(No Model.)

H. B. RORKE.

Truck.

No. 234,836. Patented Nov. 23, 1880.

Fig. 1.

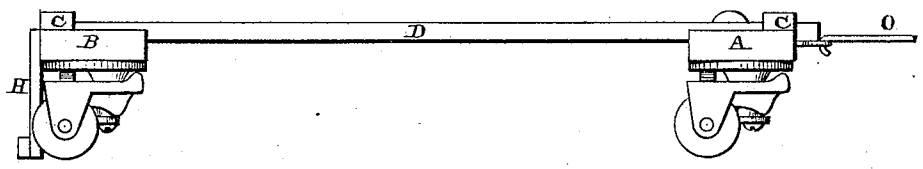


Fig. 2.

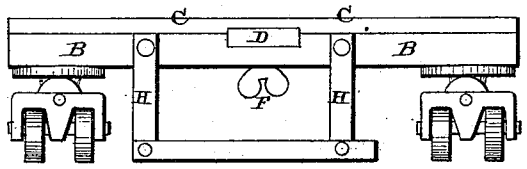
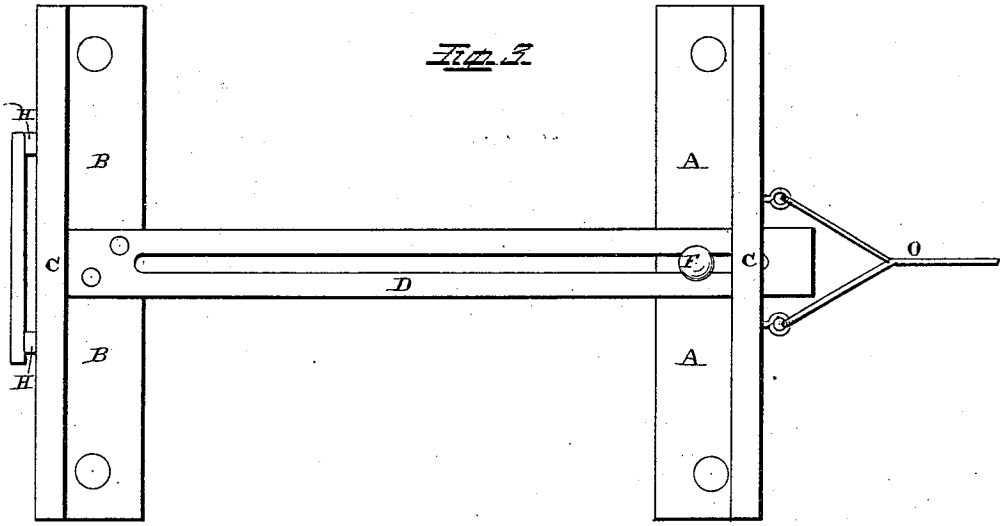


Fig. 3.



Witnesses
W. W. Mortimer
Chas. S. Jones

Inventor
H. B. Rorke,
per
F. A. Lehmann, atty.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

HUGH B. RORKE, OF FULTON, NEW YORK.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 234,836, dated November 23, 1880.

Application filed October 14, 1880. (No model.)

To all whom it may concern:

Be it known that I, HUGH B. RORKE, of Fulton, in the county of Oswego and State of New York, have invented certain new and useful Improvements in 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 pertains to made and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in trucks which are intended especially for moving stoves, but which may also be used for other purposes; and it consists, first, in the combination of two end pieces, each one of which is provided with suitable supporting-rollers, and which end pieces are united together by a slotted reach, and can be adjusted back and forth in relation to each other, so as to be adapted to the size of the stove that is to be moved; second, in a brake which is to be attached to one of the end pieces, and which serves the double function of preventing the truck from moving while the stove is being placed upon it and preventing the truck from tilting over at that end, as will be more fully described hereinafter.

The object of my invention is to provide a truck which is especially intended for moving stoves of all kinds, and which is made adjustable in length, so that it can be quickly adjusted.

Figure 1 is a side elevation of my invention. Fig. 2 is an end view of the same. Fig. 3 is a plan view.

A B represent the two end pieces of the truck, which are supported at each of their ends upon a swiveled roller, so that the truck can not only be drawn readily about, but can be turned freely in all directions. Upon the top of each end piece is secured a cleat, C, which serves as a stop, by catching against the feet of the stove, to prevent the stove from moving endwise after it has been mounted upon the truck. These two end pieces, A B, are connected together by a slotted reach, D, which reach is rigidly secured at one of its ends to one of the end pieces, while the other end of the reach slides freely back and forth through a groove or recess which is made in the top of the end pieces.

Passing either down through the reach and the end piece, or passing up through the end piece and the reach, is a screw-bolt, F, to which a thumb-nut is applied for the purpose of clamping the end piece and reach together, and thus regulating the distance the two end pieces shall be moved apart.

Pivoted upon the outer edge of the end piece to which the reach is rigidly secured are the two short bars H, which are pivoted at their other ends to the brake bar or rod I. When this brake-rod is moved downward so that it will bear upon the floor, the truck is not only prevented from moving, but is prevented from tilting up at that end while the stove is being lifted upon it. While the truck is being moved about, the parts which form this brake can be moved so as to be in a line with the end piece to which they are secured, or the brake can be raised upward so as to be taken hold of in drawing the truck around.

The operation of my invention is as follows: The end piece through which the clamping-bolt passes may either be detached entirely from the reach, so that the reach can be passed under the stove and then the end piece can be attached to it, or the end piece may be pushed through under the stove so as to extend beyond it on the other side. The brake is then lowered so as to bear upon the floor, and is secured in this position by means of a suitable set-screw or other locking device. The stove is then raised upward at one side or end, and the end piece having the brake attached is moved under the stove until its feet strike against the cleat upon the top of the end piece, and then the other end piece is moved inward until it strikes the feet of the stove at the other side or end. The other side or end of the stove is then raised upward and the end piece moved under it until the lower ends of the feet strike against the cleat, when the thumb-screw is tightened upon the clamping-bolt, so as to lock the end pieces rigidly together. The stove, resting upon the top of the truck, has its feet to bear against the cleats upon the two end pieces, and is thus locked in place upon the top of the truck, so that any movement is impossible. By raising the brake from off the floor the truck is ready to be drawn with the stove upon it in any direction.

By making the end pieces adjustable back

and forth the truck can be adjusted for moving other heavy articles of all descriptions, and be drawn around by the handle O, which is attached to the truck at one end.

Having thus described my invention, I claim—

1. A truck for moving stoves, provided at one end with a brake, H, which is adapted to catch against the floor and not only hold the truck in place, but prevent the truck from tipping over at that end while the truck is being loaded, substantially as shown and described.

2. The combination of the two end pieces, A B, connected together by a slotted reach, and provided with a brake at one end for catching against the floor, the parts being arranged for operation substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 2d day of October, 1880.

HUGH B. RORKE.

Witnesses:
B. J. KIMBALL,
J. D. SPENCER.