(No Model.)

G. F. DICKINSON.

LOADING MACHINE.

No. 532,647. Patented Jan. 15, 1895.

Fig. 1.

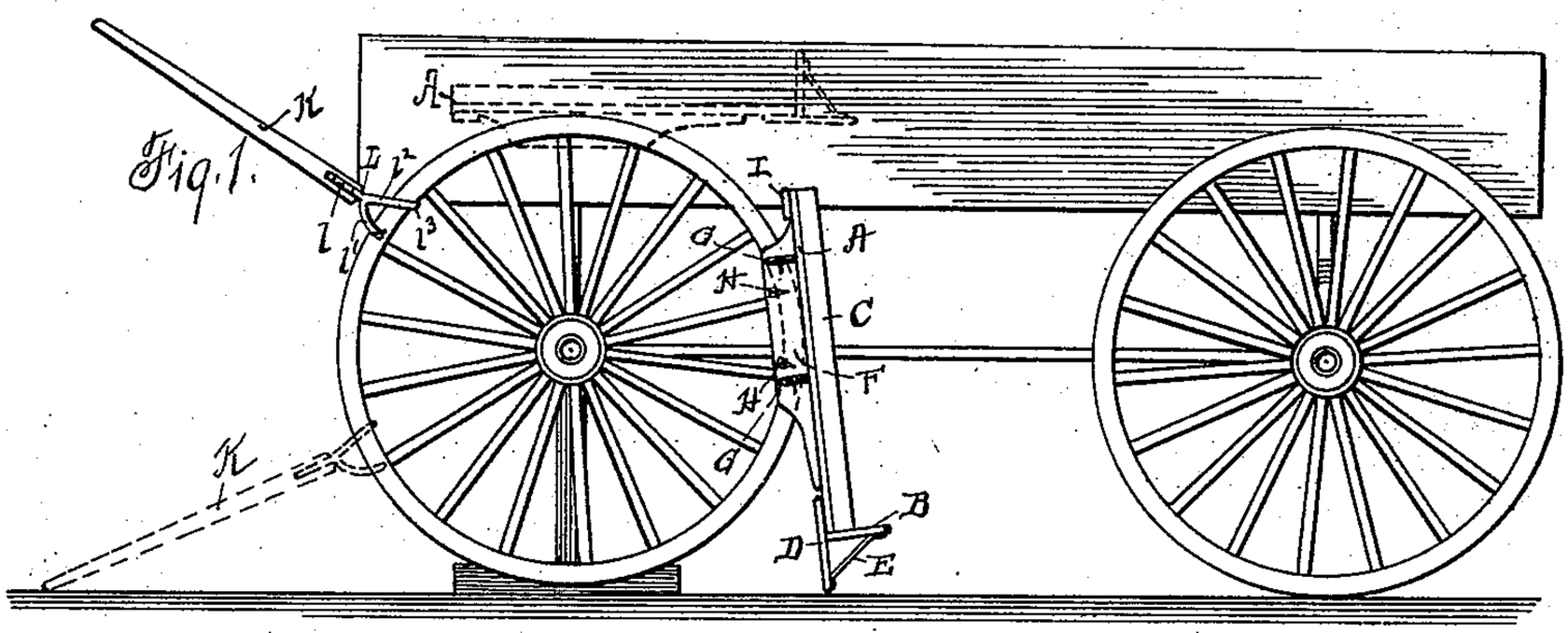


Fig. 2.

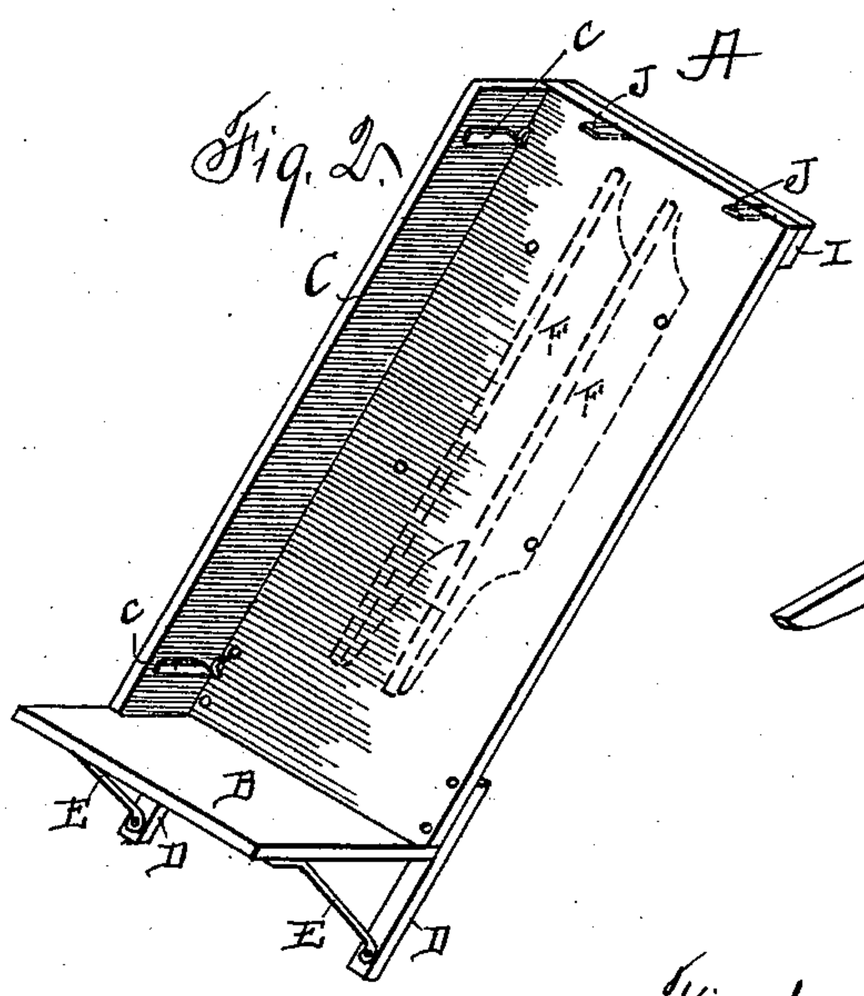


Fig. 3.

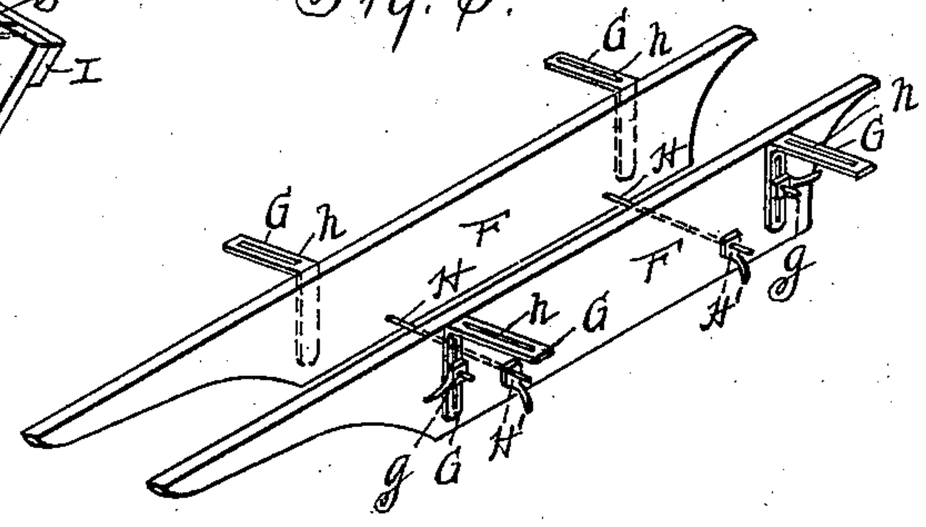
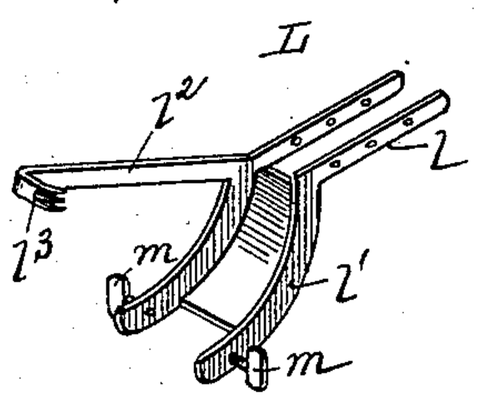


Fig. 4



WITNESSES

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GEORGE F. DICKINSON, OF ORLAND, INDIANA.

LOADING-MACHINE.

SPECIFICATION forming part of Letters Patent No. 532,647, dated January 15, 1895.

Application filed April 18, 1894. Serial No. 507,984. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. DICKINSON, a citizen of the United States, and a resident of Orland, in the county of Steuben and State of Indiana, have invented certain new and useful Improvements in Loading-Machines; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a side elevation of the invention applied. Fig. 2 is a perspective view of the lift or carriage. Fig. 3 is a perspective view of clamps. Fig. 4 is a perspective view of felly-clamp.

This invention has relation to certain new and useful improvements in loading machines, the object being to provide a simple, convenient and practical device for loading sacks of grain, loaded barrels, and other heavy objects into or onto a wagon, the invention being adapted for attachment to one of the wheels of a wagon in such a manner that the said wheel is utilized as a lever to which the power is applied.

With this object in view the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates a lift or carriage which receives and supports the sacks, barrels, or other objects to be loaded. This lift or carriage comprises a vertical or back board, having secured to its lower end portion a projecting, horizontal base or platform B, and to its outer lateral edge portion a side rail or support C held by hooks *c* or other suitable means. Bolted to the lower portion of the back board are legs D, D, having secured thereto brackets E, E, which support the base B.

F F designate clamps by means of which the lift or carriage is detachably connected to one of the hind wheels X of the wagon or vehicle to receive the load. These clamps comprise two vertical pieces adapted to embrace between them a portion of the felly, and which are attached to the back board by means of the angular slides G and bolts *g*. These angular slides have in each arm an elongated slot *h*, one of said slots receiving the bolt which secures the slide to the clamp, and the other the bolt which secures said slide to the back board.

H, H are bolts which pass across the inner face of the felly just above two of the spokes of the wheel, connecting the two clamps, and supporting the lift or carriage upon the wheel. These bolts are held by the nuts H′.

The slotted slides G provide means for the proper adjustment of the lift or carriage, and the adjustment of the clamps to fellies of different widths and thicknesses.

I is a reinforcing strip or cleat secured to the under side of the back board A at its inner edge, by means of staples J, J, or other suitable means.

K designates a suitable lever by means of which the power may be applied to the opposite side of the wheel. This lever is shown as comprising a handle bar to which is bolted a felly-clamp L. This clamp comprises the straps *l* bymeans of which it is secured to the lever, the bifurcated arm *l′* which embraces the felly and is held thereto by set screws *m*, and an upper arm l^2, having a claw l^3 which engages the inner face of the felly.

In operation the wheel X is jacked so as to slightly raise it from the ground, and the lift or carriage and the lever are applied in the manner clearly shown in Fig. 1 with the lift or carriage resting upon the ground. The sack, barrel, or other object is then loaded thereon, and power is applied to the lever to partially rotate the wheel, which movement raises the carriage into position when the sack or other object may be readily rolled off onto the wagon. The wheel is then rolled back for a new load.

The device is extremely simple, may be readily and quickly applied, and by its operation saves a large amount of lifting in loading various kinds of produce and merchandise.

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

1. In a loading machine, the combination with a wagon wheel, of the lift or carriage

connected to one side thereof, and comprising a back board, a base or platform attached thereto, a side support, and clamps adjustably connected to said back board, substantially as specified.

2. In a loading machine, the combination with a wagon wheel, of the lift or carriage connected to one side thereof, and comprising a back board, a base or platform connected thereto, a side support, the clamp pieces, and the slotted angle slides connected loosely by bolts to said back board and to said clamps, substantially as specified.

3. In a loading machine, the combination with a wagon wheel, of the lift or carriage detachably connected to one side thereof, and clamps for effecting said connection, of a lever designed to be detachably connected to the opposite side of the wheel, substantially as specified.

4. In a loading machine, the combination with a wagon wheel, of a lift or carriage detachably connected to one side thereof, and a lever arranged to engage the opposite side of said wheel, said lever having a clamp comprising a bifurcated arm arranged to embrace the wheel felly, set screws for securing said arm, and an upper claw adapted to engage the inner face of the felly, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE F. DICKINSON.

Witnesses:

CHRISTIAN SCHNEIDER,

DAVID JENNINGS.