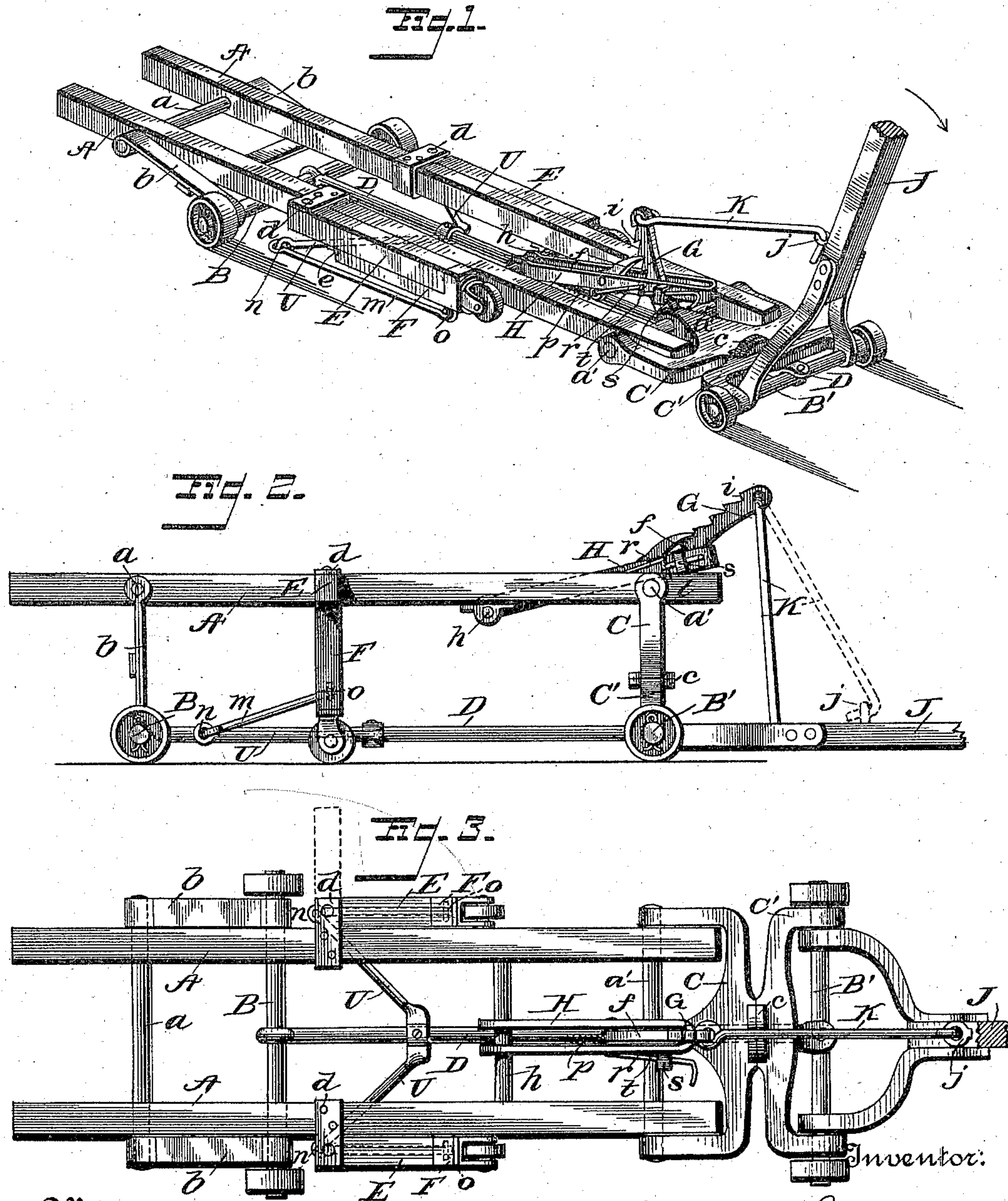


(No Model.)

C. E. BURNETT.  
STOVE TRUCK.

No. 575,390.

Patented Jan. 19, 1897.



Witnesses:

John Canine  
N. L. Colman

Inventor:  
Charles E. Burnett,  
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his Attorney.



# UNITED STATES PATENT OFFICE.

CHARLES E. BURNETT, OF FAIRVILLE, NEW YORK.

## STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 575,390, dated January 19, 1897.

Application filed April 4, 1896. Serial No. 586,154. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES E. BURNETT, a citizen of the United States, residing at Fairville, in the county of Wayne and State of New York, have invented certain new and useful Improvements in Stove-Trucks; and I do 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.

This invention relates to that class known as "trucks," and more especially to the subclass thereunder known as "elevating;" and the object of the same is to produce an improved truck which may be passed under a stove, then manipulated so as to raise the stove off its feet, and finally drawn by a handle, so as to move the stove from place to place.

To this end the invention consists in the details of construction hereinafter described and claimed and as more particularly shown in the accompanying drawings, wherein—

Figure 1 is a perspective view of this truck lowered and in position ready for use. Fig. 2 is a side elevation of the same when raised as in the act of supporting a stove. Fig. 3 is a plan view of the device shown in Fig. 1 with one arm thrown outward.

Referring to the said drawings, the letters A A designate two longitudinal parallel bars through whose bodies, near their rear ends, passes a rod *a*, to which are pivoted links *b*, their other ends being pivoted to the rear axle B, carrying the rear wheels, as shown. Near the front ends of the bars A is a transverse rod *a'*, on which is pivoted a yoke C, connected by a fifth-wheel *c* with a second yoke C', and through the latter passes an axle B', on whose extremities are journaled the front wheels of the truck, as shown. From this front axle B' also rises a yoke carrying the handle J, which is provided with an eye *j* for a purpose set forth below. The two axles B and B' are connected by a longitudinal central rod D, as seen in the drawings, and from said rod di-

verge oblique braces U for a purpose also set forth below.

From the yoke C, at its pivotal point *a'*, rises an arm G, provided with teeth *i*, to the upper end of which arm is linked a hook K, whose hooked end takes into the eye *j*, so that when the handle J is manipulated to turn the yoke C around its pivot *a'* the arm G is also turned about such pivot.

*h* is a cross-rod connecting the bars A, and on the center of this rod is pivoted a link H, whose body spans the arm G and is provided with a pawl *f*, whose tip is held in engagement with the notches *i* by means of a spring *p*.

*r* is a catch pivoted at one extremity in one end of the pawl *f* and having an angle *t* in its body, beyond which it passes through an eye *s*, projecting from the side of the link H, and is provided with a handle at its other extremity, by which it may be manipulated. By this construction it will be seen that the truck, as shown in Fig. 1, can be passed under a stove, after which the handle J is moved in the direction of the arrow to turn the connected yokes C and C' around their pivot *a'*, and with them, by means of the rod D, to turn the links *b* around their pivot *a*, so that the wheels of the axles B and B' will be forced in under the bars A A and in a downward direction. This movement will cause said bars to be elevated, whereby the stove is raised. Thereafter the latter can be drawn to any desired position by means of the handle J, the fifth-wheel *c* permitting the turning of the truck, as will be understood. In the depression of the handle J the hook K draws the arm G forward, so that the pawl *f* slides down over the teeth *i* and engages one lower than that shown engaged in Fig. 1, (the spring *p* assisting,) so that after the handle has been lowered the hook K can be disengaged from the eye *j*, and the bars A and the stove resting thereon will still be held in elevated position as it is moved from point to point.

In order to afford additional and firmer support for the stove, I rigidly connect with each side bar A the straps *d*, projecting laterally therefrom, and between their outer ends are pivoted the lateral arms E, to whose undersides at *e* are hinged legs F, having caster-



wheels at their outer ends, as shown, and  $m$  are links connected at  $n$  with the outer ends of the oblique braces  $U$  and at  $o$  with the lower faces of said legs  $F$ , as illustrated.

5 When the handle  $J$  is moved, as above described, so that the longitudinal rod  $D$  passes to the rear under the bars  $A$ , said rod carries with it the oblique braces  $U$ , and the latter through the links  $m$  turn the arms  $E$  outward  
10 and draw the legs  $F$  downward until the caster-wheels at the outer ends of the latter rest on the floor. Thereafter the stove is supported not only by the four wheels at the ends of the main axles, but also by the caster-  
15 wheels at the lower ends of the pivoted legs  $F$  and which at this time stand removed at a considerable distance laterally from the bars  $A$  of the main frame.

All parts of this machine are of the desired  
20 sizes, shapes, proportions, and materials—the bars, arms, legs, and main handle being preferably of wood and the remaining parts of metal, and considerable change in the specific details of construction may be made  
25 without departing from the essential principles of my invention.

In the act of raising the truck and stove the arm  $G$  is drawn forward to the position shown in Fig. 2 and retained thereby by the pawl  
30  $f$ . After the stove has been moved to the point where it is desired to have it rest the operator reengages the hook with the eye  $j$  and bears down on the handle. He then grasps the free end of the wire  $r$  and draws  
35 the same quickly forward to trip the pawl  $f$  from the teeth of the arm  $G$ , the angle  $t$  being engaged with the eye  $s$ , so as to hold the pawl against its spring  $p$  and prevent its reengagement with said teeth. He is then at liberty  
40 to raise the main handle  $J$  slowly, which movement permits the truck to descend upon the axles to the position shown in Fig. 1, and the stove is thereby again lowered onto its feet.

45 What is claimed as new is—

1. In a stove-truck, the combination with a main framework having transverse rods therethrough, links pivoted at one extremity to the rearmost rod, and a rear axle connected  
50 to the other extremity of said links and carrying wheels at its ends; of a yoke pivoted on the other rod, a second yoke connected by a fifth-wheel with the first yoke, an axle through the second yoke having wheels at its  
55 extremities, a main handle connected with this axle, and a longitudinal rod connecting the two axles, as and for the purpose set forth.

2. In a stove-truck, the combination with a main framework having transverse rods  
60 therethrough, links pivoted at one extremity to the rearmost rod, and a rear axle connected to the other extremity of said links and carrying wheels at its ends; of a yoke pivoted on the other rod, a second yoke connected by a  
65 fifth-wheel with the first yoke, an axle through the second yoke having wheels at its extremities, a main handle connected with this axle,

a longitudinal rod connecting the two axles, a toothed arm rising rigidly from the first yoke and connected with said handle, a cross-rod  
70 on the framework, and a link pivoted thereon and carrying a pawl engaging the teeth on said arm, as and for the purpose set forth.

3. In a stove-truck, the combination with a main framework having transverse rods  
75 therethrough, a pair of axles having wheels at their extremities, connections whereby said axles turn bodily around said transverse rods, and a longitudinal rod connecting said axles to cause them to move in unison; of a toothed  
80 arm rising rigidly from the connection of the front axle, a handle pivoted to this axle and having an eye, a hook linked to the arm and with its hooked end engaging said eye, a cross-rod through the framework, a link pivoted on  
85 said rod and spanning such arm, a pawl pivoted in the link with its tip engaging the teeth in such arm, and a spring connecting the other end of the pawl with the link, as and for the purpose set forth.

4. In a stove-truck, the combination with a framework, main axles thereunder having wheels at their extremities, and a longitudi-  
90 nally-movable rod connecting said axles in pairs and having oblique braces; of arms pivoted to swing laterally from the main framework, legs hinged beneath such arms and having  
95 caster-wheels at their outer extremities, and links connecting said oblique braces with the legs, as and for the purpose set forth.

5. In a stove-truck, the combination with a main framework, two main axles thereunder having wheels at their extremities, connections between said axles and framework whereby the former can be moved bodily un-  
105 der the latter to raise it when desired, an operating-handle connected with one axle, and a link connected with the framework and having a pawl for holding such framework in elevated position; of a longitudinal rod connect-  
110 ing the axles and having oblique braces projecting therefrom, arms pivoted to swing laterally from the main framework, legs hinged beneath such arms and having  
115 caster-wheels at their outer extremities, and links connecting said oblique braces with the legs, as and for the purpose set forth.

6. In a stove-truck, the combination with a main framework having transverse rods  
120 therethrough, a pair of connected axles having wheels at their extremities, links pivotally connecting one axle with one rod, yokes pivotally connecting the other axle with the other rod, an operating-handle rising from the latter axle, and a toothed arm rising from the  
125 yoke and connected with said handle; of a link pivoted on a third rod in the framework and having an eye, a spring-actuated pawl carried by this link and engaging the teeth in said arm, and a wire connected with the pawl and  
130 passing through said eye, the wire having an angle in its body, as and for the purpose set forth.

7. In a stove-truck, the combination with



a main framework, a yoke pivoted thereto and having an arm rising rigidly from its pivot and provided with teeth, and a main handle for manipulating said yoke and arm; of a link  
5 pivoted to the framework and having an eye, a spring-actuated pawl carried by this link and engaging the teeth in said arm, and a wire connected with the pawl and passing through

said eye, the wire having an angle in its body, as and for the purpose set forth. 10

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

CHARLES E. BURNETT.

Witnesses:

EDWARD B. GRAFF,  
HERBERT JOHNSON.