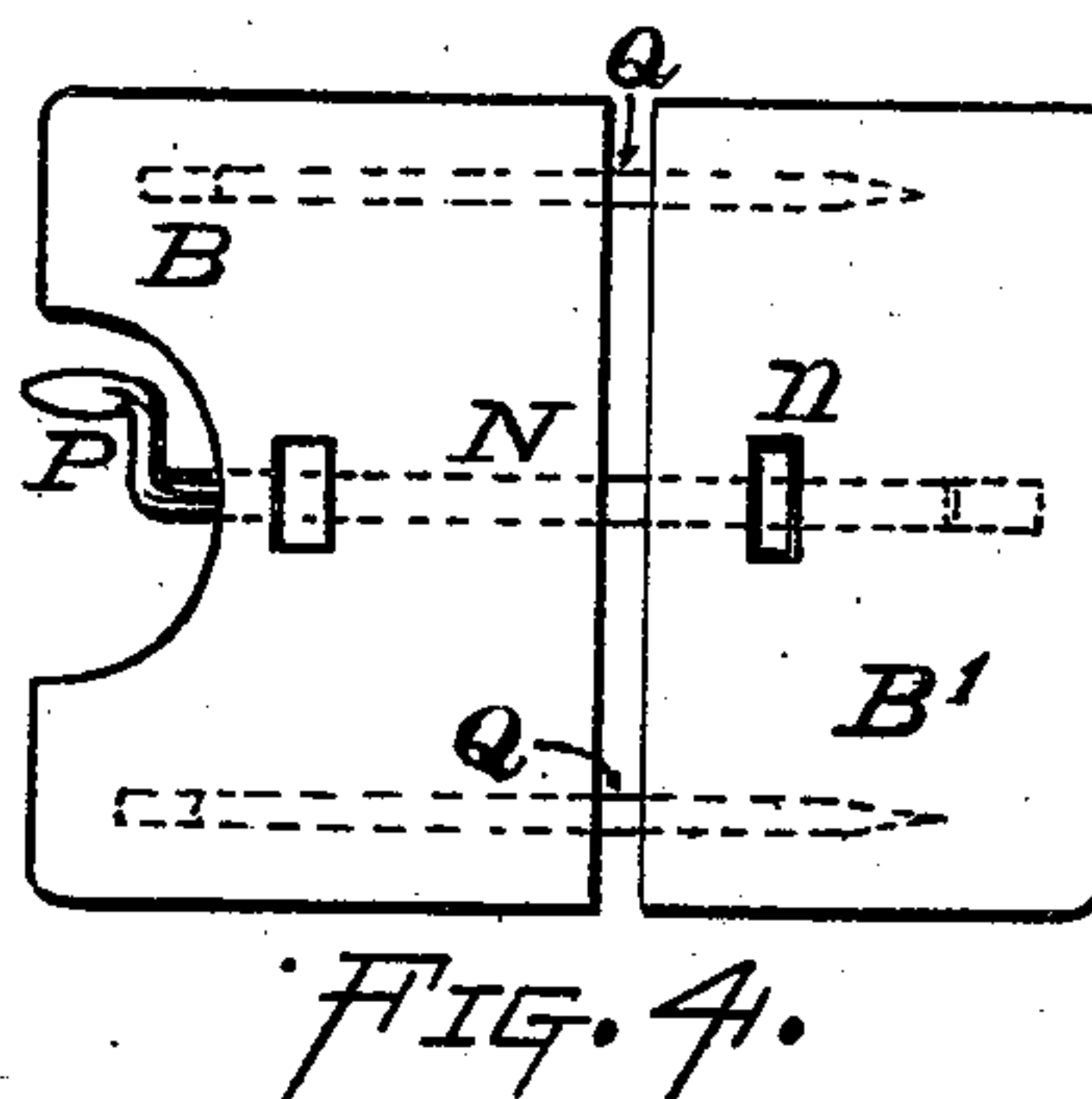
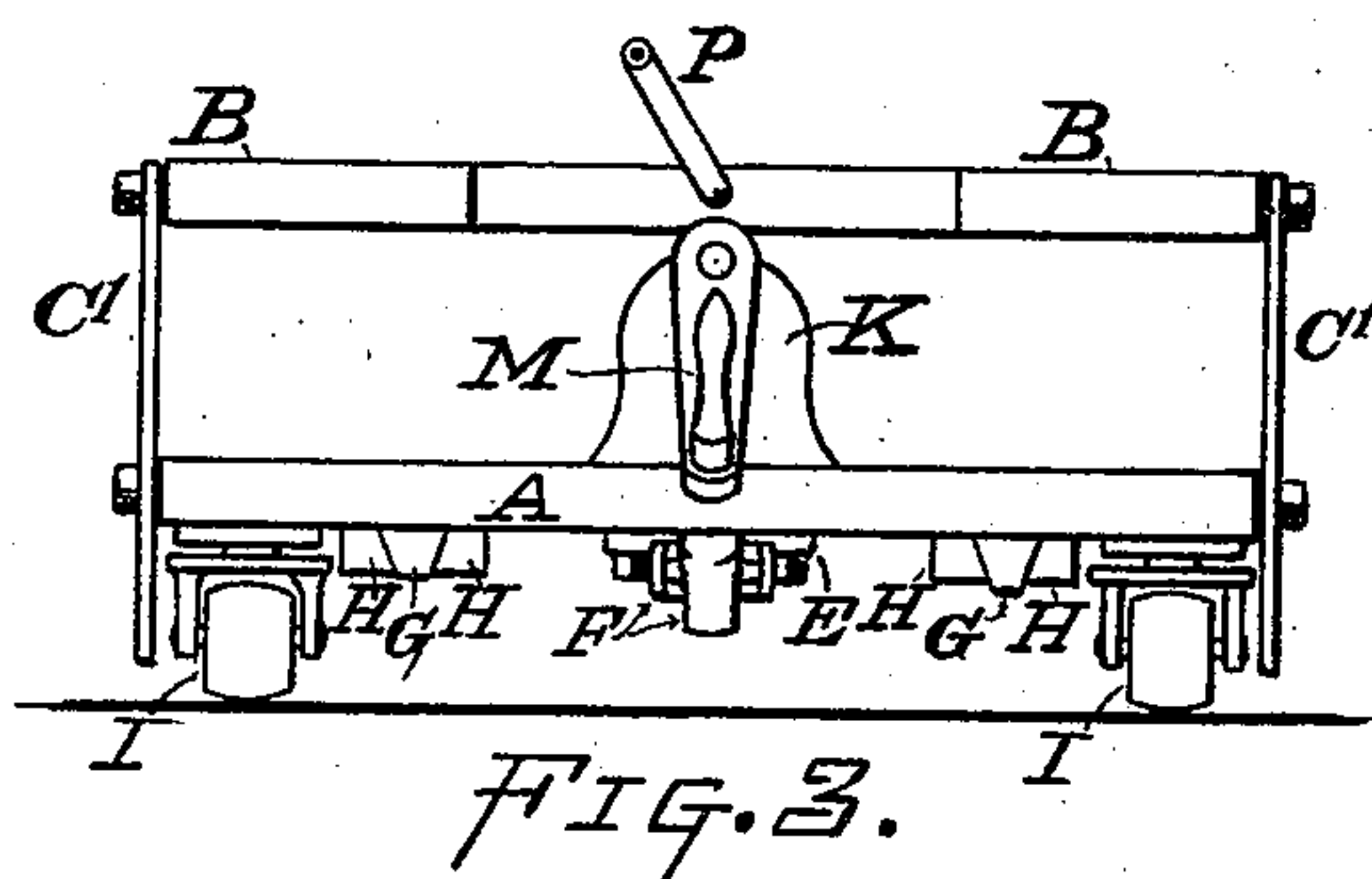
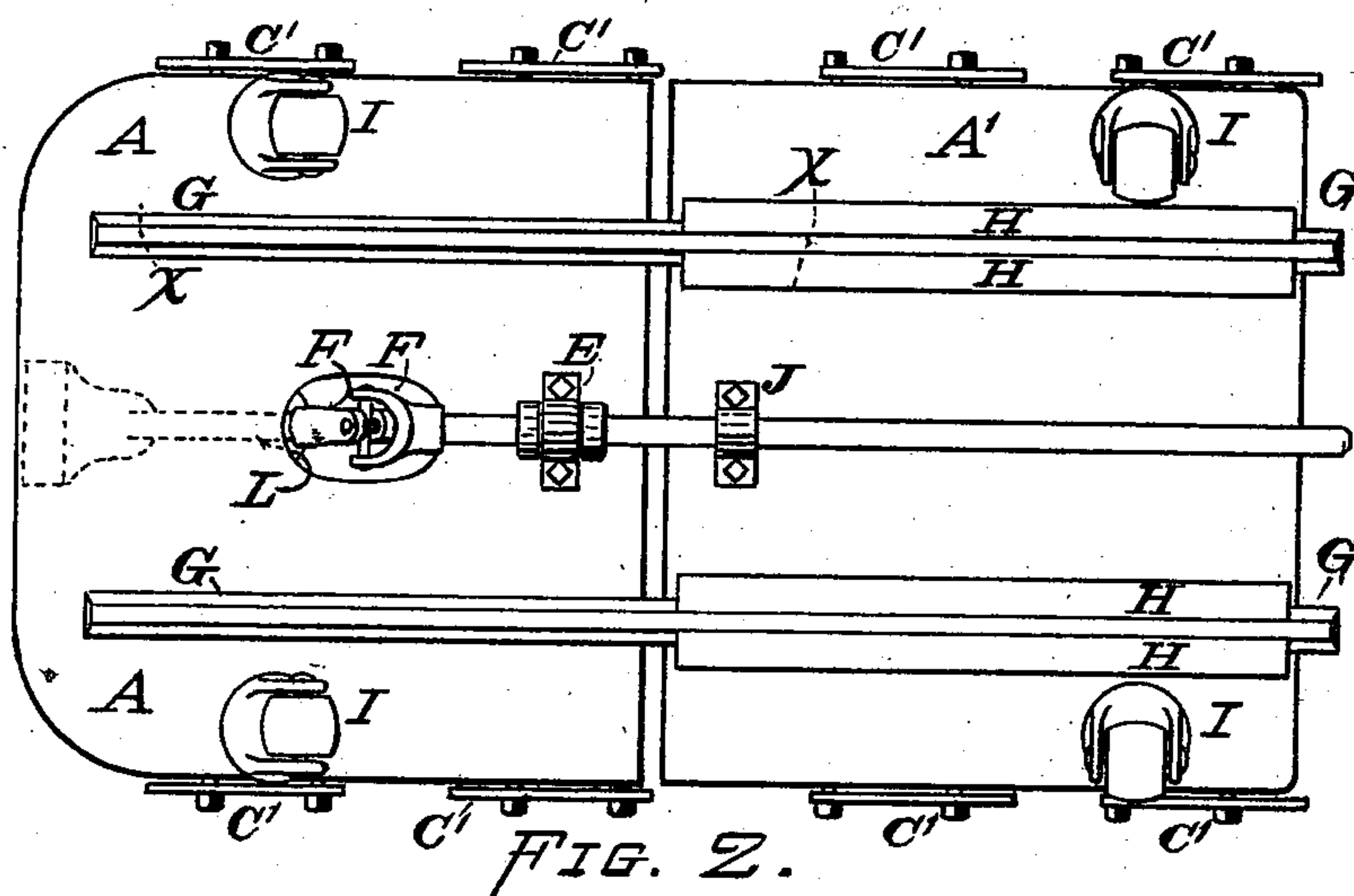
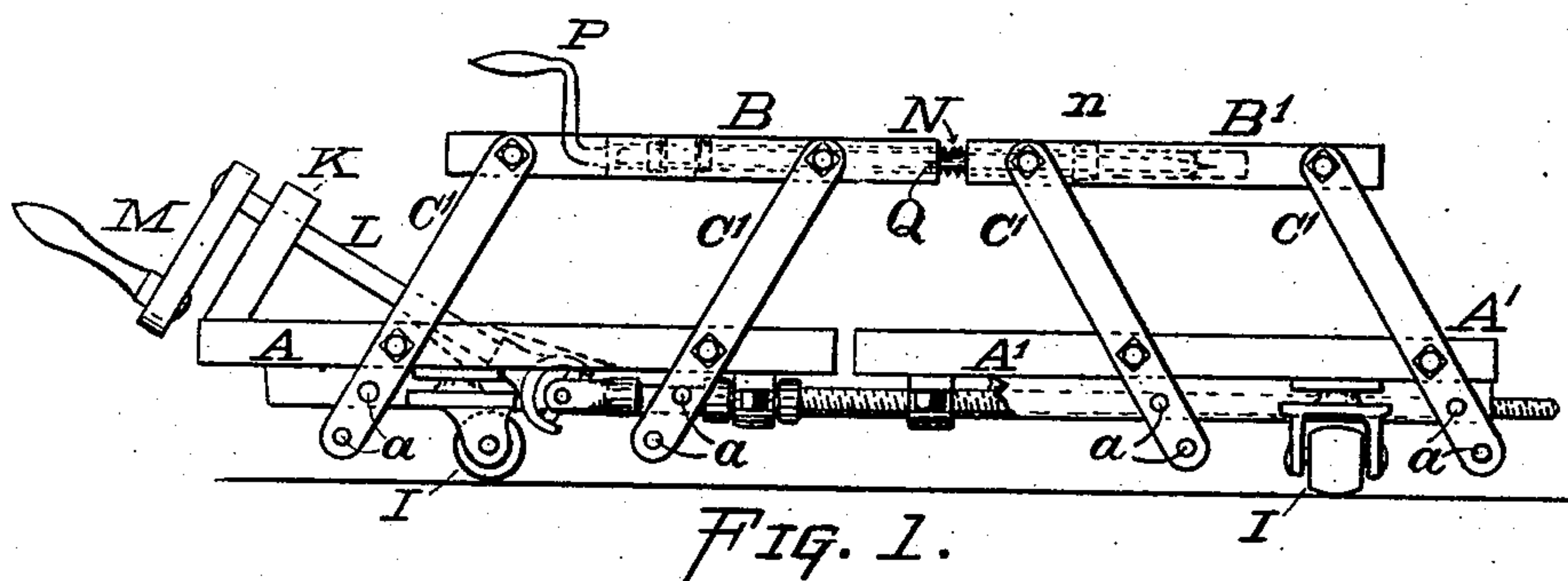


(No Model.)

W. H. NEEB.
STOVE TRUCK.

No. 558,561.

Patented Apr. 21, 1896.



WITNESSES:
Grant Bankston,
Josiah B. Frost.

INVENTOR:
William H. Keet
by Elliott F. Stoddard
his attorney

UNITED STATES PATENT OFFICE.

WILLIAM H. NEEB, OF DETROIT, MICHIGAN.

STOVE-TRUCK.

SPECIFICATION forming part of Letters Patent No. 558,561, dated April 21, 1896.

Application filed December 9, 1895. Serial No. 571,558. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. NEEB, of the city of Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Stove-Trucks, of which the following is a specification.

My invention relates to stove-trucks; and it consists in the improvements hereinafter described, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is a side elevation of a stove-truck embodying my invention. Fig. 2 is a plan view looking at the under side of the same. Fig. 3 is an end elevation, and Fig. 4 is a detail plan view of the upper platform.

The same letter refers to the same part in all the views.

A A' are two parts of one platform, which rests upon casters I I I I. The two parts A A' of said platform are united by V-shaped rods G, secured to the part A and adapted to slide lengthwise in grooves H H on the part A'.

D is a leading-screw adapted to turn in a bearing E on the part A, and having its screw-threads engaging with the threads of a lug J upon the part A'.

L is a shaft extending from the end of the lead-screw D at an acute angle with the horizontal through the platform A A', and resting in bearings in a standard K upon the platform A A'. The lower end of the shaft L is united to the end of the lead-screw D by a gimbal-joint F.

M is a crank on the end of the shaft L.

B B' is a platform located above and parallel with the platform A A'. The two parts B B' of said platform are united by rods Q, secured to one of said parts and sliding lengthwise in apertures in the other of said parts.

N is a leading-screw turning in a bearing upon the part B and having its threads engaging with a lug or nut n on the part B'.

P is a crank on the end of the leading-screw N.

C' are levers pivoted at the edges and at each side of the platform parts B and A, so as to hold said parts of said platform parallel. Said levers incline toward the center of the truck.

C are levers pivoted at the edges and at each side of the platform parts A' and B', so

as to hold said parts parallel. The levers C also incline toward the center of the truck.

a a a a are holes for receiving the pintles of the joints connecting the levers C and C' with the platform A A' when it is desired to have a longer portion of said levers between the platforms B B' and A A'.

The operation and mode of using the above-described device is as follows: The parts of the platform B B' are adjusted by means of the leading-screw N until said platform is of a length suitable to the stove to be moved. If the platform B B' is too high up to allow the truck to be shoved under the stove, the parts A A' of the lower platform are separated by turning the leading-screw D by means of the crank M, thus lowering the upper platform by moving the lower ends of the levers C' C farther apart until the truck can just pass under the stove. After the truck has been placed under the stove the parts A A' of the lower platform are again drawn together, thus raising the platform B B', lifting the stove from the floor, and causing it to rest upon the truck. After moving the stove to the desired position it is replaced upon the floor by lowering the platform B B', as above described, when the truck may be withdrawn from under the stove.

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

1. In a stove-truck, the combination of the platforms, B, B', and, A, A', the levers, C', and, C, connecting said platforms said levers inclining in opposite directions, and means for drawing together and separating the ends of said levers, substantially as and for the purpose described.

2. In a stove-truck the combination of the platforms, B, B', A, A', the levers, C, C', connecting said platforms, said levers inclining in opposite directions, the platform, A, A', being divided into two parts, A, A', the levers, C, being on one of said parts and the levers, C', on the other of said parts, and means for adjusting the distance apart of the parts of the platform, A, A', substantially as shown and described.

3. In a stove-truck, the combination of the platforms, B, B', A, A', the levers, C', and C,

connecting said platforms, said levers inclining in opposite directions, the platform A, A', being divided into two parts, A, and A', the levers, C, being on one of said parts and the
5 levers, C', on the other of said parts, a leading-screw connecting the parts, A, and A', of the platform, A A', and the upwardly-inclined shaft, L, connected with said leading-screw by a gimbal-joint, substantially as and for
10 the purpose described.

4. In a stove-truck the combination of the platforms, B, B', A, A', the levers, C', and, C,

connecting said platforms, said levers inclining in opposite directions, the platform B, B', being divided into two parts, B, and B', the
15 levers, C, being on one of said parts and the levers, C', on the other of said parts, and means for adjusting the distance apart of the parts, B, and B', of the platform, B, B', substantially as shown and described.

WILLIAM H. NEEB.

Witnesses:

JOSIAH B. FROST,

ELLIOTT J. STODDARD.