(No Model.)

# J. M. PINCKNEY.

## STOVE TRUCK.

No. 431,953. Patented July 8, 1890.

Fig. 1.

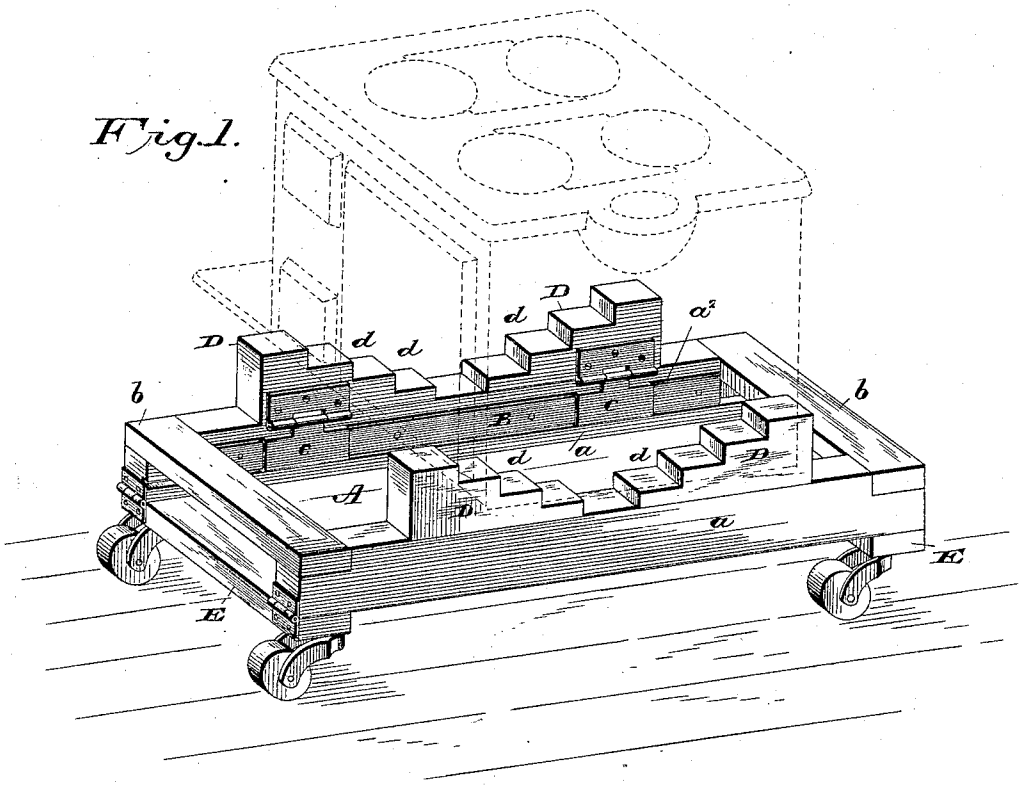



Fig. 2.

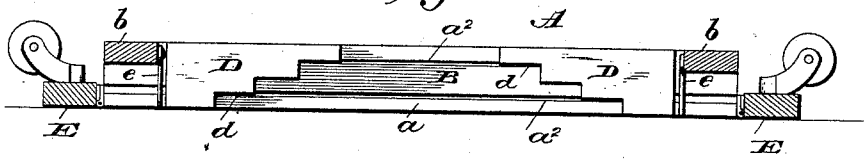
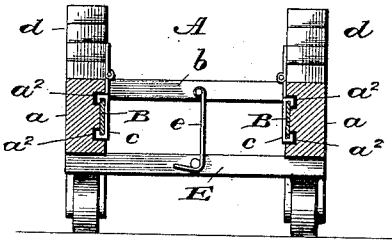



Fig. 3.




Witnesses
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By his Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

# UNITED STATES PATENT OFFICE.

JOHN M. PINCKNEY, OF WESTBURY, NEW YORK.

## STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 431,953, dated July 8, 1890.

Application filed April 10, 1890. Serial No. 347,379. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN M. PINCKNEY, a citizen of the United States of America, residing at Westbury, in the county of Cayuga and State of New York, have invented certain new and useful Improvements in Stove-Trucks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in stove-trucks; and it consists in the construction and novel arrangement of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claims.

The object of the invention is to provide a truck for handling stoves which is mounted on casters, so that it can be readily moved from place to place, the caster-supporting bars being hinged to the main frame, so that the frame can be lowered, said frame carrying sliding notched blocks, which are adapted to be passed beneath the stove to hold the same more securely upon the truck.

In the accompanying drawings, Figure 1 is a perspective view showing my improved truck with a stove mounted thereon. Fig. 2 is a longitudinal section, and Fig. 3 a transverse section.

A refers to the main frame, which consists of longitudinal beams *a*, rigidly secured to each other by transverse beams *b*. The inner sides of the longitudinal beams are provided with longitudinal grooves or recesses $a^2$, and between these recesses is secured a strip B, the edges of which project slightly over the recesses, and are embraced by one of the leaves *c* of the hinges, which secure the stepped blocks D to the side pieces. These blocks D have steps *d*, and are adapted to be turned down, as shown in the drawings, so as to be on a line or beneath the upper edge of the longitudinal beams *a*, and when turned up they can rest upon said beams. It will be observed that the steps of the blocks face each other, and that they can be adjusted longitudinally, so as to be adapted for stoves of different sizes. To the ends of the longitudinal beams are hinged cross-bars E, which are provided with casters, and are capable of being turned, so that the casters will not contact with the floor, but occupy a position below the upper edge of the transverse beam *b*, and when this bar is turned upon its hinges the upper edge thereof will bear against the lower edges of the longitudinal beams *a*, where it can be secured by a hook *e*.

From the foregoing it will be seen that I provide a truck which can be presented, when desired, with a plane upper surface, and that when the blocks D are turned upwardly and slid into proper position they will rigidly support the stove; also, that the bars E can be turned, as shown, so as to lower one end of the truck to more readily place a stove thereon. The stoves can be elevated by the use of jacks, which can also be used for raising the truck-frame when moving the bars carrying the caster-wheels beneath the main frame.

Having thus described my invention, I claim—

1. In a stove-truck, a main rigid frame, the inner sides of the longitudinal beams thereof carrying blocks which are hinged to fold beneath the upper edge of the longitudinal beams or rest upon the same, substantially as set forth.

2. The combination, in a stove-truck, of the longitudinal beams having strips secured thereto with which engage one of the leaves of hinges, the opposite leaves being secured to stepped blocks, whereby said blocks can be adjusted longitudinally upon the frame, substantially as set forth.

3. The combination, in a stove-truck, of a frame having caster-wheels, longitudinally-adjustable blocks hinged to the sides of the frame, so that they can be turned below the upper edge thereof or rest thereupon, said

blocks having notches or steps, as shown, and end bars E, hinged to the main frame and provided with caster-wheels, substantially as set forth.

4. The combination, in a stove-truck, of a rigid frame A and end bars E, hinged thereto, said bars having caster-wheels, said bars being adapted to be swung outwardly, as shown, or beneath the frame, substantially as set forth.

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

JOHN M. PINCKNEY.

Witnesses:

C. O. PETERSON,

J. T. MERRILL.