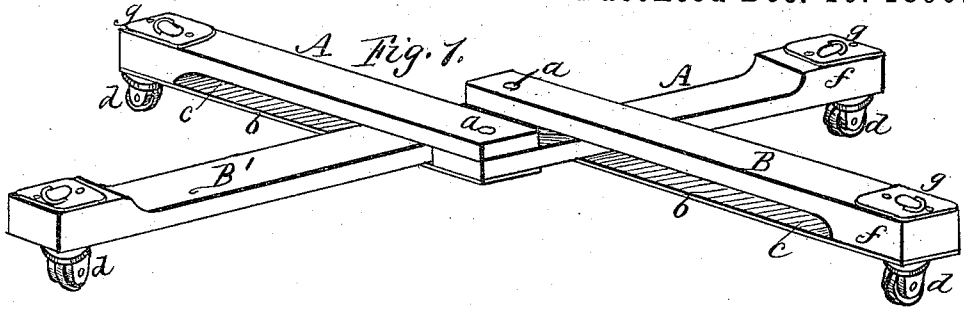
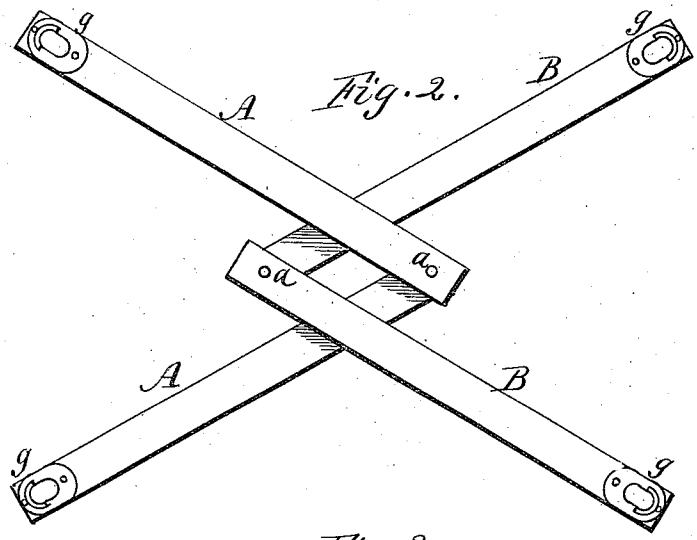
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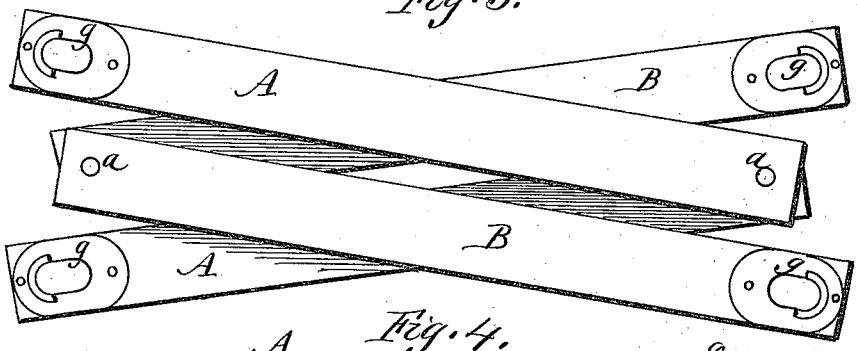
W. P. RANDALL.

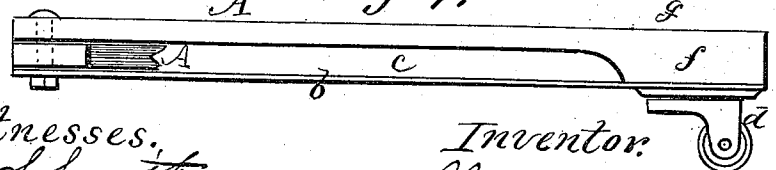
STOVE TRUCK.

No. 442,825. Patented Dec. 16. 1890.









Witnesses.
A. D. Smith
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Inventor.
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UNITED STATES PATENT OFFICE.

WILLIAM P. RANDALL, OF LE ROY, NEW YORK.

STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 442,825, dated December 16, 1890.

Application filed September 25, 1890. Serial No. 366,146. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. RANDALL, of Le Roy, in the county of Genesee and State of New York, have invented a certain new and useful Improvement in Stove-Trucks; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the drawings accompanying this application.

My improvement relates to trucks for exhibiting stoves in hardware-stores, and is of that kind where four arms are jointed together in pairs and are adjustable to different lengths and widths to accommodate stoves of different sizes, each pair being adjusted separately from the other pair. Such devices are well known. As ordinarily arranged one pair of arms crosses the top of the other pair, and both pairs are provided with vertical slots, through which pass bolts for securing and tightening the arms rigidly together at any adjustment. When the arms are so crossed one above another the full thickness of the wood, the line of level is changed and each pair of arms stands at an incline, the inner ends of one pair standing higher than the outer ends, and the inner ends of the other pair standing lower than the outer ends, and this incline varies with the different degrees of adjustment, by which means the bearings on which the stove-feet stand are also inclined, and the feet do not obtain a firm support. In such case the truck lacks strength, and bolts have to be used to fasten the arms together. The arms in my truck are crossed, but are not slotted, nor are tightening-bolts used; but the arms are thinned and stay-strips are used on the under side, forming ways through which the opposite pair of bars pass, and the ends of the bars are offset to make a level support for the feet.

In the drawings, Figure 1 is a perspective view of the truck opened in position for use. Fig. 2 is a plan view of the same. Fig. 3 is an enlarged plan view of the device in the folded position and in condition for storage or transportation. Fig. 4 is a side elevation of one of the arms, showing the stay-strip on the under side and the connecting-arm pivoted thereto.

A A and B B indicate the two pairs of bars, each pair being pivoted together at *a* by a bolt that passes directly through both ends. The two upper bars A and B—one of each pair—have stay-straps *b b*, made of thin iron, bolted on the under side, leaving a space *c*, through which the lower bar of the next pair passes. The bars are crossed and arranged as shown in Fig. 2—that is, the lower bar of each pair passes through the space *c* of the other pair. By this means the bars can be adjusted forward and back longitudinally and can be spread laterally to any desired degree, thus adapting the frame to any sized stove. A much greater adjustment can be attained than in those trucks where the bars are slotted vertically and tightening-bolts are used, as in the latter case the adjustment is limited to the length of the slots, which cannot be carried to the ends, whereas in my truck the spaces *c c* extend to the ends. Moreover, much greater strength is secured, as the lower bars are bound and held between the upper bars and the straps, which give a broad bearing.

I have found by use that no tightening-bolts are necessary, as when the frame is adjusted and the stove fitted thereon the weight will keep it in place, as the end of each bar is held in place by the stove by resting thereon and by the frictional contact of the bars where they cross, as they are pressed firmly together by the weight on the outer ends. Casters *d d* are used under the ends of the bars, as usual.

The outer ends of the bars are provided with offsets *f f* of double the thickness of the bars, those of the upper bars projecting downward and those of the lower bars upward, whereby the upper surface of the truck is made level for the fitting of the stove-feet thereon, and greater strength is secured for the attachment of the casters.

g g are metallic pads having stops which are attached on top of the ends of the bars to receive the stove-feet.

The frame above described is self-supporting by reason of being interlocked, and the middle portion under the strain can neither drop down nor spring up. Consequently no bolting is necessary, whereas where the arms lie one outside of another they spring more or less and must be fastened securely with a bolt through the slot, which must be done af-

ter the stove is mounted thereon, which is not as convenient nor as strong as in my frame, where the frame interlocks and is further strengthened by stay-straps.

Having described my invention, I do not claim simply and broadly a stove-truck consisting of arms pivoted in pairs and crossing each other.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a stove-truck, the combination of four arms pivoted at one end in pairs and crossing each other, the two upper arms provided with stay-straps on the under side, forming ways through which the two lower arms pass, as shown and described, and for the purpose specified.

2. In a stove-truck, the bar A, provided with the offset *f* at one end and the stay-strap *b* on the under side, forming a way *c*, which extends the length of the bar, as shown and described, and for the purpose specified.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

WM. P. RANDALL.

Witnesses:
R. F. OSGOOD,
CHAS. A. WIDENER.