(No Model.)

J. THAXTER.

STOVE TRUCK.

No. 342,816. Patented June 1, 1886.

Fig. 1.

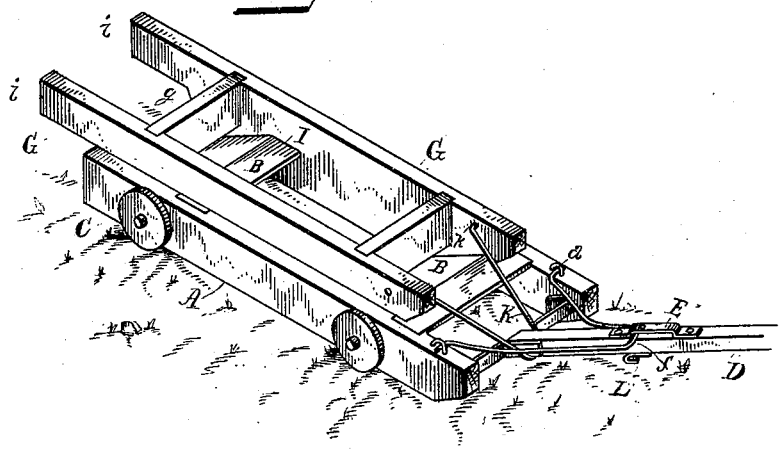


Fig. 2.

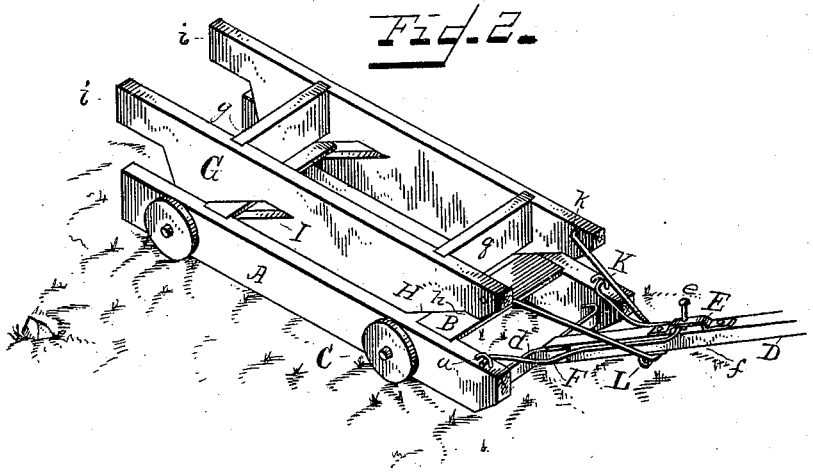
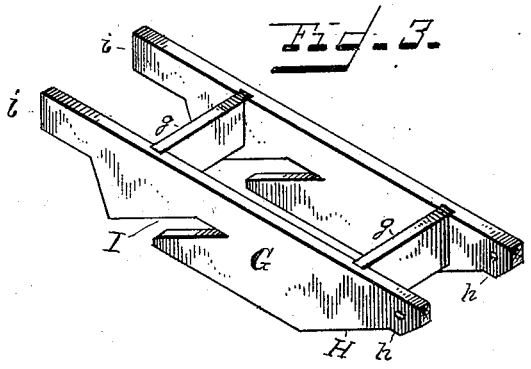


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES THAXTER, OF WINNEBAGO, ILLINOIS.

STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 342,816, dated June 1, 1886.

Application filed March 5, 1886. Serial No. 194,119. (No model.)

To all whom it may concern:

Be it known that I, JAMES THAXTER, a citizen of the United States, residing at Winnebago, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Stove-Trucks; and I do hereby 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, which form part of this specification.

The object of my invention is to provide a new and improved truck for facilitating the lifting and moving of stoves by means of a truck-frame having inclined ways and supported on wheels, and having a supplemental frame resting on and held within the truck-frame, and adapted to slide or ride up and forward on the inclined ways when drawn by a bail hinged to the end of the top frame and secured in a hook on the under side of the draft bar or pole which is hinged to the end of the bottom frame, said draft bar or pole serving as a lever to draw one frame upon the other; and my invention consists in the construction hereinafter described, and more particularly set forth in the claims.

Referring to the drawings, Figure 1 is a perspective view of my improved invention with the bail of the supplemental frame released from the hook of the draft-bar and the frame lowered within and resting on the inclined ways of the truck-frame. Fig. 2 is a perspective view with the bail of the supplemental frame resting in the hook of the draft-bar, holding the frame in its raised position on the inclined ways within the truck-frame. Fig. 3 shows the supplemental frame removed from the truck-frame and adapted to be used for carrying small stoves.

Like letters refer to corresponding parts in each figure of the drawings.

A represents a rectangular stove-truck or main frame, which I prefer to make of hard, strong wood, having ways B extending crosswise the frame near its front and rear ends, inclined upward and forward, and mortised into or otherwise secured to the inside of the frame, making an angle with its upper and lower sides. The frame is provided with wheels C on axles at its sides, and at its front end is hinged a draft pole or bar, D, by means of braces *d*. On the upper side of the pole is secured a loop-strap, E, for holding a spring-brace, F, which is bent in the middle to form a loop, *f*, and is provided with a hook at each of its ends. The brace F is passed through the loop-strap and extended back to, and its hooks are sprung into, staples *a* on the end of the frame A. As the draft-pole is raised and lowered, the loop *f* in the center of the brace slides up and down in the loop-strap E on the pole, and as it strikes the inner shoulder of the loop-strap it is so adjusted as to prevent the pole from falling to the floor or ground, and is secured in that position by the pin *e* through the strap and pole. A supplemental frame having side pieces, G G, which are united by cross-bars *g*, tenoned or otherwise secured into the side pieces, is made to rest within the truck-frame on the inclined ways. Near the front ends the side pieces are beveled, at H, on the under side from the bottom and back to near the upper edge at the front end, leaving a handle and seat, *h*, to rest on top of the incline, thus adapting them to fit the inclined way B of the truck or main frame in front.

Near the rear ends of the side pieces mortises I are cut, extending from toward the front and near the upper edge to the rear and bottom, and of the same inclination as the way B, to enable the rear end of the supplemental frame to be moved or drawn up on the incline, and at the same time to be held in position from tilting out of or away from the truck-frame.

In the front end of the supplemental frame a spring-bail, K, is pivoted and passed around the draft-pole D between the arms of the spring-brace F. Its center portion forms a loop, which is made to rest in a hook, L, on the under side of the draft-pole beneath the loop-strap E, and its extreme ends are formed into hooks *k*, that are sprung into holes on the inner sides of the side pieces, G, thereby pivoting the bail to the frame.

The supplemental frame may be removed from the truck by compressing the arms of the spring-bail K, to release the hooks *k* from the side pieces, G G, and by sliding the frame up on the inclines of the truck to release the rear

end from the incline, and be used without the truck for moving small stoves by sliding the frame under the stove and grasping it at each end by the handles *h h* and *i i*.

My improved stove-truck is operated by moving the truck under the stove, the supplemental frame being lowered on the truck-frame, and then by elevating the draft-pole the bail can be raised and brought over the hook on the under side of the pole. The pole is then depressed, forming a lever, which by means of the spring-bail moves or draws the supplemental frame up the inclines of the truck-frame, thereby gradually raising the stove or other article from its foundation without the vertical lifting to overcome a dead-center, as shown in some of the devices for this purpose heretofore presented. At the same time the supplemental frame reaches its highest point on the truck-frame, the loop of the spring-brace is so adjusted as to come in contact with the shoulder of the loop-strap, thereby preventing further depression of the pole, and by inserting the pin through the strap into the pole the spring-brace holds the supplemental frame in its raised position and the draft-pole at the proper angle for guiding the truck to any desired point, where the stove may be lowered to a foundation by reversing the order of operation above given, and the truck drawn from beneath the stove.

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

1. The combination, with a main or truck frame having inclined ways extending crosswise the frame near its front and rear ends, of a supplemental frame resting on and adapted to be moved up and down on said ways, substantially as and for the purpose set forth.

2. In a truck, the combination, with the main frame having ways inclined upward and forward near its front and rear ends, of a supplemental frame beveled in front and mortised near its rear end to fit the inclination of the ways, and adapted to be moved up and down thereon, substantially as and for the purpose set forth.

3. A truck-frame having inclined ways, with a draft-pole hinged or pivoted at one end, having a loop-strap on its upper surface, and a spring-brace passing through and adapted to slide up and down in said strap and pivotally connected to said frame, in combination with a supplemental frame beveled and mortised to conform to and resting on the inclined ways, and adapted to be drawn up said ways by a bail around the draft-pole seated in a hook and secured to the end of the supplemental frame, substantially as and for the purpose set forth.

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

JAMES THAXTER.

Witnesses:
JAMES H. SMITH,
AMASA HUTCHINS.