(No Model.)

D. L. FOGLEMAN.

STOVE TRUCK.

No. 601,642. Patented Apr. 5, 1898.

Fig. 1.

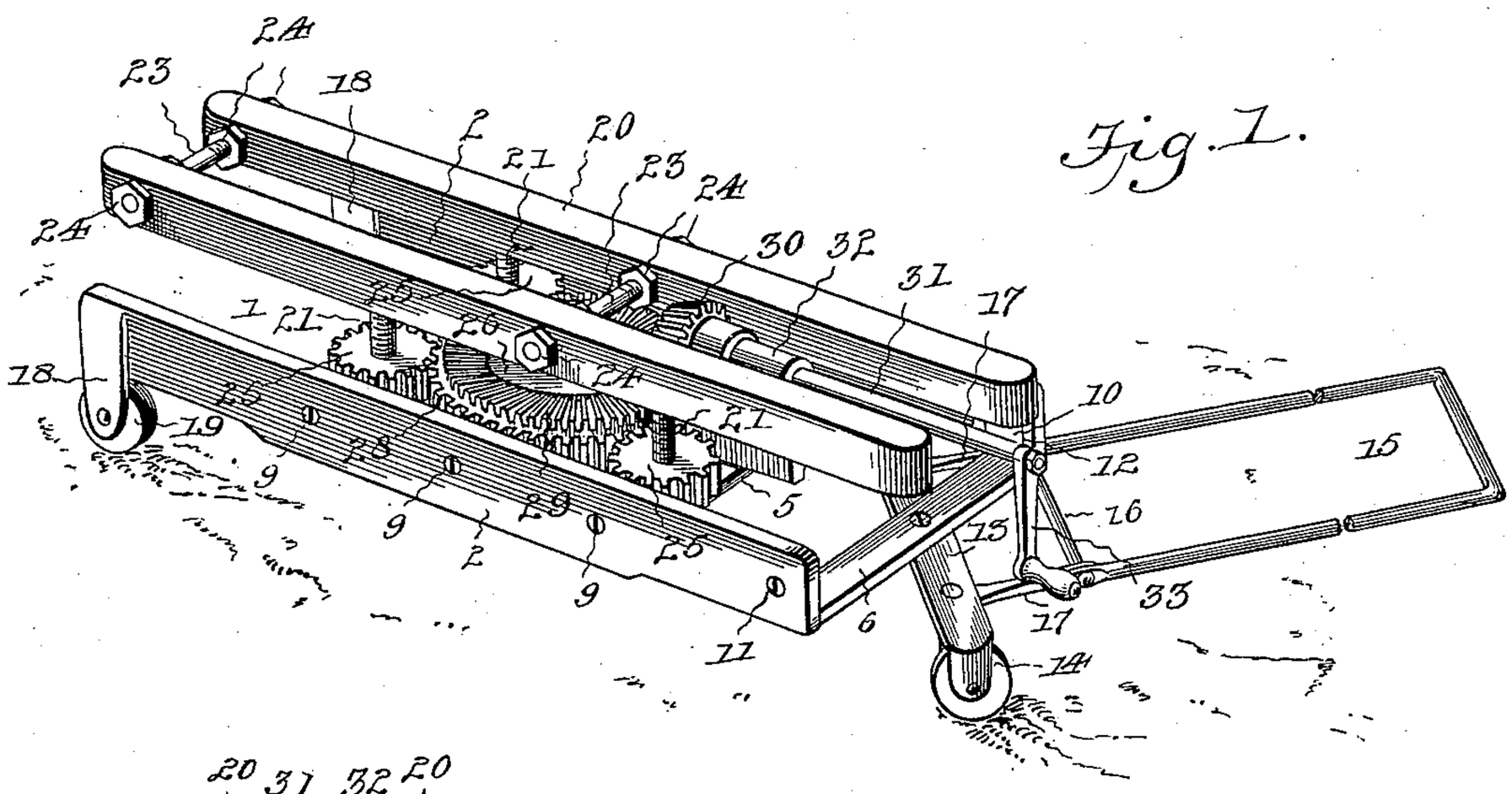
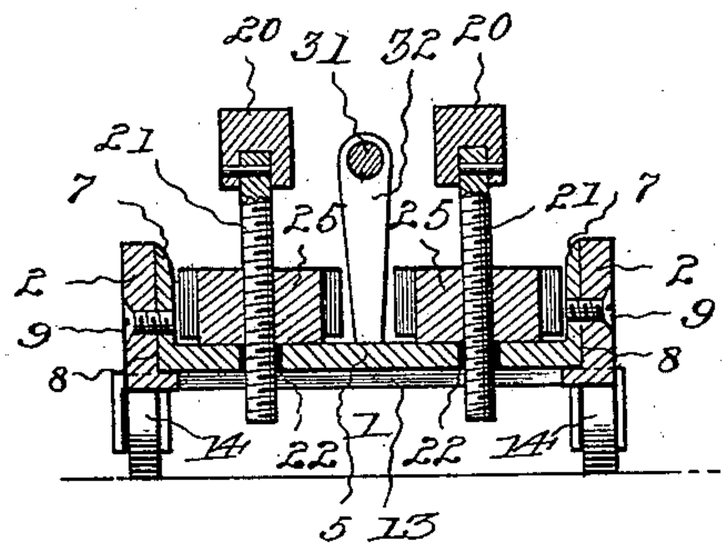


Fig. 3.



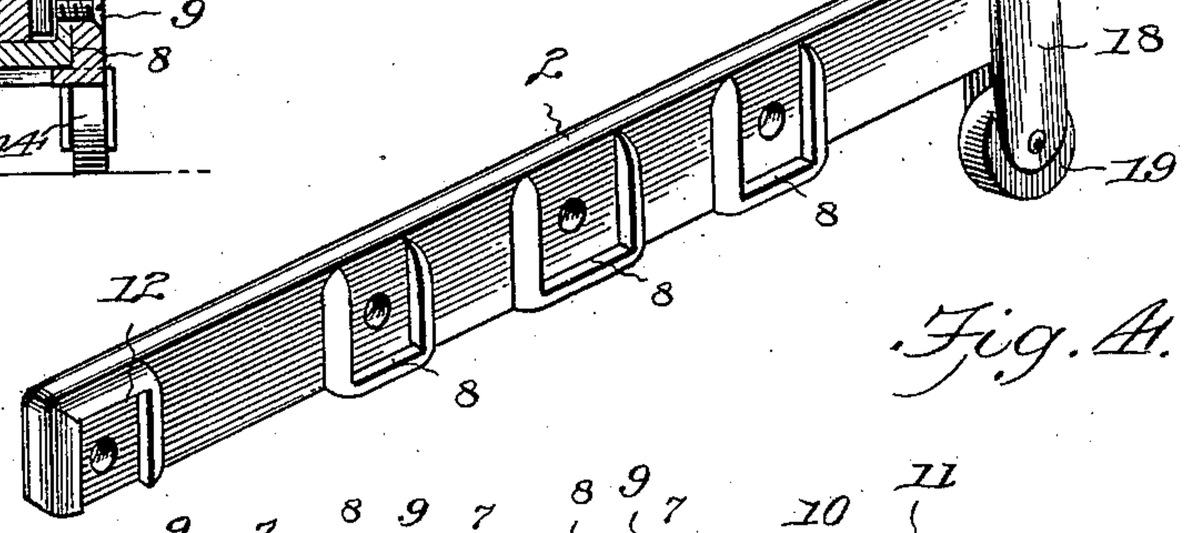
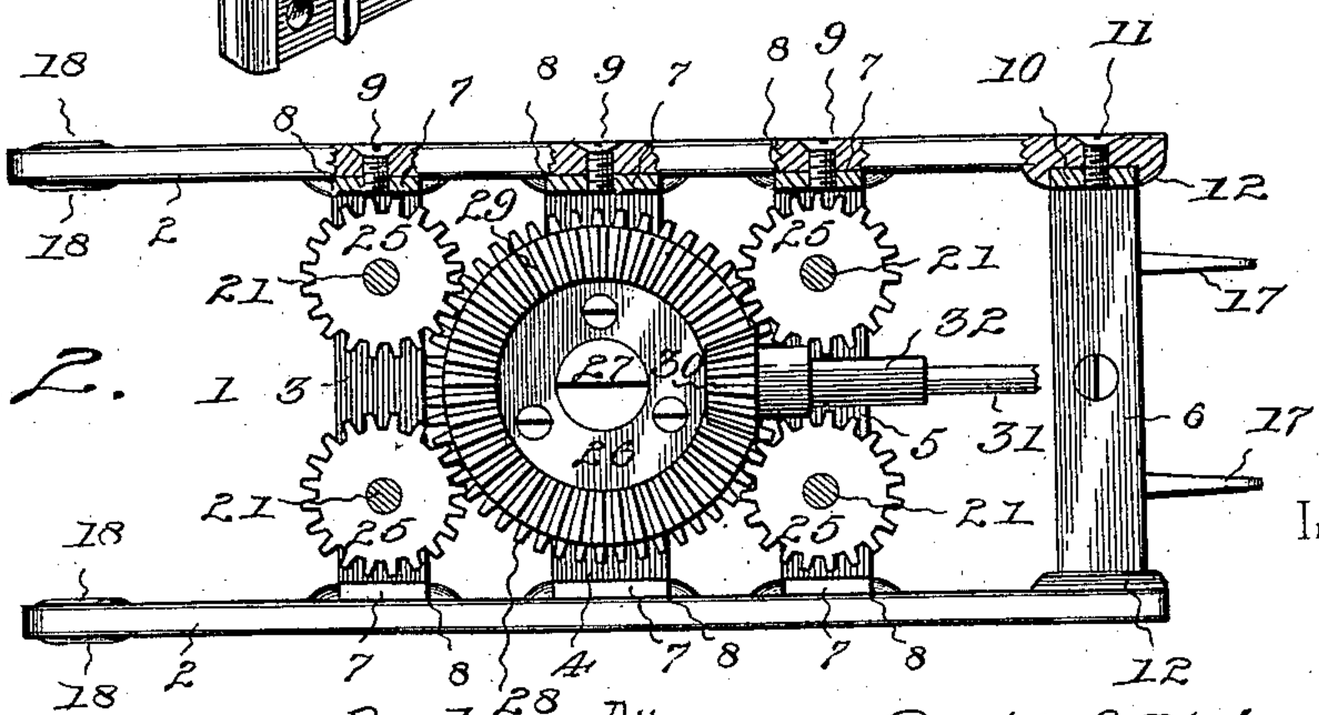


Fig. 4.

Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

DAVID LAUCKS FOGLEMAN, OF DANVILLE, PENNSYLVANIA.

STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 601,642, dated April 5, 1898.

Application filed December 13, 1897. Serial No. 661,643. (No model.)

To all whom it may concern:

Be it known that I, DAVID LAUCKS FOGLEMAN, a citizen of the United States, residing at Danville, in the county of Montour and State of Pennsylvania, have invented a new and useful Easy Stove-Truck, of which the following is a specification.

This invention relates to improvements in stove-trucks.

The object of the present invention is to improve the construction of trucks and to provide a simple, inexpensive, and efficient one, possessing great strength and durability and capable of enabling a heavy stove or heater to be readily lifted clear of a floor or other supporting-surface, and adapted to permit the same to be readily moved from one place to another to facilitate taking up and putting down carpets and the like.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a stove-truck constructed in accordance with this invention. Fig. 2 is a horizontal sectional view. Fig. 3 is a transverse sectional view. Fig. 4 is a detail perspective view of one of the side bars of the truck-frame.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a truck-frame composed of parallel side bars 2 and connecting cross-bars 3, 4, 5, and 6. The cross-bars 3, 4, and 5, which are located at the center of the truck-frame, have upturned ends 7, bearing against the inner faces of the side bars and fitting in sockets 8, formed by flanges or bosses of the side bars. The sockets 8 are open at the top and closed at the bottom to form supports for the cross-bars, which are retained in the sockets by screws 9 or other suitable fastening devices passing through the side bars and engaging the upturned ends of the cross-bars. The front cross-bar 6 is provided with upturned ends 10, which are secured by screws 11 in inverted sockets 12, arranged at the inner faces of the side bars near the front ends thereof and closed at the top. The tops of the inverted sockets 12 form shoulders to bear against the upturned ends of the front cross-bar 6, which is centrally pivoted to a transverse bar or axle 13. The transverse bar or axle 13 is provided at its ends with depending perforated ears arranged in pairs and receiving wheels 14.

An oblong handle or tongue 15 is hinged by a transverse rod or pin 16 to forwardly-extending arms 17 of the pivoted transverse bar or axle, and the rear ends of the side bars of the truck-frame are provided with depending perforated ears 18, arranged in pairs and receiving rear wheels 19.

A vertically-adjustable stove-supporting frame 20 is mounted upon the truck-frame by vertical screws 21, arranged in pairs and passing through perforations 22 of the cross-bars 3 and 5 of the truck-frame, and the frame 20 is composed of parallel side bars and connecting cross-rods 23, threaded at their ends and secured to the side bars by nuts 24, engaging the inner and outer faces thereof.

The screws 21 are rigidly secured at their upper ends in sockets of the side bars of the frame 20, and they are engaged by pinions 25, provided with threaded openings to receive the screws and resting upon the cross-bars 3 and 5. These pinions mesh with a master-wheel 26, mounted on a vertical pivot-bolt 27 and supported by the central cross-bar 4, and the said master-wheel, which is arranged between the front and rear pairs of pinions, is provided at its periphery with spur-teeth 28 and at its upper face with bevel-teeth 29. The teeth 28 are vertical to mesh with the pinions, and the bevel-teeth 29, which are disposed substantially horizontal, mesh with a bevel-pinion 30 of a longitudinal shaft 31. The longitudinal shaft 31, which is provided at the front of the truck with a crank-handle, is journaled in a suitable bearing 32, consisting of a bracket mounted upon the cross-bar 5 and located between the front pair of pinions. The crank-handle 33, which is located at the front of the truck, is arranged in convenient position for operation; but the shaft may be disposed otherwise, if desired.

The stove-truck is adapted to be placed beneath a stove or heater, which is lifted clear of the floor or other supporting-surface by rotating the crank-handle, and the said stove

or heater may then be readily moved from one place to another to facilitate taking up or putting down carpets or for any other purpose.

The invention has the following advantages: The stove-truck is simple and comparatively inexpensive in construction and it possesses great strength and durability and is adapted to receive very heavy weights. It is capable of ready adjustment to accommodate itself to the space beneath a stove or heater, and it will readily lift the same clear of a floor or other supporting-surface. The connecting cross-rods of the adjustable frame are located at the center and rear end to provide a space at the front of the frame for the reception of the chair, and by locating the handle at the front of the truck it is always in convenient position for use when the said truck is in position beneath a stove or heater.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. A device of the class described comprising a truck-frame mounted upon wheels, a centrally-arranged master-wheel journaled on the truck-frame, a vertically-movable supporting-frame provided with depending screws, pinions provided with threaded openings receiving the screws, said pinions meshing with the master-wheel and means for rotating the master-wheel whereby the supporting-frame is raised and lowered, substantially as described.

2. A device of the class described comprising a truck-frame mounted upon wheels, a vertically-movable supporting-frame, screws connected with the supporting-frame, pinions provided with threaded openings to receive the screws, a master-wheel arranged within the pinions and meshing with the same, and an operating-shaft provided with a pinion meshing with the master-wheel, substantially as described.

3. A device of the class described comprising a truck-frame mounted upon wheels, a vertically-adjustable supporting-frame, vertical screws supporting the same, pinions bearing against the truck-frame and provided with threaded openings receiving the screws, a master-wheel arranged within the pinions and provided at its periphery with teeth meshing with the same, said master-wheel having teeth on one of its faces, a longitudinal shaft journaled in suitable bearings and extending to the front of the truck, and a pinion mounted on the rear end of the shaft and meshing with the teeth on the face of the master-wheel, substantially as described.

4. A device of the class described comprising a truck-frame mounted upon wheels and composed of side bars provided at their inner faces with sockets, and cross-bars having upturned ends bearing against the inner faces of the side bars and secured in the said sockets, a vertically-adjustable supporting-frame, and means for raising and lowering the same, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

DAVID LAUCKS FOGLEMAN.

Witnesses:
JOHN C. PEIFER,
EDWIN C. EYERLY.