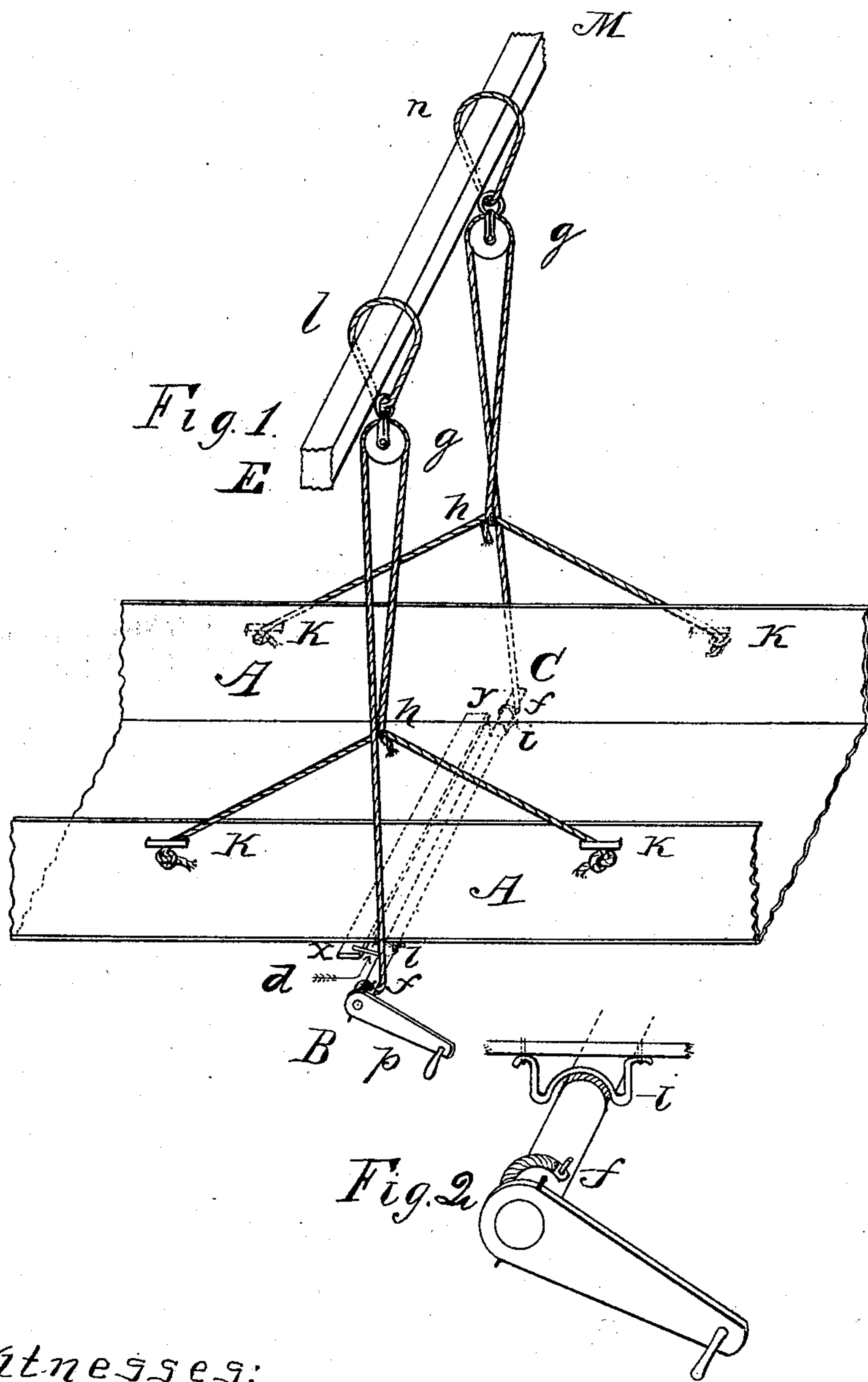


(No Model.)

J. P. POTTER.
WAGON BED HOIST.

No. 364,728.

Patented June 14, 1887.



Witnesses:

Eli Coombs

William Britton

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UNITED STATES PATENT OFFICE

JOHN P. POTTER, OF CRAWFORDSVILLE, INDIANA.

WAGON-BED HOIST.

SPECIFICATION forming part of Letters Patent No. 364,728, dated June 14, 1887.

Application filed October 2, 1886. Serial No. 215,180. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. POTTER, a citizen of the United States, residing at Crawfordsville, in the county of Montgomery and State of Indiana, have invented a new and useful Wagon-Bed Hoister, of which the following is a specification.

The object of my invention is to provide teamsters with a convenient and easy-working apparatus for hoisting wagon-beds from wagon-trucks. I attain this object by means of a new and compact apparatus, illustrated in the accompanying isometric drawings, in which—

Figure 1 is a general view of the entire apparatus. Fig. 2 is an enlarged view of the end B of the wooden cylindrical shaft B C of Fig. 1.

Similar letters refer to similar parts in the drawings.

Two pulleys, *g g*, are suspended from a beam, E M, by ropes *l n*. The distance between these pulleys is equal to the distance between the sides of the wagon-bed A A, or nearly so. From each of these pulleys is suspended a rope, one end of which is tied to the middle of another rope, *k h k*. These ropes hang freely suspended from the pulleys ready for attachment to the wagon-bed and other parts, when desired.

B C is a wooden cylindrical shaft with a crank, *p*. The end B of this shaft is shown on an enlarged scale in Fig. 2. At *f* is a small pin permanently driven into the shaft at right angles to its length. The rope suspended from the aforementioned pulleys is attached to this pin *f* by an iron cap (not shown) fastened to the end of the rope, in which iron cap is a small hole for hooking over the pin *f*, when desired.

A bent iron rod, *i*, is fastened to the bottom of the wagon-bed by rivets. One bent iron rod is fastened to the under side of the bed near each of the sides of the bed.

The iron rods *i i* are bent in such a way as to form an upper and lateral support or rest to the wooden shaft B C. A groove is turned in the wooden shaft near each end, in which groove the bent iron rod fits loosely, allowing the shaft to revolve freely when the hand-power is applied to the crank *p*. The end C of the

shaft B C is similar to the end B, except that the crank *p* is wanting. There is also a pin, *d*, at the end B, which is wanting at the end C. This pin may be thrust into a hole at right angles to the length of shaft B C, said hole being in the shaft. This pin can be removed at the pleasure of the teamster.

In order to hoist a wagon-bed from the wagon-trucks by means of my apparatus, the teamster drives the wagon under the beam E M, and attaches the suspended ropes to the bed A A by the ends *k k k k*. These ends are fastened by tying, by hooks, or other convenient methods. The teamster takes the wooden cylindrical shaft from any convenient place for its keeping, and places it under the wagon-bed in the position B C, Fig. 1, with the before-mentioned grooves directly opposite the bent iron rods *i i*. The wooden shaft is prevented from falling by being placed over the coupling-pole of the wagon-trucks.

The free ends of the ropes are attached to the pins *f f* in the manner before shown, and by turning the crank *p* the bed is hoisted to any desired height, and retained at that height by thrusting into the wooden shaft B C the pin *d*. This pin *d* lies against a piece, *x y*, placed laterally across its path, and thus prevents the descent of the bed.

When the bed is to be lowered, the pin *d* is removed, and while the teamster lowers the wagon-bed slowly, by restraining the force of gravity with one hand he guides the bed into its proper place between the wagon-truck standards with the other hand.

I am aware that this apparatus is but an application of well-known and long-used mechanical powers, and I do not therefore make a broad claim as my invention; but

I ask that Letters Patent be granted me on the following points, which I claim as my original invention and discovery:

The combination of grooved shaft B, adapted to be placed under the wagon-bed, the ropes secured at one end thereto, the pulleys *g g*, suspended from an overhead support, and the stop-pin *d*, all substantially as described.

JOHN P. POTTER.

Witnesses:

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