

(No Model.)

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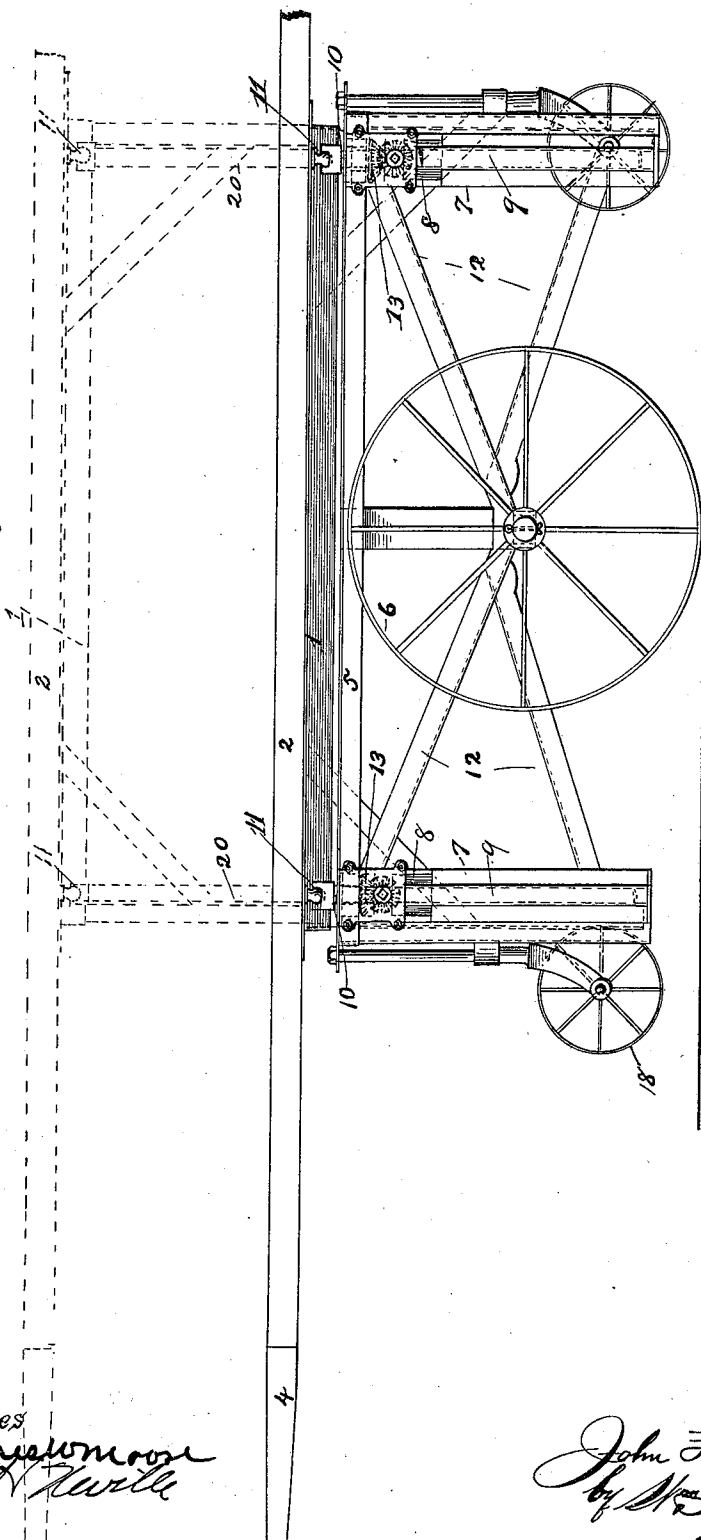
J. F. PANKHURST.

PLATE CONVEYING AND HOISTING BUGGY.

No. 567,001.

Patented Sept. 1, 1896.

Fig. 1



Witnesses

James Moore
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Inventor
John F. Pankhurst
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(No Model.)

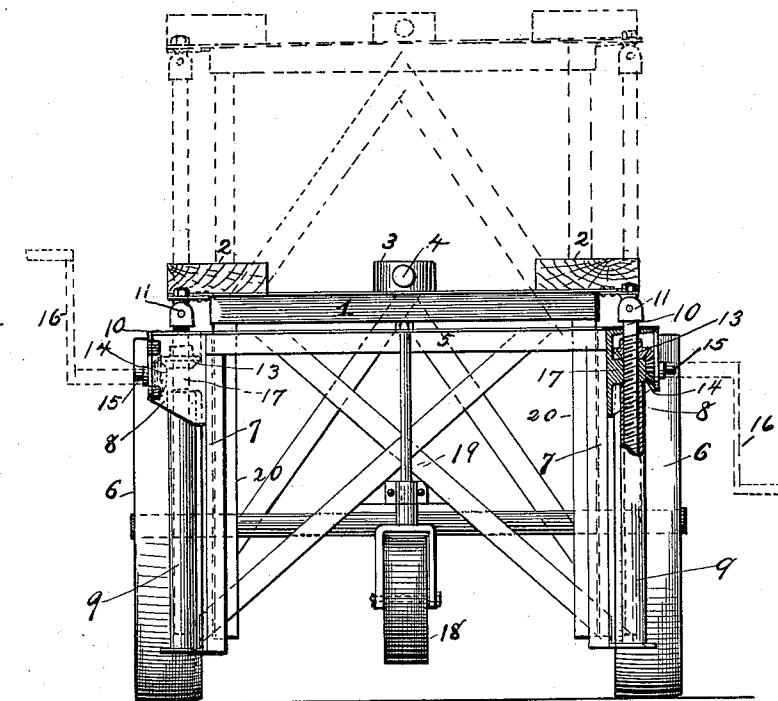
2 Sheets—Sheet 2.

J. F. PANKHURST.
PLATE CONVEYING AND HOISTING BUGGY.

No. 567,001.

Patented Sept. 1, 1896.

Fig. 2



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN F. PANKHURST, OF CLEVELAND, OHIO.

PLATE CONVEYING AND HOISTING BUGGY.

SPECIFICATION forming part of Letters Patent No. 567,001, dated September 1, 1896.

Application filed April 25, 1896. Serial No. 589,140. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. PANKHURST, a citizen of the United States, and a resident of Cleveland, county of Cuyahoga, State of Ohio, have invented certain new and useful Improvements in Plate Conveying and Hoisting Buggies, of which I hereby declare the following to be a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in plate-carriers adapted to handling plate-sheathing used in vessel-building; and the objects of the invention are to provide means for quickly transporting the plates to the vessel and for raising them into their position in the bottom or bilge with the least expenditure of time and labor. To accomplish these results, I employ the wheeled barrow and means for raising each corner thereof independently to fit the plate on the barrow to the curved and irregularly-slanted surfaces of the vessel.

My invention further consists in the combination and arrangement of the various parts and the construction of details, as hereinafter described, shown in the accompanying drawings, and specifically pointed out in the claims.

In the drawings, Figure 1 shows a side elevation of the device, and Fig. 2 an end elevation.

In the figures, 1 represents a platform, formed of a rectangular frame of angle-iron, upon which lie three wooden beams 2 and 3, upon which rests the plate, handles 4 being fashioned upon the central beam for controlling the movements of the carrier. Underneath this platform is placed the similar rectangular frame 5, supported centrally upon the two large wheels 6. At each corner is placed the post 7, which supports upon a bracket 8 the sheath 9, in which plays the screw 10, which is attached to the upper platform by means of the pivotal joint 11, which permits some lateral motion when the screws are not equally lifted at the corners. The corner-posts 7 are braced to strengthen them by means of cross-bars 12, connecting with the wheel-axle bearing. The upper platform

is also provided with corner-posts 20 to maintain it rigidly in position when raised, as shown in dotted lines in Fig. 1. These posts slide loosely within the posts depending from the lower frame, which serve as guides therefor to prevent tipping too far.

The mechanism for raising the screws consists in the bevel gear-nut 13 and driving-gear 14, provided with crank-socket 15 for the handle-bar 16. It will be seen that the gear-nut rests upon the bracket 17 and supports the screw and one corner of the platform and load. Smaller wheels 18, swiveled to the lower frame and to cross-bars 19 in front and rear at a slight elevation above the tread of the lower wheels, prevent tipping the platform too far and facilitate handling the plates.

The advantages of this device are found in shipyard use, where it is necessary to convey metal plates from a distance to the vessel and adjust them quickly into position for riveting to the vessel-frames.

As heretofore accomplished, much time has been lost in raising the plate from the barrow and in placing it to conform to the irregular shape of the vessel's bottom.

I believe myself to be the first to invent a barrow or plate-carrier provided with independent vertical adjustments for the plate.

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

1. In a plate-carrier, the combination with upper and lower frames of screw-supports for the upper frame adjustably mounted in the lower frame, bevel gear-nuts upon the screws, brackets upon the lower frame upon which the nuts rest, and operating-gears and winch-handles with guide-posts upon the upper and lower frames, and supporting axle and wheels centrally secured to the lower frame, substantially as set forth.

2. In a plate-carrier, the combination with a lower frame mounted upon a central axle and wheels, and provided with smaller wheels in front and swiveled centrally in the frame at a slight elevation above the tread of the larger wheels, of screws mounted upon the corners of the lower frame, an upper frame mounted upon said screws by means of piv-

otal bearings, and gear mechanism for operating independently said screws and elevating said platform, substantially as described.

3. In a plate-carrier, the combination with
5 upper plate - carrying and lower wheeled frames, of screws mounted upon corner-brackets on the lower frame and adapted to support the upper frame, pivotal bearings for the upper ends of the screws, sheaths for the
10 lower extremities of the screws and means

for independently operating the screws, substantially as described.

In testimony whereof I hereunto set my hand, in the presence of two witnesses, at Hot Springs, Virginia, this 13th day of March, 15 1896.

JOHN F. PANKHURST.

Witnesses:

D. H. BECKWITH,
J. M. HEMPSTED.