

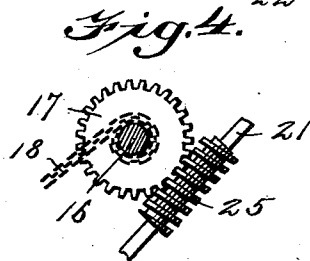
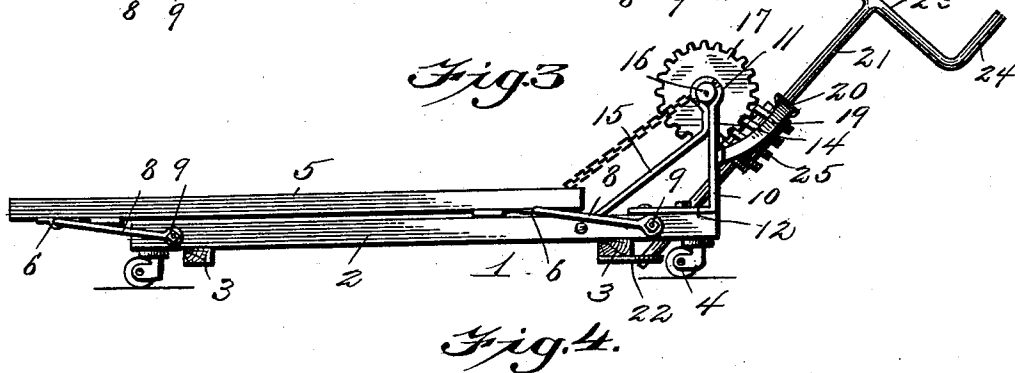
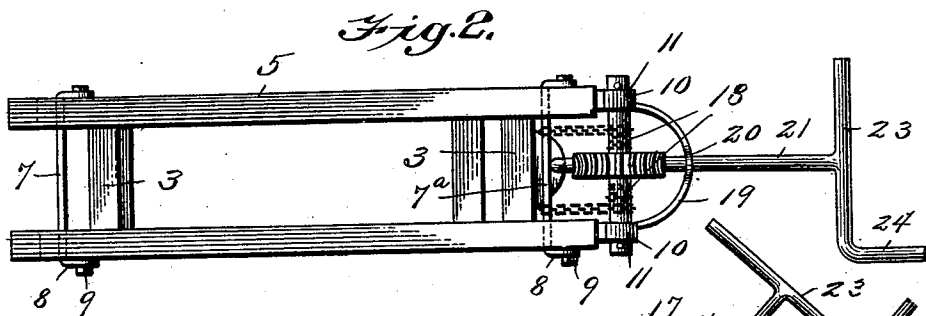
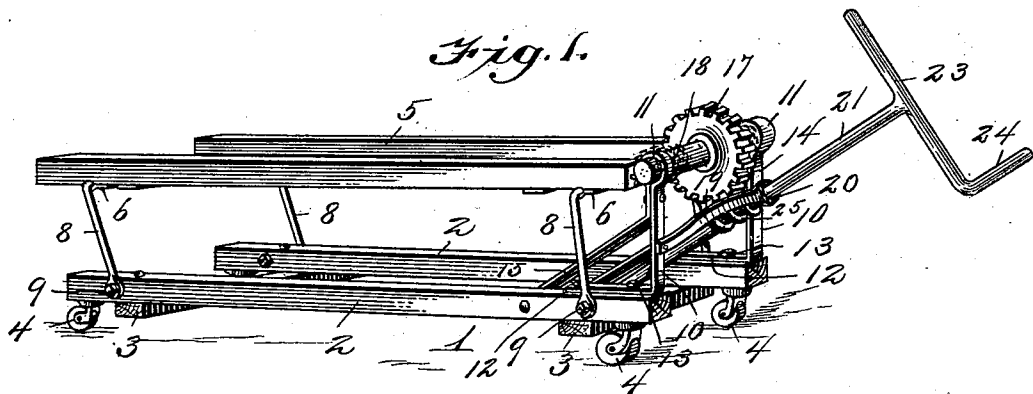
No. 694,248.

Patented Feb. 25, 1902.

W. T. BUCK.
STOVE TRUCK.

(Application filed Sept. 18, 1901.)

(No Model.)



WITNESSES:
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WILLIAM T. BUCK, OF FREEHOLD, NEW JERSEY.

STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 694,248, dated February 25, 1902.

Application filed September 16, 1901. Serial No. 75,527. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM T. BUCK, a citizen of the United States, residing at Freehold, in the county of Monmouth and State of New Jersey, have invented new and useful Improvements in Stove-Trucks, of which the following is a specification.

This invention relates to trucks of that class having a supplemental body or platform adapted to be raised or lowered, and has for its object the production of a device of this character especially adapted for the moving of stoves and furnaces from place to place, and more particularly for the moving of articles of this kind which are mounted upon legs, obviating the necessity of dismounting them, and which will be cheap, durable, and efficient and may be easily and quickly operated.

The invention consists in the novel means for elevating and lowering the supplemental body or platform and holding the same elevated, as hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a truck constructed in accordance with my invention, showing the supplemental body or platform elevated. Fig. 2 is a top plan view thereof. Fig. 3 is a side elevation showing the supplemental body or platform in its lowered position, and Fig. 4 is a detail view of the worm-gear which is part of the mechanism for raising and lowering the supplemental body or platform.

Referring now more particularly to the drawing, the numeral 1 designates the body of the truck, comprising parallel side bars 2, connected by transverse beams 3. The side bars 2 are provided upon their undersides and near the ends thereof with suitable casters 4, adapting the truck to be readily moved in any desired direction.

5 designates the supplemental body or platform of the truck, constructed substantially the same as the body 1, having depending from its under side bearings 6, in which are journaled shafts 7 and 7^a. The said shafts 7 and 7^a have their ends bent at right angles, forming swinging bail-arms 8, provided at their extremities with perforations, through which pass bolts or other fastening means 9,

securing the supplemental body or platform to the body 1.

10 designates angle-brackets secured to the tops of the side bars 2 of the body 1 at the front ends thereof. The said brackets are each constructed of a single piece of metal bent upon itself to form bearings 11. One end of each bracket is bent at a right angle to form a securing-arm 12, having perforations 13, through which pass screws or other fastening means to secure the arm to the body 1, and a vertical arm 14, which supports the bearing 11 slightly above the level of the supplemental body or platform 5. The opposite ends of the brackets are bent to form inclined brace-rods 15, provided at their extremities with means for securing them to the body 1 and preventing any movement of the vertical arms 14.

16 designates a shaft journaled in the bearings 10 and provided with a pinion 17. Secured to the shaft 16 at either side of the pinion 17 are the ends of chains 18, their opposite ends being secured to the shaft 7^a.

A bow-shaped bracket 19 is secured at its ends to the vertical arms 14 of the brackets, having in its center a bearing 20, in which is journaled an operating-rod 21, the lower end of which is journaled in a suitable thrust-bearing 22, and its outer end is provided with a handle 23, one end of which is bent to form a crank 24. Fixed upon the rod 21 is a worm 25, meshing with the pinion 17.

The operation of my device is as follows: The parts being assembled as shown in Figs. 1, 2, and 3, by the rotation of the rod 21 through the medium of the handle 24 the worm-gear 25 is caused to revolve, thereby revolving the pinion 17 and winding the front ends of the chains upon the shaft 16. As the rear ends of the chains are attached to the shaft 7^a, said shaft and the shaft 7 are drawn forward, swinging upon their pivoted arms 8. The supplemental platform is thus raised and is held in its elevated position by the frictional engagement of the pinion and worm 22. To lower the supplemental platform, a reversal of the rotary movement of the rod 21 is necessary.

A characteristic of my improved truck is that I avoid the employment of pawl-and-ratchet mechanism, springs, or like details,

which would be likely to disarrangement, and effect the raising and lowering of the supplemental platform by a swinging movement of the bail-arms 8 and the winding and unwinding of the chains upon their shaft.

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

1. The combination with a body, having a
10 supplemental body hinged thereto, of angle-brackets each formed of a single piece of metal bent upon itself to form a bearing and secured to the front of said first-mentioned
15 body, a shaft mounted in said bearings, chains connecting the supplemental body and shaft and adapted to be wound thereon to raise the supplemental body, a pinion on said shaft, a
20 bow-shaped bracket having a bearing and secured at its ends to said angle-brackets, a rod journaled in the said last-mentioned bearing, and a worm mounted on said rod meshing with said pinion.

2. The combination with a body, having a

supplemental body secured thereto, of angle-
brackets secured to the front of said first-
mentioned body and each formed of a single
piece of metal bent upon itself to form a bear-
ing, one end is bent to form a securing-arm,
and a vertical arm, and the opposite end bent
to form an inclined brace-rod, a shaft jour-
naled in said bearings, chains connecting the
supplemental body to said shaft, and adapted
to be wound thereon to raise said supplement-
tal body, a pinion mounted on said shaft, a
bow-shaped bracket having a central bearing
35 and secured at its ends to said angle-brack-
ets, a thrust-bearing secured to said body, a
shaft having a handle and crank and jour-
naled in said last-mentioned bearings, and a
worm on said rod meshing with the pinion. 40

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

WILLIAM T. BUCK.

Witnesses:

FREDRICK S. VOORHEES,
JOHN V. DENISE.