

(No Model.)

A. W. JACKSON.
WAGON BED RAISER.

No. 506,507.

Patented Oct. 10, 1893.

Fig. 1.

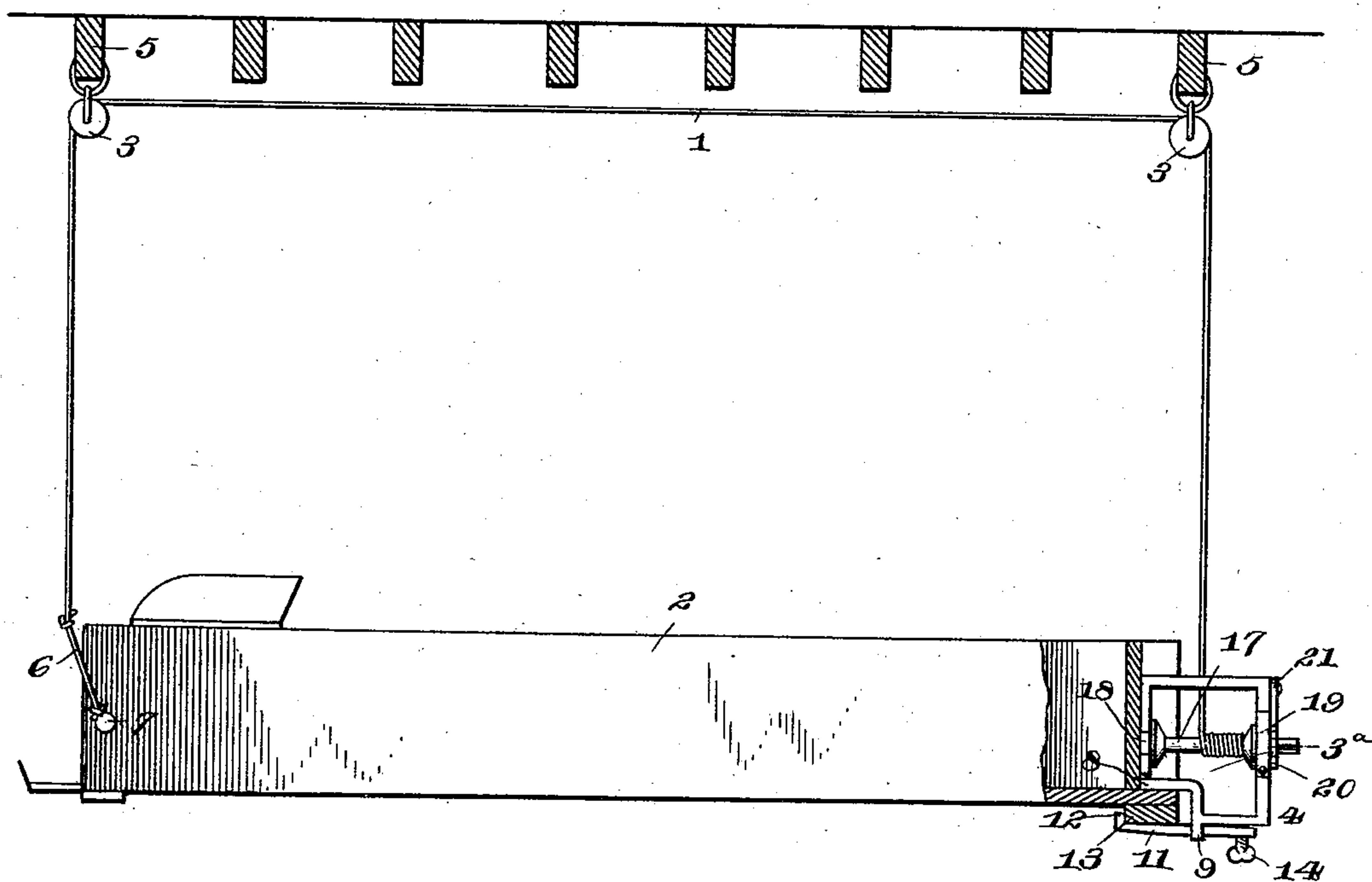


Fig. 2.

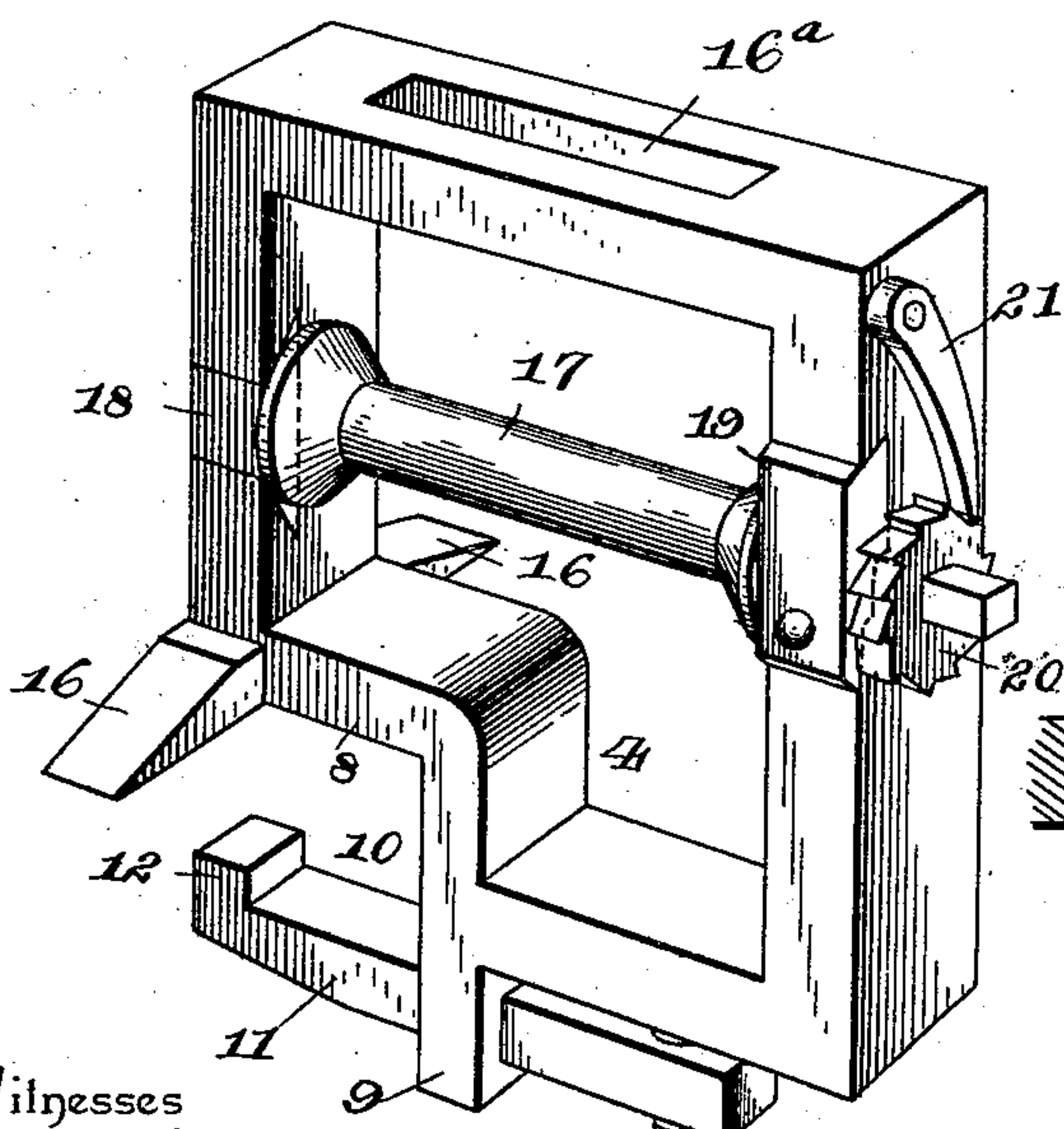
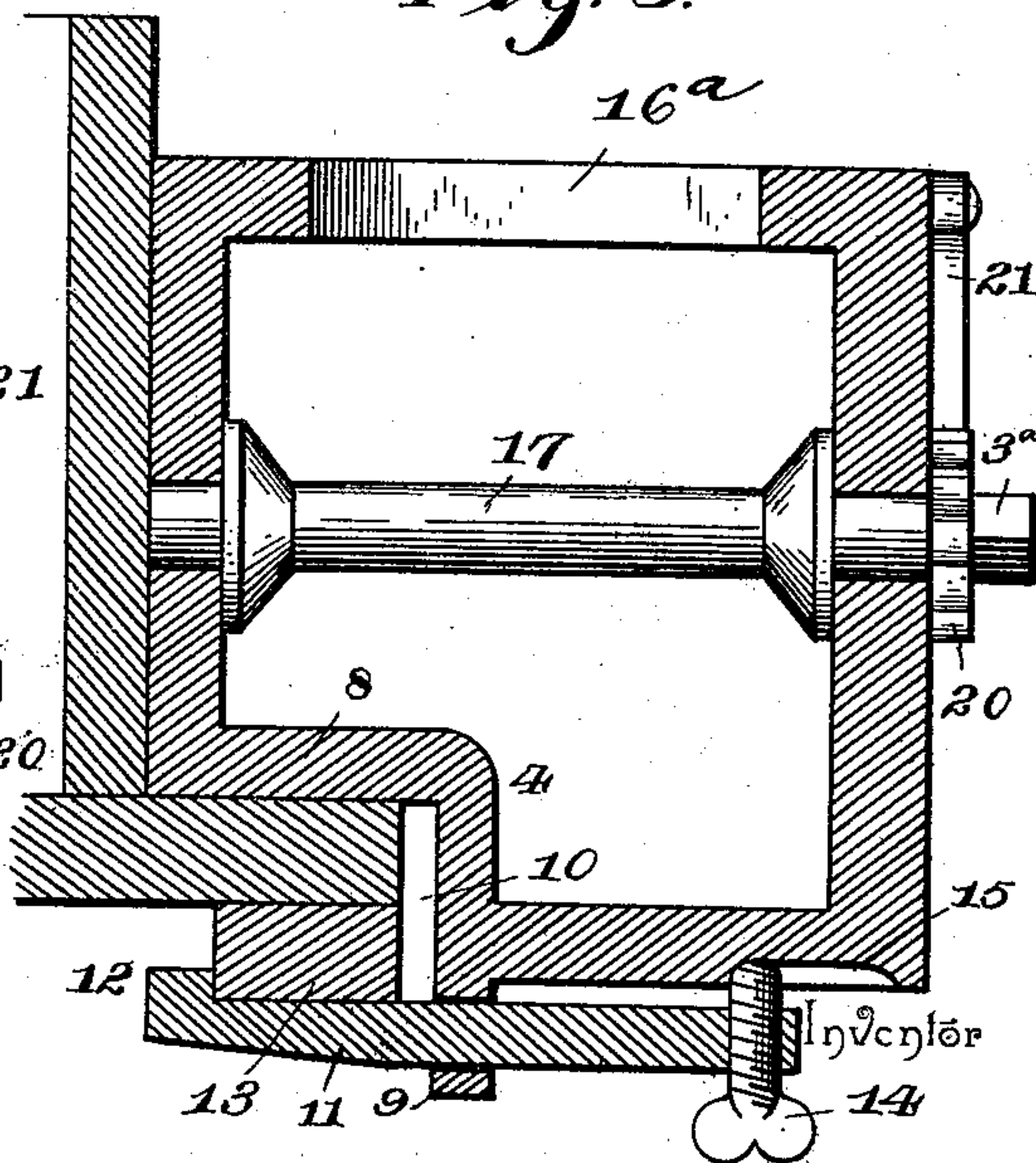


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

ANTHONY W. JACKSON, OF PARIS, TENNESSEE.

WAGON-BED RAISER.

SPECIFICATION forming part of Letters Patent No. 506,507, dated October 10, 1893.

Application filed July 12, 1893. Serial No. 480,272. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY W. JACKSON, a citizen of the United States, residing at Paris, in the county of Henry and State of Tennessee, have invented a new and useful Wagon-Bed Raiser, of which the following is a specification.

The invention relates to improvements in wagon bed raisers.

10 The object of the present invention is to improve the construction of that class of devices for lifting the bed or body of a wagon off its running gear, and for raising and suspending the same from the joists or rafters of a barn or shed, and for lowering it to any
15 desired position.

A further object of the invention is to enable the hoisting mechanism to be readily handled, and to prevent a bed or body from
20 tilting or swaying while being raised.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed
25 out in the claims hereto appended.

In the drawings—Figure 1 is a side elevation of a wagon bed raiser constructed in accordance with this invention and shown applied to a wagon body, the latter having its
30 rear end in section. Fig. 2 is a detail perspective view of the windlass frame. Fig. 3 is a vertical longitudinal sectional view of the windlass frame and a portion of the wagon bed.

35 Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a windlass rope, passing over pulleys 3 and having one end attached to the front of a wagon body 2 and having its other end wound around a windlass shaft 3^a of a windlass frame 4, which is clamped to the rear end of the wagon body 2. The pulleys depend from the joists or rafters 5, and the front end of the windlass rope may be attached by any suitable means to the body, but is preferably provided with two diverging portions 6, which are fastened to bolts or pins
45 7 of the wagon body.

50 The windlass frame is approximately rectangular and is constructed of a single piece

of metal and has its lower inner corner provided with a rectangular offset or recess to form an upper stationary clamping jaw 8; and it is provided with a depending lug 9, 55 arranged at the vertical wall of the offset or recess 10 and provided with an opening in which is arranged the shank of an adjustable jaw 11. The adjustable jaw 11 is adapted to engage the bottom of the wagon bed or body; 60 and it is provided at its engaging end with an upwardly extending lug 12 for engaging the end cleat 13 of the wagon body, whereby the windlass frame is securely clamped into position. The other end of the jaw 11 is provided with a threaded opening in which is arranged an adjusting screw 14, engaging a longitudinally elongated recess 15 of the bottom of the windlass frame. The elongated recess 15 permits the jaw 11 to be adjusted
65 longitudinally in the opening of the depending lug 9.

The stationary rigid clamping jaw 8 of the windlass frame is provided with lateral extensions of feet 16, which fit against the upper face of the bottom of a wagon bed or body, and prevent the latter from tilting or slipping in the clamp. The windlass shaft is provided with a drum 17, on which the windlass rope is wound, and the top of the frame 80 is provided with a longitudinal slot 16^a, through which the windlass rope passes, and which serves to distribute the rope evenly on the drum, and to prevent the same accumulating at one end thereof. The windlass frame 85 is provided with suitable bearings in which the shaft is removably journaled and is secured in the bearings by dove-tailed plates 18 and 19. The outer end of the shaft is squared for the reception of a crank handle (not shown), and it carries a ratchet wheel 20, which is arranged on the exterior of the frame, and is engaged by a pivoted pawl 21. The arrangement of the ratchet mechanism on the exterior of the windlass frame facilitates the
95 handling of the wagon body.

It will be readily apparent that the hoisting mechanism is simple and comparatively inexpensive in construction, and enables a wagon bed or body to be readily raised clear
100 of the running gear and suspended at the desired elevation. The windlass frame and

clamping mechanism securely engages the wagon body, and the former is held firmly in position; and the said windlass frame and clamping mechanism are also capable of being employed as a wire stretcher and the like.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

The windlass is arranged at the rear end of the body 2, and has its ratchet located on the exterior of the windlass frame, which is an advantageous arrangement as it cannot interfere with the hoisting rope as would be the case were it located within the frame.

What I claim is—

1. The combination of the approximately rectangular windlass frame provided at its lower inner corner with a rectangular offset or recess forming a rigid stationary clamping jaw, and provided at opposite sides with lateral extensions and having depending from and forming a continuation of the vertical wall of the recess or offset a lug having an opening, an adjustable jaw having a shank arranged in the opening of the lug and provided with a threaded opening, an adjusting screw arranged in the threaded opening and engaging the clamping frame, a windlass

shaft journaled on the frame, and a pawl and ratchet for holding the shaft against retrograde rotation, substantially as described.

2. The combination of a rectangular windlass frame provided at its top with a longitudinal opening and having at its lower inner corner a rectangular offset or recess forming a rigid jaw, and provided with lateral extensions for engaging the upper face of the bottom of a wagon body and having a depending lug provided with an opening, an adjustable jaw having a shank arranged in the opening of the lug and provided at its engaging end with an upward extending lug to engage an end cleat of a wagon body and having at its other end a threaded opening, an adjusting screw arranged in the threaded opening of the adjustable jaw and engaging the frame, a windlass shaft journaled on the frame and arranged below the opening of the top of the frame, and a pawl and ratchet for holding the shaft, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ANTHONY W. JACKSON.

Witnesses:

JOS. H. BULLOCK,
J. F. ADEN.