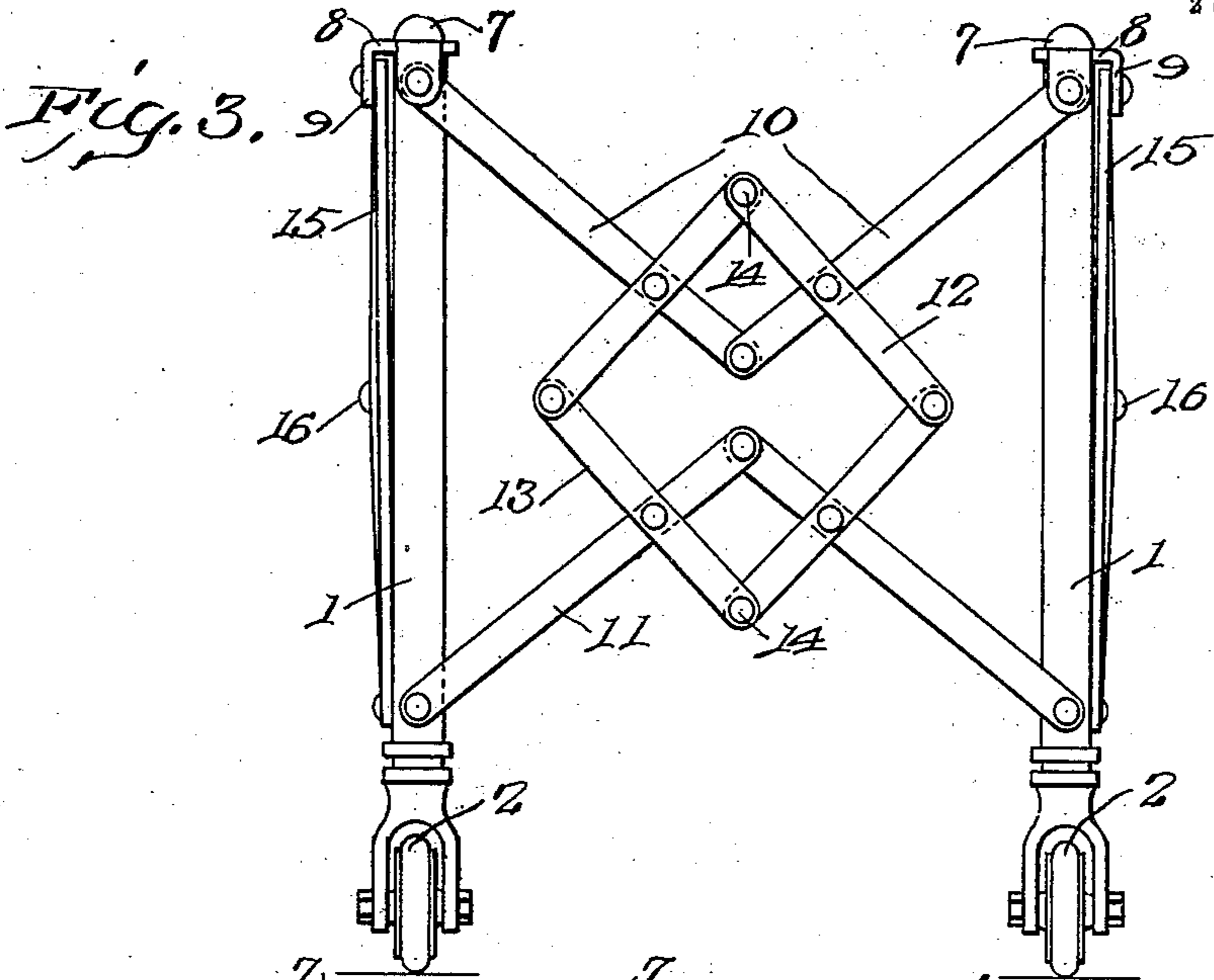
H. A. Goulman,
Attorney

C. H. LANNERT.
CASKET TRUCK.
APPLICATION FILED JUNE 8, 1908.

915,032.

Patented Mar. 9, 1909.

2 SHEETS—SHEET 2.



Witnesses

G. Howard Walmsley,
Edward Reed

Inventor
Charles H. Lannert,

By H. A. Goulmin,
Attorney

UNITED STATES PATENT OFFICE.

CHARLES H. LANNERT, OF SPRINGFIELD, OHIO, ASSIGNOR TO THE CHAMPION CHEMICAL COMPANY, OF SPRINGFIELD, OHIO, A CORPORATION OF OHIO.

CASKET-TRUCK.

No. 915,032.

Specification of Letters Patent.

Patented March 9, 1909.

Application filed June 8, 1908. Serial No. 437,283.

To all whom it may concern:

Be it known that I, CHARLES H. LANNERT, a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Casket-Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to casket trucks, and the object of the same is to provide a double folding truck which can be folded into a small, compact body and which, when in its extended position, will be well braced and will be of a strong, durable construction; and further, to provide such a truck which will be neat and ornamental in appearance.

With these objects in view my invention consists in certain combinations and arrangements of parts hereinafter to be described, and then more particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a truck in its extended position; Fig. 2 is a similar view of the truck partially folded; Fig. 3 is an end elevation of the truck in its extended position; Fig. 4 is a similar view partially folded; Fig. 5 is a detail view of a portion of one of the standards; and Figs. 6 and 7 are detail views of the plate carried by the slidable portions of the standards.

In these drawings I have shown my invention as embodied in a six-wheeled truck, which truck comprises three pairs of vertically arranged standards 1 which are provided at their lower ends with the usual caster wheels 2, the diameter of the casters on the central pair of standards being preferably greater than the diameter of those on the end pairs of standards, and the caster wheels on the end pairs of standards are preferably swiveled, thus enabling the truck to be readily guided. The standards 1 are extensible and each preferably comprises a body or stationary portion 3, which, in the present instance, consists of a section of angle iron having a guide-block 4 secured near the upper end thereof and provided with a longitudinal aperture 5 within which is slidably mounted the slidable portion of the standard, which preferably comprises a rod 6 having secured to its upper end, by means of a screw 7, a plate 8 having on two of its

sides depending lugs 9 adapted to extend over the adjacent sides of the body portion of the standard when the standard is in its contracted position.

The standards of each pair are connected one to the other in such a manner as to permit the same to be moved toward and away from each other. In the present instance, this connection is formed by means of an arrangement of toggle links. The upper ends of the extensible portions of the standards of each pair are connected to each other by means of a toggle link 10 having its ends pivotally connected to the depending lugs 9 of the plate 8 carried by the adjacent standard. The length of the toggle link is somewhat greater than the distance between the standards when the truck is in its extended position, and, consequently, the center, or the pivotal point, of the toggle link is depressed some distance below the upper ends of the standards when in either their extended or contracted position. The lower ends of the body or stationary portions of the standards are also connected one to the other by means of a toggle link 11 which has its ends pivotally connected to the sides of the body portions of the standards and is also of a length greater than the greatest distance between the standards and is so arranged that its center or pivotal point is at all times above the lower ends of the standards. The horizontal toggle links 10 and 11, which connect the upper and lower ends, respectively, of the standards, are connected one to the other by means of vertically arranged toggle links 12 and 13, each of which is connected on the opposite sides of its pivotal center to each of the first-mentioned toggle links 10 and 11. The vertically arranged toggle links are connected to the horizontal toggle links at points removed from their outer ends and have their outer ends pivotally connected one to the other, as shown at 14, thus uniting the two vertically arranged toggle links and forming a quadrangular frame which connects the toggle links 10 and 11 one to the other.

The several pairs of standards are connected one to the other by means of intersecting bars 15 extending between those standards of the several pairs which are on the same side of the truck. The bars 15 are pivotally connected at their upper ends to the lugs 9 of the plate 8, carried by the slidable member of the standard, and at their lower ends are piv-

otally connected to the stationary or body portion of the standard by means of a clip 17 secured thereon and extending outwardly therefrom. These bars are also preferably
 5 pivotally connected one to the other at their points of intersection, as shown at 16. The central standard is arranged slightly different from the corner standards and has its side portions extending diagonally of the truck.
 10 The plate 8, which is carried by the slidable portion of each of the central standards is also of a slightly different construction from those of the end standards. In this instance, the downwardly extending lugs 9 are arranged
 15 to engage the inner sides of the guide block 4 and are provided with outwardly extending apertured lips 18, to which the upper ends of the adjacent bars 15 are pivotally connected, while the lower ends of said bars are pivotally
 20 connected to the fixed clips.

The operation of the device will be readily understood from the foregoing description, and it will be apparent that when the truck is folded in one direction the standards will
 25 be extended and that this extension of the standards will cause the truck to fold in the other direction also; further, it will be apparent that I provided an improved means for connecting the standards of each pair one to the other, which means is such as to afford a
 30 strong, durable connection which will be so arranged as to render the truck rigid. Further, it will be apparent that I have provided an extensible standard which is simple in its
 35 construction and correspondingly cheap to manufacture, and, at the same time, strong and durable, and that I have provided this extensible standard with means for securing the connecting bars thereto and have so ar-
 40 ranged this means that it serves also to brace the several standards.

I wish it to be understood that I do not desire to be limited to the details of construction shown and described, for obvious mod-
 45 ifications will occur to a person skilled in the art.

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

50 1. A foldable truck of the character described comprising a plurality of pairs of extensible standards, a pair of links connecting the upper ends of the standards of each pair, a second pair of links connecting the
 55 lower ends of the standards of each pair, the links of each pair being pivotally connected one to the other at their inner ends and pivotally connected to the respective standards at their outer ends, the length of the
 60 links of each pair being such that when said truck is in its extended position the inner ends of the links of the upper pair will lie in a plane beneath the outer ends of said links, and the inner ends of the links of the lower
 65 pair will lie in a plane above the plane of the

outer ends of said links, and the length of the links of both pairs being so related one to the other that the inner ends of said links will occupy a substantially fixed relation one to the other throughout the adjustment of
 70 said truck, means for connecting one pair of said links to the other pair thereof, and means for connecting the adjacent standards of the several pairs of standards one to the other.

2. A truck of the character described comprising a plurality of pairs of standards, each standard comprising a body portion, a portion slidably mounted on said body portion, toggle links connecting the slidable portions of the standards of each pair, other toggle
 80 links connecting the body portions of the standards of each pair, vertically extensible means connecting said toggle links one to the other, and means for connecting the adjacent standards of the several pairs one to the
 85 other.

3. A truck of the character described comprising a plurality of pairs of standards, each standard comprising a body portion, a portion slidably mounted on said body portion,
 90 toggle links connecting the slidable portions of the standards of each pair, other toggle links connecting the body portions of the standards of each pair, vertically extensible means connecting said toggle links one to the
 95 other, and intersecting bars each having its upper end pivotally connected to the slidable portion of a standard of one of said pairs of standards and its lower end pivotally connected to the body portion of the adjacent
 100 standard of another of said pairs of standards.

4. A truck of the character described comprising a plurality of pairs of standards, each of said standards comprising a body portion, and a portion slidably mounted on said body
 105 portion, horizontally arranged toggle links connecting the slidable portions of the standards of each pair, other horizontally arranged toggle links connecting the body portions of the standards of each pair, a
 110 vertically arranged toggle link connecting said horizontally arranged toggle links one to the other, and intersecting bars connecting the standards of the several pairs one to the other, each of said bars having its upper end
 115 pivotally connected to the slidable portion of a standard of one of said pairs of standards and having its lower end pivotally connected to the body portion of the adjacent standard of another of said pairs of standards.
 120

5. A truck of the character described comprising a plurality of pairs of standards, each comprising a body portion, and a portion slidably mounted on said body portion, horizontally arranged toggle links connecting
 125 the body portions and slidable portions, respectively, of each pair of said standards one to the other, and vertically arranged toggle links each connected to each of said horizontally arranged toggle links and hav-
 130

ing their ends extending beyond said horizontally arranged toggle links and pivotally connected one to the other, and intersecting bars connecting the adjacent standards of the several pairs of standards one to the other.

6. A truck of the character described comprising a plurality of standards, each consisting of a body portion, a portion slidably mounted in said body portion, a plate secured to the upper end of said slidable portion, depending lugs carried by said plate adapted to extend along the sides of said body portion, and extensible means for connecting said standards one to the other.

7. A truck of the character described comprising

a plurality of standards each comprising a body portion, a slidable portion mounted in said body portion, a plate secured to the upper end of said slidable portion, depending portions carried by said plate adapted to engage said body portion, extensible means for connecting said standards one to the other, and means for connecting said extensible means to depending portions carried by said plate.

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

CHARLES H. LANNERT.

Witnesses:

ELZA F. MCKEE,

EDWARD L. REED.