

(No Model.)

T. H. TABOR.
WAGON BED HOIST.

No. 557,450.

Patented Mar. 31, 1896.

FIG. 1.

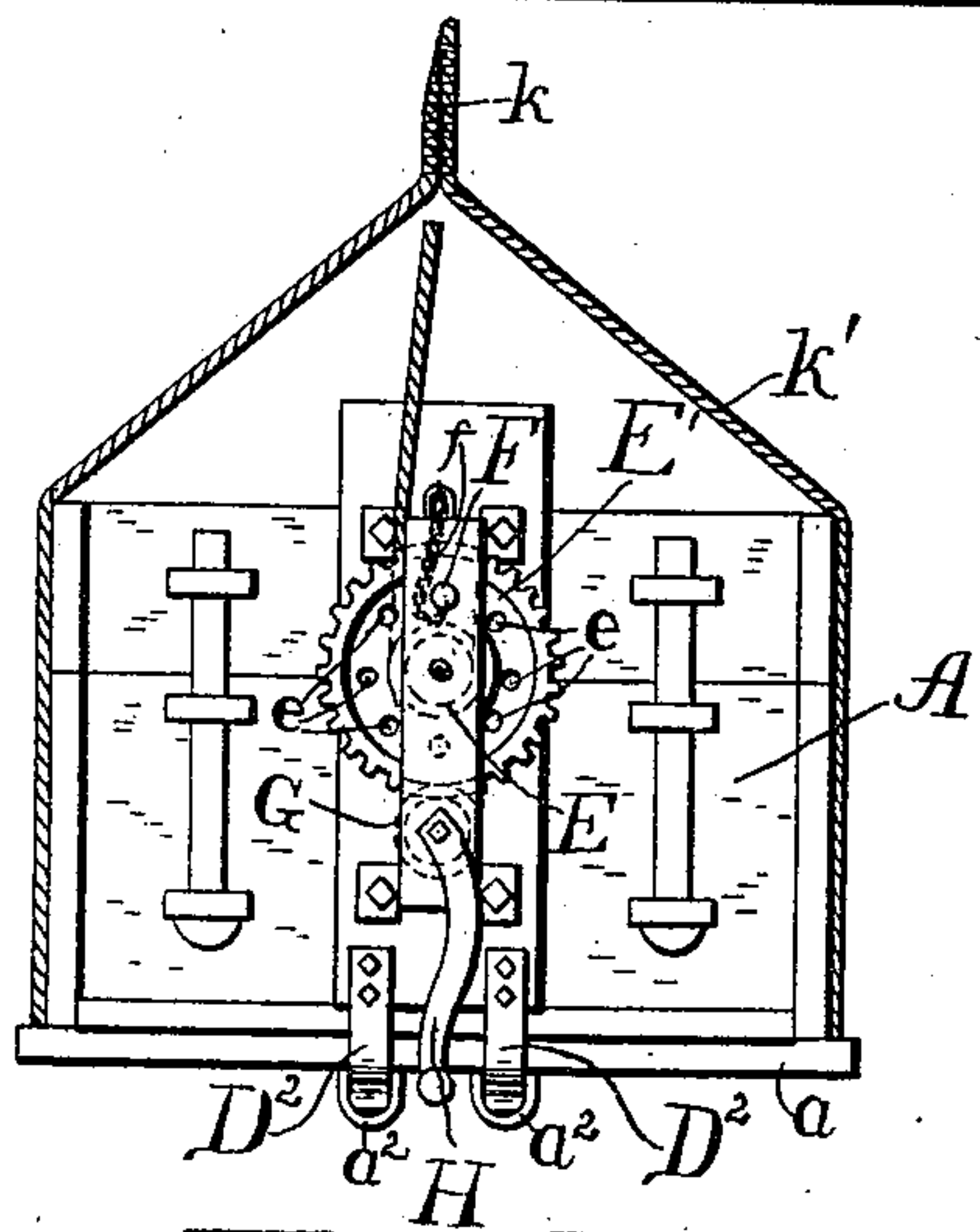
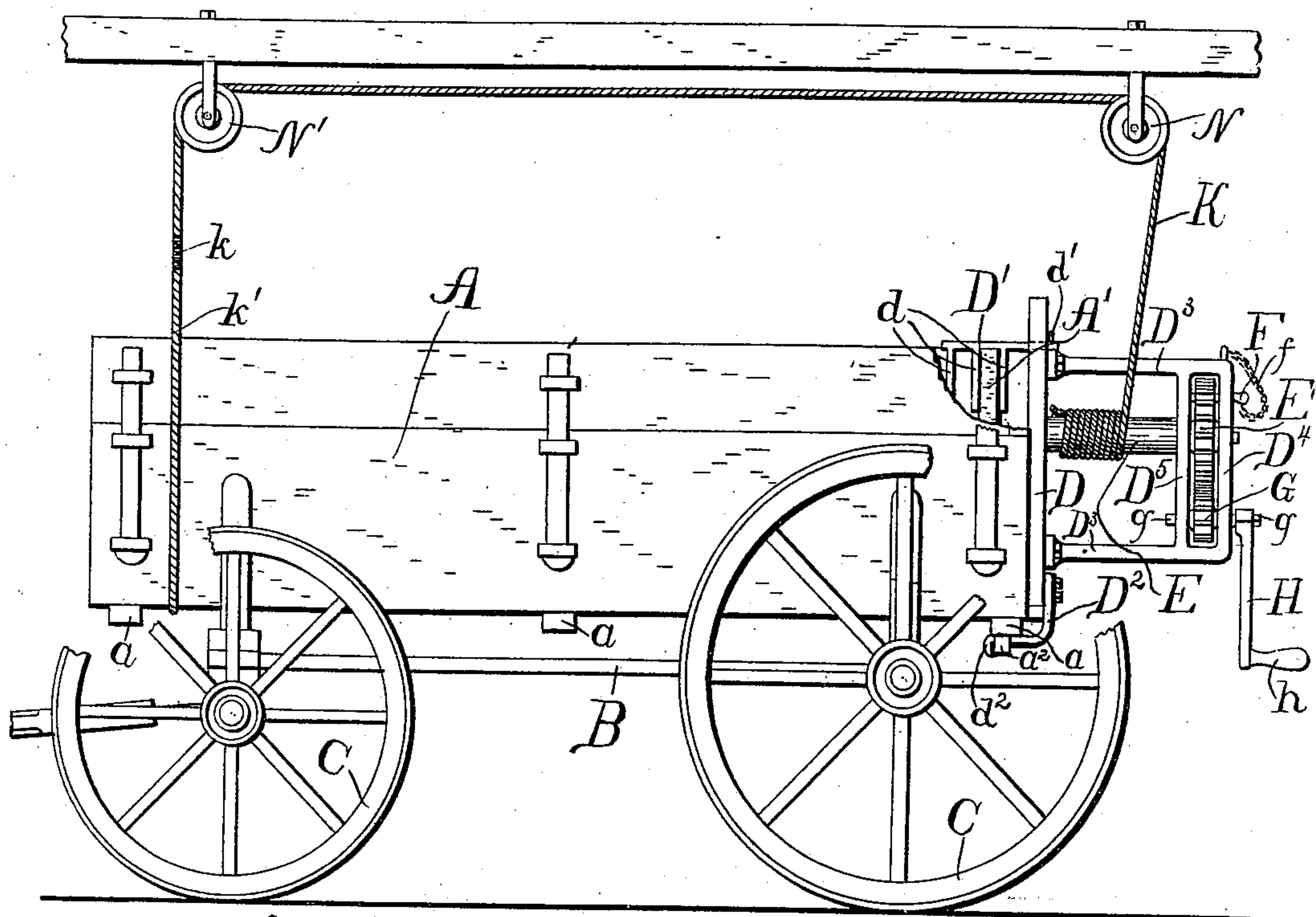
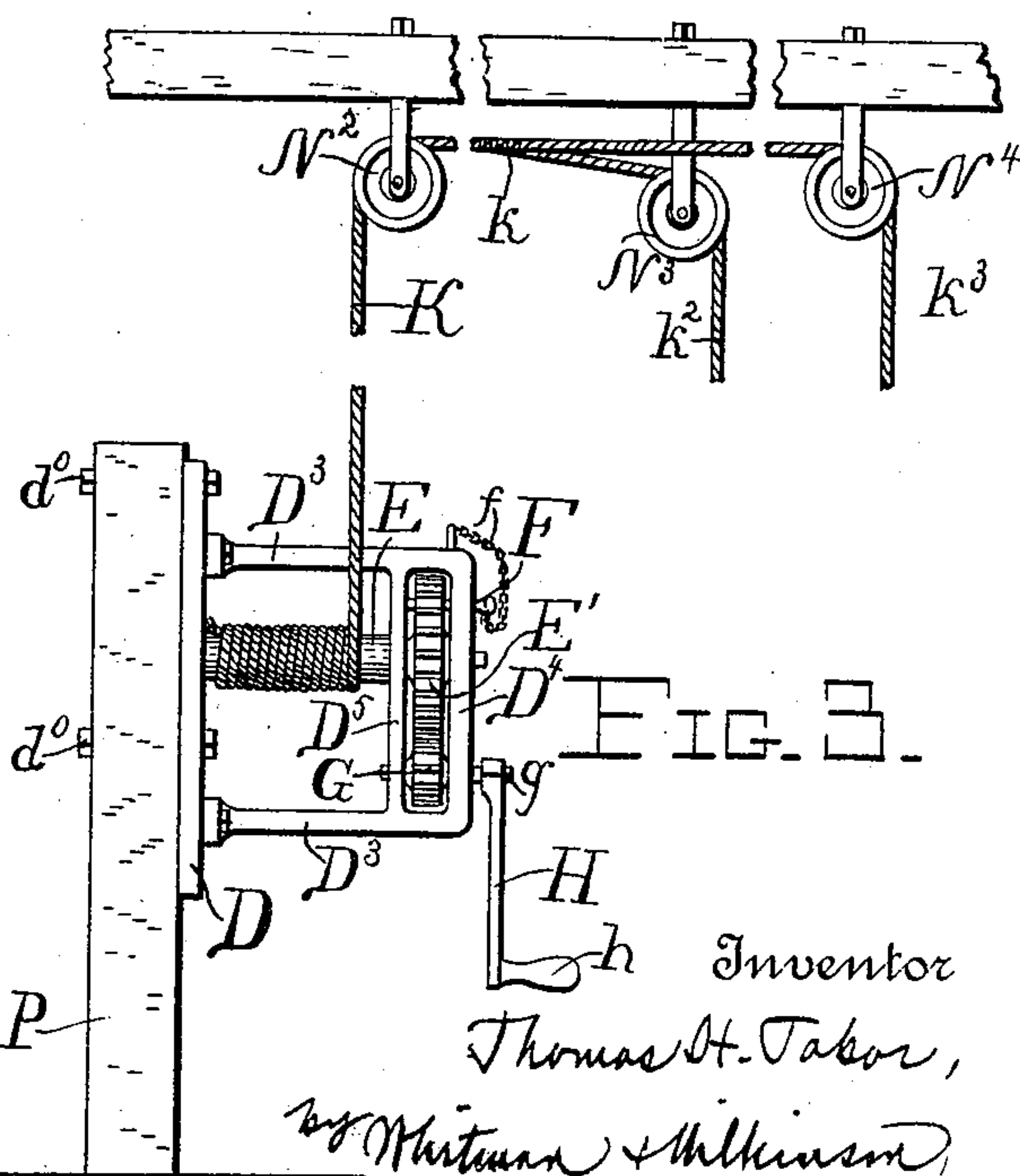


FIG. 2.



Witnesses
D. H. Blakelock.
J. C. Yeates.

Th Inventor
Thomas H. Tabor,

By Whitman & Wilkinson
Attorneys.

UNITED STATES PATENT OFFICE.

THOMAS H. TABOR, OF ELLIJAY, GEORGIA.

WAGON-BED HOIST.

SPECIFICATION forming part of Letters Patent No. 557,450, dated March 31, 1896.

Application filed February 18, 1896. Serial No. 579,755. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. TABOR, a citizen of the United States, residing at Ellijay, in the county of Gilmer and State of Georgia, have invented certain new and useful Improvements in Wagon-Bed Hoists; and I do hereby 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.

My invention relates to improvements in devices for hoisting wagon-beds; and it consists in certain novel features hereinafter described and claimed.

Reference is had to the accompanying drawings, in which the same parts are indicated by the same letters throughout the several views.

Figure 1 represents a side elevation of a wagon with my improved hoisting apparatus attached thereto and in operation, parts being broken away. Fig. 2 represents a rear view of the wagon and hoist as seen from the right of Fig. 1, and Fig. 3 represents a modified form of the hoist.

Referring particularly to Figs. 1 and 2, A represents the wagon bed or body, having sills a extending across the bottom thereof in the usual way. The rear sill of the wagon is also provided with strong staples a^2 , for the purpose hereinafter to be described.

B represents the coupling-pole which connects the two axles, on which the wheels C are journaled in the ordinary way.

D represents a board plate or frame provided at its upper end with a holding-plate D' having forked arms d adapted to fit over the tail-board A' of the wagon. This holding-plate D' is provided with a plurality of said arms d , so as to allow longitudinal adjustment, as it were, so that some of the said arms may engage the tail-board of any ordinary make of wagon, in some wagons the tail-board being placed farther to the rear than in others. The rear end of this holding-plate D' passes through the board or plate D and is held in place by a pin d' . The lower end of this board D is provided with curved arms D² bent forward, as shown in Fig. 1, and then bent downward, as shown at d^2 . These curved ends at d^2 pass into the staples or eyes

a^2 and yet prevent the arms D² from being drawn bodily to the rear, as will be hereinafter described. Connected to this board or frame D are the rearwardly-projecting arms D³, connected together by the vertical plates D⁴ and D⁵, the arms and plates D⁴ and D⁵ being preferably cast into one. Journaled between the plate D⁵ and the board D is the drum E, whose shaft is continued through the plate D⁴ and carries a gear-wheel E', which meshes in the pinion G mounted on the shaft g journaled in the plates D⁴ D⁵. This shaft g is turned by the hand-crank H and the handle h . In order to lock the drum E at any desired position, the gear-wheel E' is provided with a plurality of perforations e adapted to receive the pin F which is passed through a suitable hole in the plate D⁴, or it may be simply inserted at one side of the plate D⁴. This pin is preferably attached to a chain f secured to any part of the framework of the apparatus.

K represents a rope, part of which is wound up upon the drum, and which leads over the pulleys N and N' and down to the splice k , where this rope is bifurcated, as at k' , and slips over the other end of the wagon-bed, as shown in Figs. 1 and 2.

In order to put the apparatus in place for lifting the wagon-body, the rope is slackened sufficiently on the drum or cast off entirely therefrom, and then, the wagon being in the proper position relative to pulleys N and N', the plate D² with connected parts is lifted up toward the tail of the wagon at such an angle that the bent arms d^2 may be readily passed into the eye a^2 and then, the board D is swung up about this eye as a pivot until it is approximately vertical, when the holding-plate D' is rotated about on its axis until two of the forked arms d engage the tail-board of the wagon, when the apparatus will be in the position shown in Fig. 1. The rope now being adjusted, the operation of winding up on the drum will simultaneously lift both ends of the wagon, and as soon as it is sufficiently lifted the running-gear may be run out of the way. The wagon-body may be then left hanging or eased down on the ground or otherwise disposed of.

In the form of device shown in Fig. 3 instead of attaching board D to the tail of the

wagon the said board D and connected parts are secured, as by means of the bolts d^0 , to the post P or any part of the framework of the wagon-house having sufficient strength.

5 Then the rope K is run over the pulley N^2 and terminates in two loops k^2 and k^3 , made just like the loop k' already described, and single ropes from which loops pass over the pulleys N^3 and N^4 , respectively, and are
10 spliced together, as at k . Thus the operation of turning the hand-crank will wind up on a single rope, but will pull up the two loops k^2 and k^3 , which may be placed at any desired parts of the wagon-bed, and thus lift the two
15 ends thereof clear of the running-gear.

It will be obvious that various modifications of the herein-described apparatus might be made which could be used without departing from the spirit of my invention.

20 Having thus described my invention, what

I claim, and desire to secure by Letters Patent of the United States, is—

A wagon-bed hoist comprising a rope and overhead pulleys, a frame adapted to fit against one end of the wagon-bed, a drum 25 and gearing for driving the same journaled in said frame, means for locking said drum, curved arms bent downward secured to said frame and adapted to fit in eyes fitted beneath the wagon-bed, and a holding-plate revolubly 30 connected to the said frame and provided with forked arms adapted to engage the end of the wagon-bed, substantially as described.

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

THOMAS H. TABOR.

Witnesses:

J. S. TANKERSLEY,
W. MURRAY.