

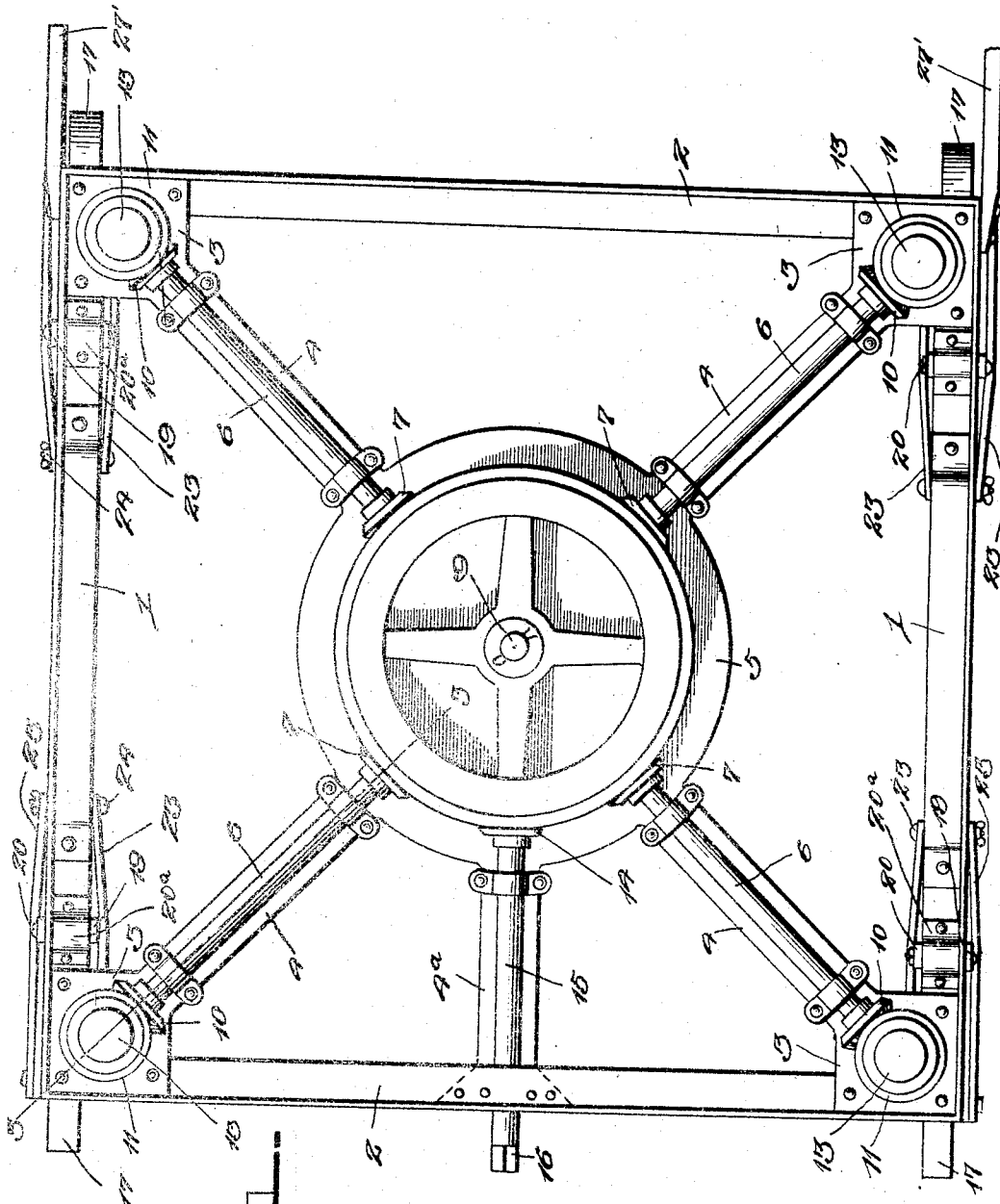
W. WESTMAN.
TRUCK.

1,034,548.

APPLICATION FILED FEB. 12, 1912.

Patented Aug. 6, 1912.

2 SHEETS-SHEET 1.



Witnesses

Chas. L. Griswold

A. B. Norton.

Inventor

William Westman,

By

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Attorney

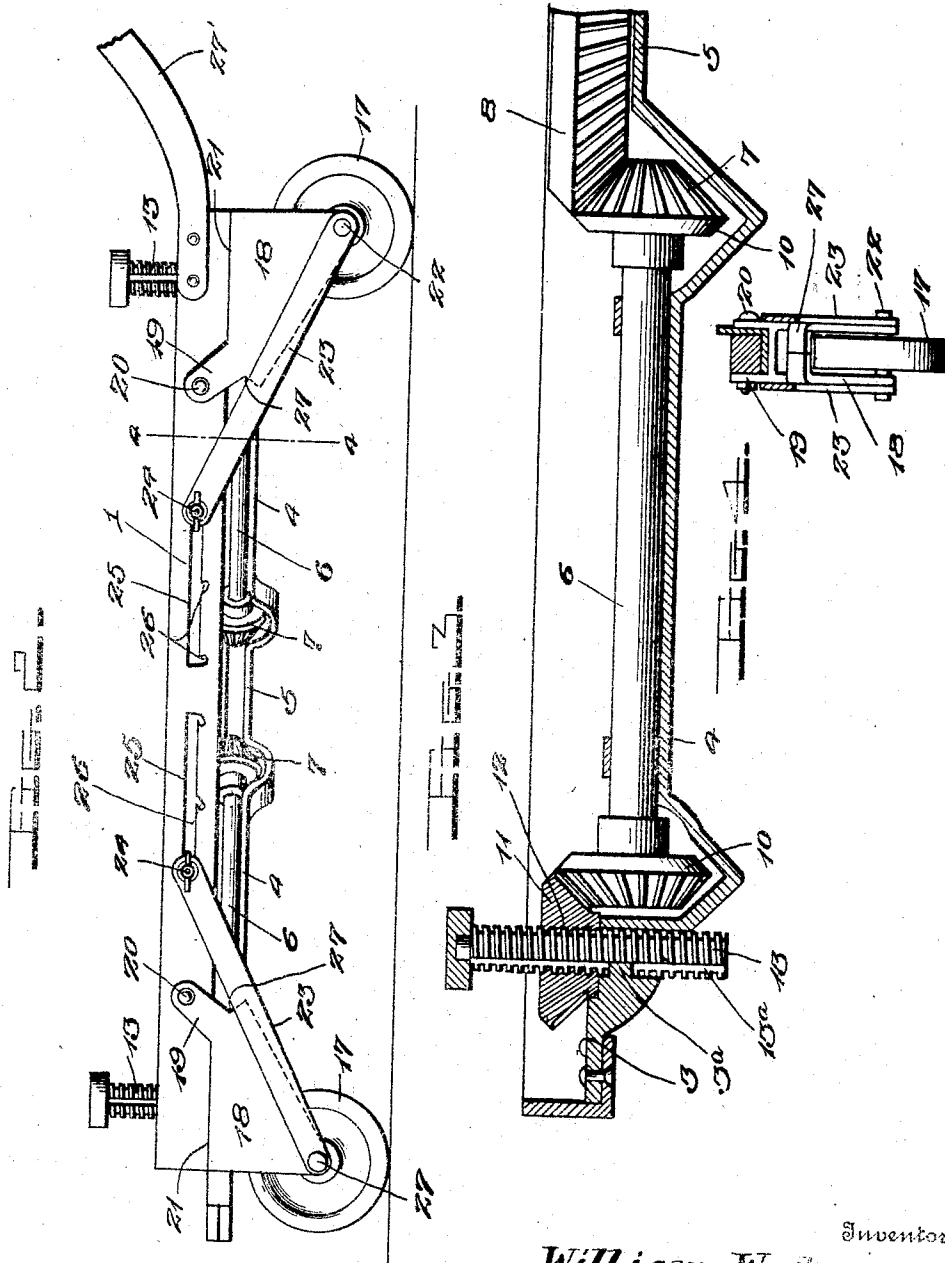
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A. B. Norton.

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William Westman,
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UNITED STATES PATENT OFFICE,

WILLIAM WESTMAN, OF ESSEX, IOWA.

TRUCK.

1,034,548.

Specification of Letters Patent.

Patented Aug. 6, 1912.

Application filed February 12, 1912. Serial No. 677,107.

To all whom it may concern:

Be it known that I, WILLIAM WESTMAN, a citizen of the United States, residing at Essex, in the county of Page and State of Iowa, have invented certain new and useful Improvements in Trucks, of which the following is a specification, reference being had to the accompanying drawings.

This invention comprehends certain new and useful improvements in trucks, and relates particularly to a truck designed for use in moving stoves.

The invention has for its primary object a simple durable and efficient construction of device of this character by the use of which a stove may be easily elevated and detached from its base and easily rolled from one place to another, as desired, the invention consisting in certain constructions and arrangements of the parts that I shall hereinafter describe and claim.

For a full understanding of the invention reference is to be had to the following description and accompanying drawing in which:—

Figure 1 is a plan view of a stove truck constructed in accordance with my invention. Fig. 2 is a side elevation thereof. Fig. 3 is an enlarged sectional view on the line 3—3 of Fig. 1, and, Fig. 4 is a transverse sectional view on the line 4—4 of Fig. 2.

Corresponding and like parts are referred to in the following description and designated in the accompanying drawing by like reference characters.

My improved stove truck includes a preferably rectangular frame embodying side bars 1 and end bars 2 joined together at the corners of the frame by rivets or similar fastening devices, plate braces 3 being located at the corners of the frame in order to insure the rigidity thereof. The frame also includes diagonal arms 4 which extend inwardly from the corner braces 3 and which may be integral parts thereof, the inner ends of the arms being joined to a frame ring 5.

The diagonally disposed arms 4 of the frame of my device support in suitable bearings shafts 6 which extend longitudinally of the diagonal arms, as shown, and which

are provided at their inner ends with bevel pinions 7, all of said pinions meshing with a miter gear wheel 8 the teeth of which face downwardly and which is secured to a central shaft 9 held by a cotter pin or the like, as clearly illustrated in the drawings. The shafts 6 are provided at their outer ends with bevel pinions 10, said last named pinions meshing respectively with horizontally disposed bevel pinions 11 which are interiorly threaded as indicated at 12 for engagement with the exterior threads of screw jacks 13 which pass through the threaded openings of the pinions 11 and are suspended thereby.

In order to operate the miter gear 8, a pinion 14 is disposed in meshing relation thereto, said pinion being secured to the inner end of an actuating shaft 15 which is supported on a frame arm 4* and which is provided at its outer end with a squared extremity 16 to which a crank handle or the like may be applied. Thus it will be understood that by turning the shaft 15 the miter gear 8 may be rotated on its axis and simultaneously cause all of the shafts 6 to be rotated, whereby through the meshing pinions 10 and 11 the jack screws 13 may be raised or lowered as required.

My improved truck is so arranged that it may be initially raised or lowered, preparatory to being rolled underneath the body portion of a stove according to the height of the stove to be moved, whereby it will not be necessary, under some circumstances, to rotate the shaft 15 for any length of time in order to effect the engagement of the revoluble heads of the jack screws 13 with the bottom of the stove. To render the truck itself capable of being elevated within certain limits, for this purpose, I mount the ground or traveling wheels 17 in brackets 18 which are pivotally connected to the sides of the truck frame by apertured ears 19 and pivot bolts 20 passing therethrough. The brackets extend underneath the sides of the frames at the front and rear ends thereof, as clearly illustrated in Fig. 2 and are disposed in opposite directions, as shown, one edge of each bracket constituting a shoulder designated 21 adapted to bear against the underside of the truck frame to

support the latter in its relatively low position. Pivotally connected at one end on each end of the wheel trunnion 22 is a brace link 23. The brace links on the opposite sides of the frame extend from the trunnions upwardly and inwardly toward each other and are provided at their upper ends with the bolts and wing nuts 24 accommodated in recesses 25 formed in the side bars of the frame-work and designed for engagement in notches or sockets 26 which are formed in the bottom wall of the slots, the sockets being arranged in longitudinally extending series. In the present instance, there are three sockets in each set, but it is to be understood that the invention is not limited to this or any number of sockets. It will thus be seen that the frame may be raised and the wheel brackets 18 swung inwardly toward each other and secured in different adjusted positions to vary the elevation of the truck frame. Preferably, each bracket 18 is formed, adjoining its pivot ears 19 with inwardly turned lugs 27 which together constitute a shoulder adapted to abut against the under side of the truck frame when the brackets 18 have been swung inwardly to relatively vertical positions so as to hold the truck frame at its highest elevation.

From the foregoing description in connection with the accompanying drawing the operation of my improved stove truck will be apparent. In the practical use of the device the frame is elevated as required so as to reduce the jack raising operation to a minimum and the truck is then rolled underneath the body of the stove, the base unscrewed from the body and the shaft 15 rotated so as to raise the jack screws 13 and the stove body supported thereby. The base can then be taken away, leaving a clear track for the truck and the stove body may be rolled to any other desired point. Any suitable handles such as those indicated at 27' are secured to the frame of the truck whereby the latter may be easily rolled over the floor.

The jack screws 13 are each formed with longitudinal grooves 13^a designed to receive tongues or splines 3^a formed on the plates 3 or arms 4, whereby the jacks will be raised when the pinions 11 are turned.

It is to be understood that while I have shown the braces 23 as arranged in pairs, the innermost braces may be omitted, if desired. To secure the ears 19 in place, their pivot bolts 20 pass through blocks 20^a that are riveted or otherwise secured to the angle iron side bars of the frame-work.

While the accompanying drawing discloses what I believe to be the preferred embodiment of my invention, it is to be understood that the invention is not limited thereto, but that various changes may be made

in the construction, arrangement and proportions of the parts without departing from the scope of the invention, as defined in the appended claims.

What I claim is:—

1. A truck of the character described, embodying a wheel supported frame-work, a miter gear wheel mounted in said frame-work and supported thereby, a plurality of bevel pinions meshing with said gear wheel, shafts, to the inner ends of which said pinions are connected, the shafts extending radially and outwardly from the gear wheel, the frame-work embodying diagonal arms on which the shafts are journaled, bevel pinions secured to the outer ends of the respective shafts, bevel pinions meshing with the last named pinions, and formed with threaded openings and jack screws mounted in the corners of the frame-work and having threaded engagement with the openings of the last named pinions, and means for turning said miter gear wheel, whereby to simultaneously rotate the shafts and elevate the screws.

2. A truck of the character described, including a frame-work embodying slotted side bars, wheel brackets provided with apertured ears embracing the sides of the frame-work and pivotally connected thereto, wheels journaled in the respective brackets, the rear sides of the brackets being adapted to abut against the bottom of the frame-work to hold the frame-work in a relatively low position, the brackets being formed in advance of their pivots with inwardly turned lugs constituting shoulders adapted to engage the under side of the frame-work with the brackets moved inwardly and the frame-work supported in a relatively high position, and braces pivotally connected to the trunnions of the wheels and provided at their upper and inner ends with clamping screws working in the slots of the frame-work side bars.

3. A truck of the character described, including a wheel supported frame-work, embodying side and end bars, corner plates connected to said side and end bars, diagonally extending arms formed integral with the corner plates and extending inwardly therefrom, a frame ring secured to the inner ends of said arms, a miter gear wheel supported on said frame ring and formed with downwardly facing teeth, pinions meshing with said gear wheel, shafts journaled on the diagonal arms and carrying said pinions, jack screws working in the corner plates, bevel pinions secured to the outer ends of said shafts, horizontally disposed bevel pinions meshing with the last named pinions and formed with threaded openings extending therethrough, the jack screws working through said openings and held from rotating therein, the frame also

including another arm, a shaft mounted on
this named arm and a bevel pinion carried
by said last named shaft and meshing with
the miter gear wheel, whereby the turning
5 of said shaft will rotate all of the other
shafts and move the jack screws.

In testimony whereof I hereunto affix

my signature in the presence of two wit-
nesses.

WILLIAM WESTMAN.

Witnesses:

JOHN E. E. CARLSON,

J. A. EKEROTH.