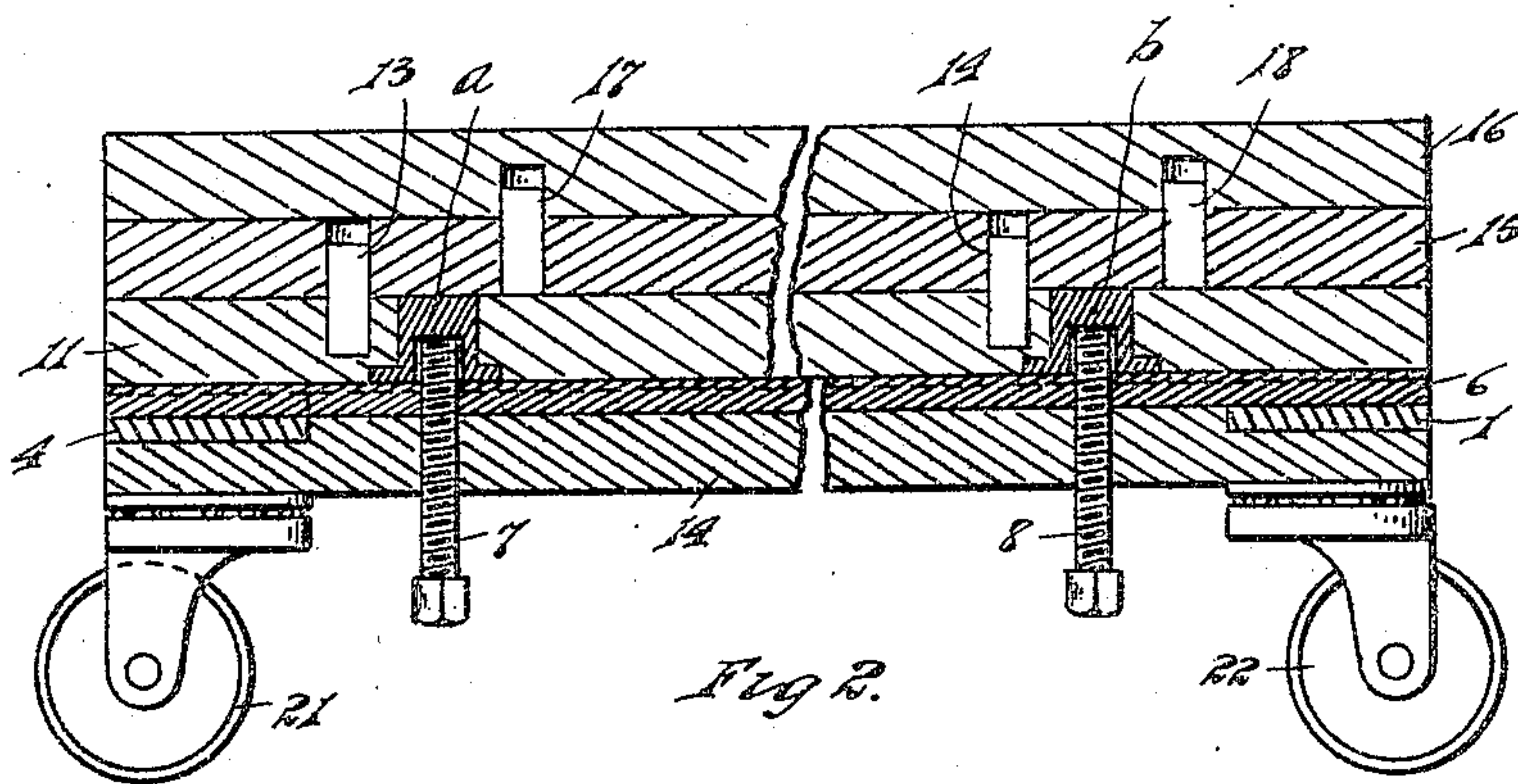
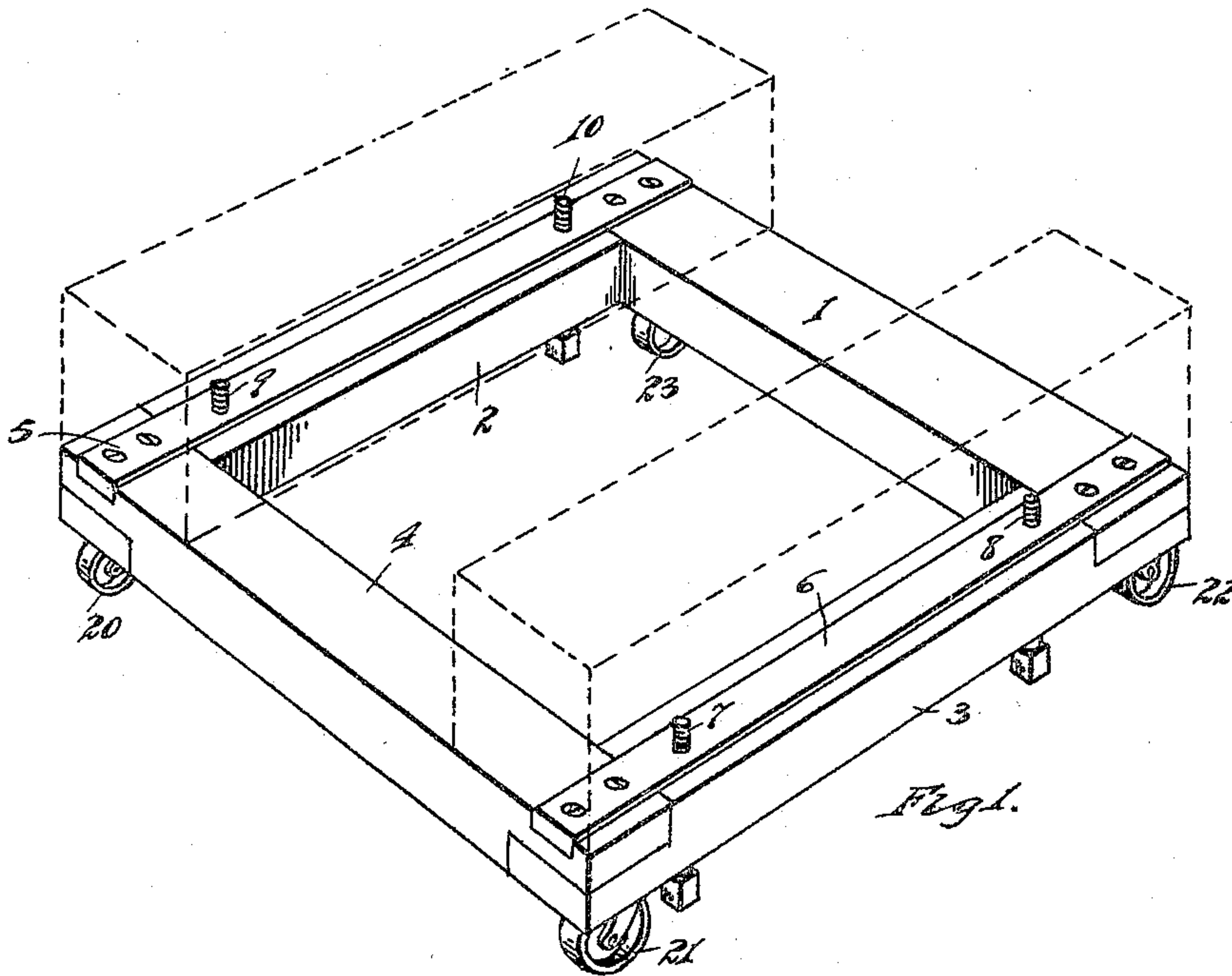


No. 793,619.

PATENTED JUNE 27, 1905.

G. A. WATTS.
TRUCK.

APPLICATION FILED SEPT. 19, 1904.



WITNESSES
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GEORGE A. WATTS, OF DETROIT, MICHIGAN, ASSIGNOR OF ONE-HALF TO
HENRY JOSEPH WRIGHT, OF DETROIT, MICHIGAN.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 793,619, dated June 27, 1905.

Application filed September 19, 1904. Serial No. 224,944.

To all whom it may concern:

Be it known that I, GEORGE A. WATTS, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have
5 invented a certain new and useful Improvement in Trucks; and I 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 make and use
10 the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to trucks. It has for its object an improved truck adapted to be
15 used for the lifting and transportation of stoves, ranges, and similar articles.

The special features of the invention are found in the means by which the truck may be introduced under the stove, between the
20 legs thereof, and supplied with blocking to bear against the under side of the stove and means carried by the truck to lift the blocking until the stove rests thereon and is transferred from the floor to the truck and lifted
25 slightly, after which the stove and the truck may be moved to any desired place of storage.

In the drawings, Figure 1 is an isometric of the truck. Fig. 2 is a longitudinal section.
30 tion.

The truck-frame is composed of four pieces 1, 2, 3, and 4, joined to make a rectangular frame and strongly secured together. Two of the pieces are provided with bars of metal
35 5 and 6, sunk into the side piece and secured thereto and provided with threaded holes for bolts 7, 8, 9, and 10.

With the truck are used blocks preferably made somewhat thin and in parts, and the
40 several parts are provided with pins, which superimposed pieces are held from slipping or escaping one from the other. That one of the pieces 11 which is intended to rest directly on the screws 7 and 8 is provided with caps
45 *a* and *b*, in each of which there is a cavity to engage over the point of the screw. The cav-

ities are not threaded; but the cap rests loosely on the screw.

The block 11 is provided on its upper side with two holes, in which may engage the pins 50 13 and 14, extending from a second block 15, that can or may rest on the block 11 and be held from escaping therefrom by the pins. A third block 16 is similarly held to the block 15 by pins 17 and 18. The holes for the pins 55 are bored so that either block 16 or 15 may rest on the block 11 by turning it end for end in the position shown in Fig. 2. The set of blocks which engages with the side 2 of the truck are similar in all respects to the set 60 which engages with the side 3.

The frame rests on caster-wheels 20, 21, 22, and 23.

What I claim is—

1. In combination with a frame mounted on 65
caster-wheels, screws extending vertically through said frame, and a plurality of blocks provided with pins and registering holes, substantially as described.

2. In combination with a truck mounted on 70
caster-wheels, screws extending vertically through the frame of the truck, a block made in parts and provided with pins, the parts of the block being provided with registering holes in which the said pins engage, substan- 75
tially as described.

3. In combination with a truck-frame, provided with caster-wheels, screws extending vertically through said truck-frame, a blocking provided with caps adapted to engage 80
over said screws and provided with holes for the engagement therein of pins, a second block engaging the first and a third block, engaging the second and adapted to be reversed and engage the first block, substantially as de- 85
scribed.

In testimony whereof I sign this specification in the presence of two witnesses.

GEORGE A. WATTS.

Witnesses:

CHARLES F. BURTON,
MAY E. KOTT.