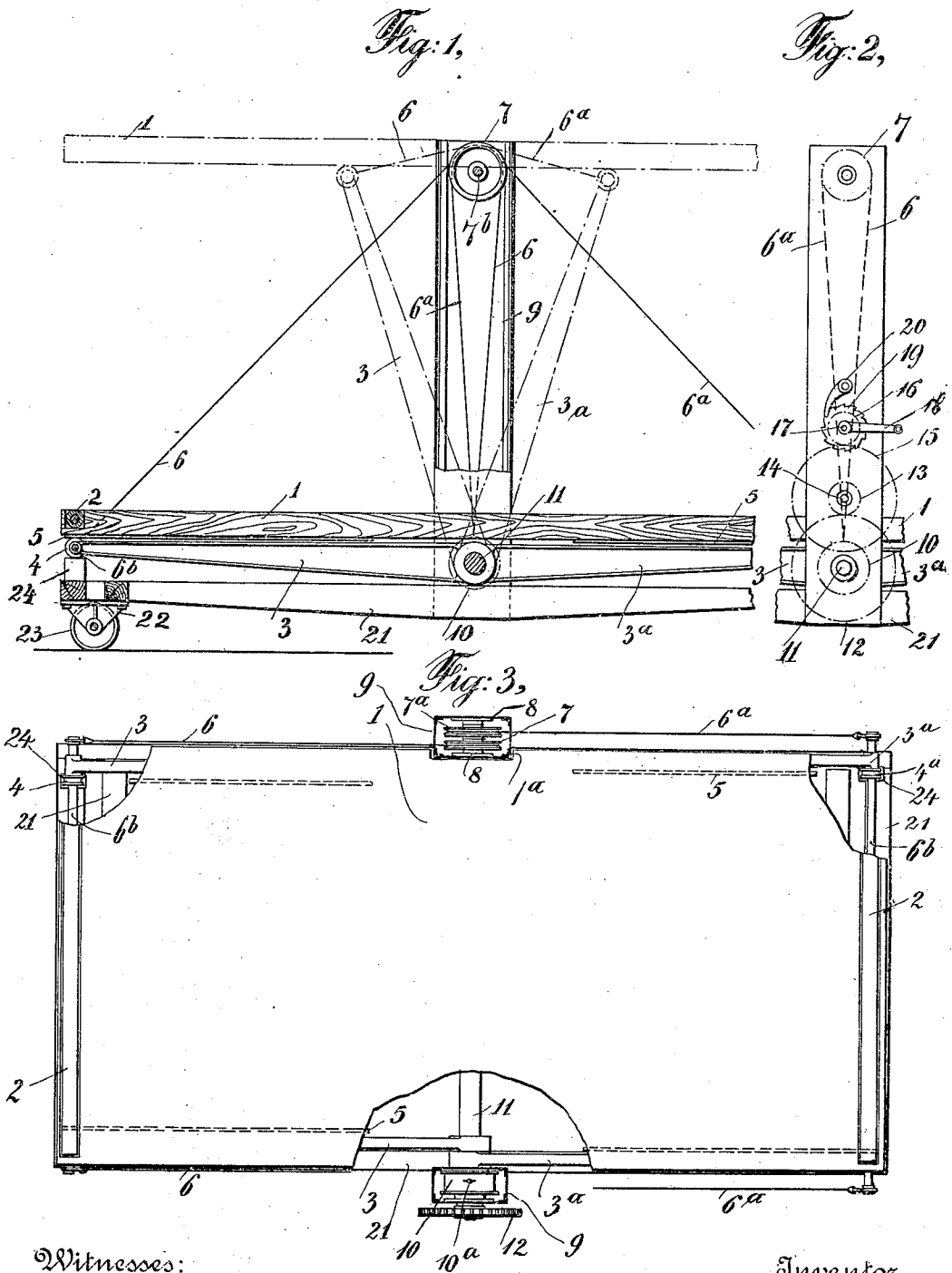


N. SLAVIN.
HOISTING CART.
APPLICATION FILED AUG. 28, 1909.

956,205.

Patented Apr. 26, 1910.



Witnesses:
M. Gaertner.
Samuel Pomeroy.

Inventor
Nathan Slavin.
By his Attorney Sigmund Hony.

UNITED STATES PATENT OFFICE.

NATHAN SLAVIN, OF NEW YORK, N. Y.

HOISTING-CART.

956,205.

Specification of Letters Patent.

Patented Apr. 26, 1910.

Application filed August 28, 1909. Serial No. 515,004.

To all whom it may concern:

Be it known that I NATHAN SLAVIN, a subject of the Czar of Russia, and resident of the city of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Hoisting-Carts, of which the following is a specification.

This invention relates to hoisting carts.

The object of the invention is to provide an efficient, durable and simply constructed apparatus of this character, in the use of which goods, boxed or otherwise, may be readily transferred from their place of storage to a truck or wagon, and be loaded thereon with facility and ease, and with the minimum output of energy and the maximum safety from danger.

A further object is, in a novel and patentable manner, to protect those parts most liable to injury from damage when the apparatus is in use.

With the above and other objects in view, as will appear as the nature of the invention is better understood, the same consists in the novel construction and combination of parts of a hoisting cart, as will be hereinafter fully described and claimed.

In the accompanying drawing, forming a part of this specification and in which like characters of reference indicate corresponding parts: Figure 1 is a view in vertical longitudinal section through a hoisting cart constructed in accordance with the present invention. Fig. 2 is a fragmentary detail view in side elevation. Fig. 3 is a top plan view, with parts broken away for clearness of illustration.

The apparatus embodies a truck, designated generally 21, which may be of any preferred construction and supported by suitable casters or rollers 23, the shafts of which are journaled in brackets 22 depending from the side beams of the truck.

Secured to each of the side beams, and in transverse alinement, is a hollow post or column 9, these posts being by preference, disposed at the central portion of the truck and on the exterior of the side beams. Journaled in suitable bearings formed in the posts is a shaft 11, upon which are loosely journaled the inner ends of levers 3, and 3^a, the outer ends of which receive rods 6^b carrying grooves sheaves 4 and 4^a the function of which will appear later on.

Each of the posts has journaled in it, adjacent to its upper end, a shaft 7^b, upon each of which are journaled two loose sheaves 7 and 7^a, these sheaves being held out of contact with the inner wall of the posts by spacers 8. These sheaves are engaged by ropes or chains 6 and 6^a respectively, the ends of which are secured to the rods 6^b at the ends of the latter. The cables 6 and 6^a of each pair of sheaves 7 and 7^a connect with a drum 10 carried by the shaft 11 and are preferably held assembled therewith by being secured in an opening 10^a therein, as clearly shown in Fig. 3. The shaft 11 is rotatable independently of the levers 3 and 3^a, and carries at one end a gear 12 which meshes with a pinion 13 carried by a shaft 14, which shaft has keyed to it a gear 15 which meshes with a pinion 16 mounted on a shaft 17, the latter carrying also a ratchet wheel 19 that is engaged by a pawl 20 carried by the posts. The ratchet wheel 19 is driven by a crank 18, and thus transmits motion from the pinion 16 through the train of gear described to the shaft 11.

Supported upon the two pairs of levers 3 and 3^a is a platform 1 upon which is deposited the goods to be transferred from their place of storage to a wagon or truck. The under side of this platform is provided with tracks 5 that are designed to engage with the sheaves 4 and 4^a, and thus retain the longitudinal axis of the platform in parallelism with that of the truck. In order to prevent the platform from becoming disconnected from the levers, the latter is incut at 1^a to straddle the posts. In order to reduce the resistance of the platform to lift to the minimum, the sheaves 4 and 4^a are provided, which by having a rolling contact with the tracks 5 secure the object designed, in addition to that above stated. When at rest, the sheaves 4 and 4^a rest upon pillar blocks 24 carried by the truck 21, and are thus retained in a horizontal position.

In the use of the apparatus, when the goods have been deposited upon the platform, the truck is wheeled to the wagon or other receptacle designed to receive the goods, and upon the crank 18 being operated, the cables 6 and 6^a will be wound upon the drums 10, thereby lifting the outer ends of the levers and causing the platform to be raised to the desired elevation. To facilitate the removal of the goods, especially

when the same are boxed, the platform is provided at each end with a roller 2, as clearly shown in Fig. 3.

It will be seen from the foregoing description that by the employment of the hollow posts 9, the sheaves 7 and 7^a which will be most liable to be damaged in the use of the apparatus are thoroughly protected against contact with any goods contained upon the platform, so that danger of the disarrangement of the apparatus will be reduced to a minimum.

The apparatus as a whole is of simple construction, will be found thoroughly efficient for the purposes designed and will be highly useful in handling boxed or baled goods.

Having thus fully described the invention, what is claimed is:

1. A hoisting cart comprising a wheeled truck, posts carried thereby, sheaves carried by the upper portions of the posts, a shaft journaled in the lower portions of the posts, levers loosely mounted upon the shaft, a platform supported by the levers, drums carried by the shaft, cables engaging the sheaves and the drums, and means for actuating the drums to effect raising or lowering of the levers and thus the platform.

2. A hoisting cart comprising a wheeled truck, hollow posts carried thereby, sheaves mounted in said posts adjacent the upper ends thereof, a shaft journaled in the posts near their lower ends, levers loosely mounted upon the shaft, a platform supported by the levers, drums carried by the shaft with-

in the posts, flexible connections between the drums and the levers, and a gear mechanism for rotating the shaft.

3. A hoisting cart comprising a wheeled truck, hollow posts carried thereby at opposite sides of the truck, a shaft journaled in said posts, levers loosely mounted on the shaft, a platform supported by said levers, sheaves mounted in said posts, drums on said shaft, flexible connections between said drums and levers, said connections passing over said sheaves, and means for operating the shaft whereby the levers are actuated and the platform elevated.

4. A hoisting cart comprising a wheeled truck, hollow posts carried thereby at opposite sides thereof, a shaft journaled in the hollow posts, levers loosely mounted on said shaft, a platform supported by said levers, sheaves mounted in the posts, and drums mounted on the shaft within the posts, flexible connections between the outer ends of the levers and said drums, said connections passing over said sheaves, and means for actuating the shaft to wind said connections on the drums and thereby elevate the outer ends of the levers and said platform.

Signed at the city of New York in the county of New York and State of New York this seventh day of August A. D. 1909.

NATHAN SLAVIN.

Witnesses:

ISIDORE M. SILBERMAN,
NATHAN COHEN.