

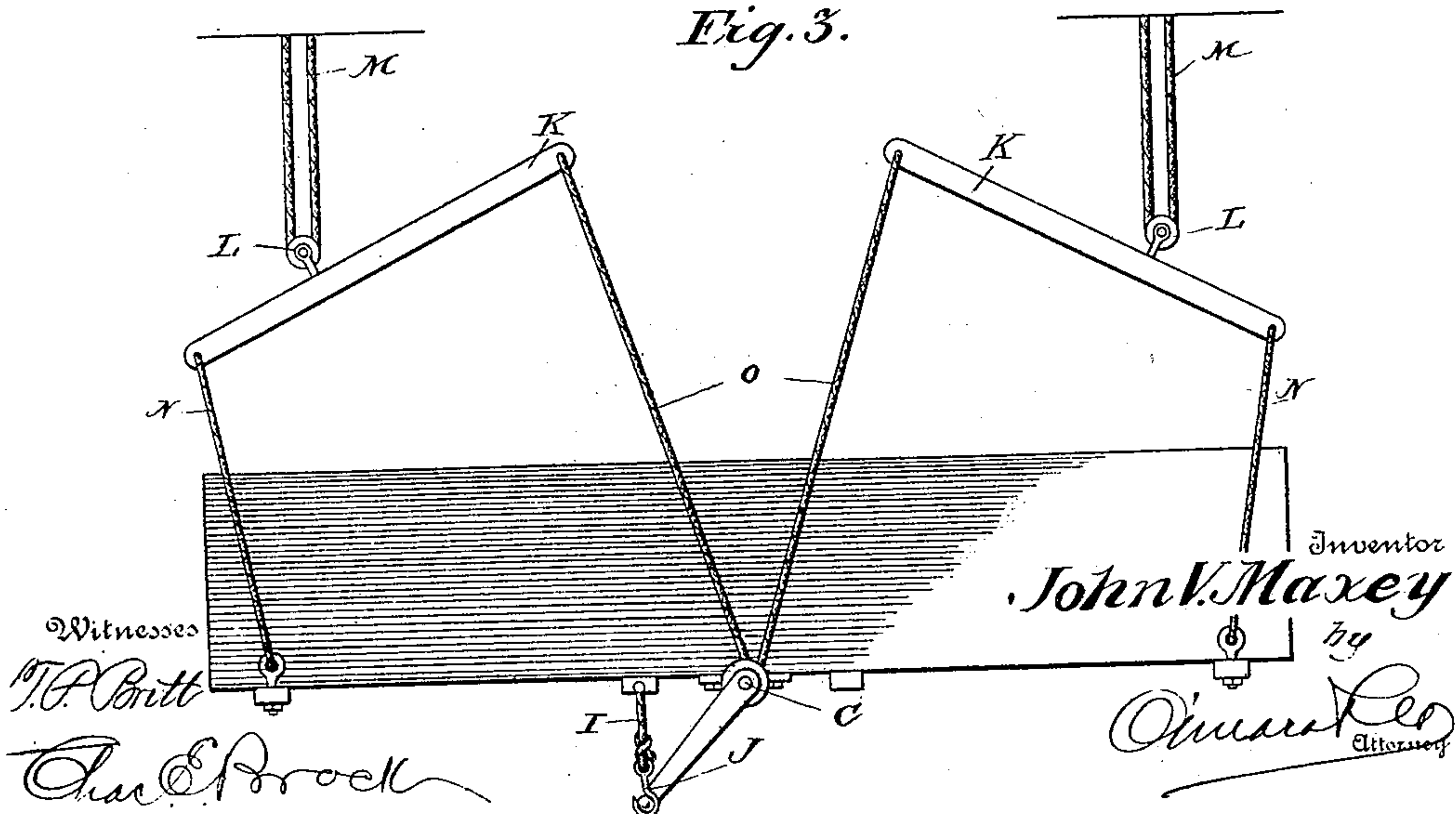
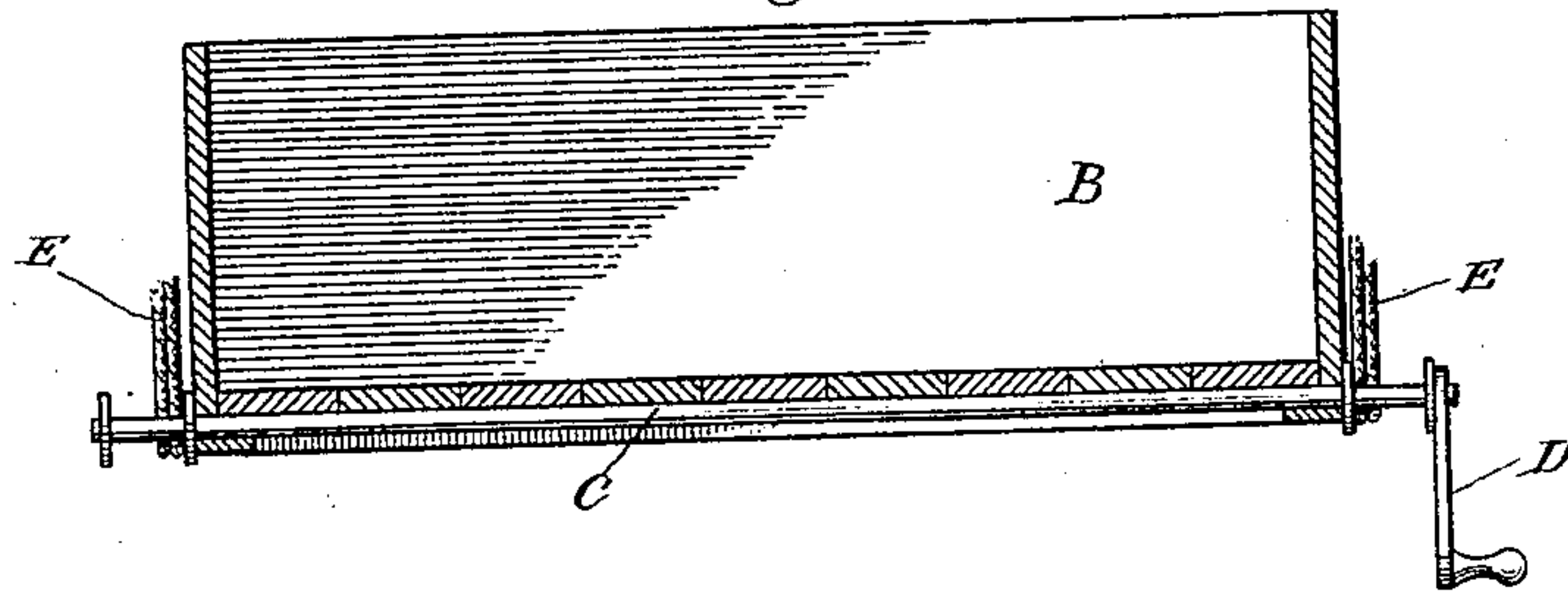
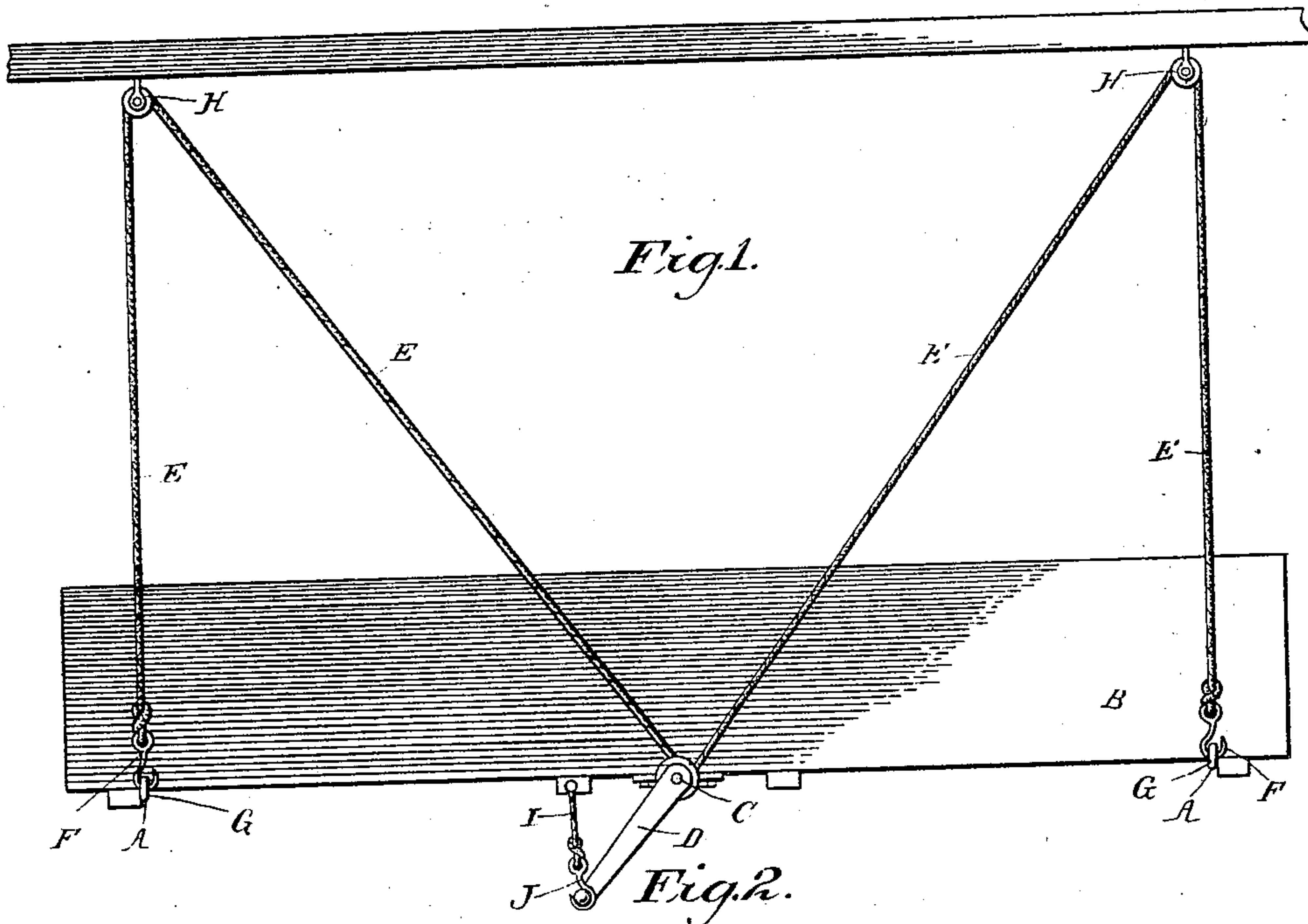
No. 632,055

Patented Aug. 29, 1899.

J. V. MAXEY.
LIFTING DEVICE.

(Application filed Jan. 25, 1898. Renewed Apr. 17, 1899.)

(No Model.)



UNITED STATES PATENT OFFICE.

JOHN V. MAXEY, OF MOUNT VERNON, ILLINOIS.

LIFTING DEVICE.

SPECIFICATION forming part of Letters Patent No. 632,055, dated August 29, 1899.

Application filed January 25, 1898. Renewed April 17, 1899. Serial No. 713,325. (No model.)

To all whom it may concern:

Be it known that I, JOHN V. MAXEY, a citizen of the United States, residing at Mount Vernon, in the county of Jefferson and State of Illinois, have invented a new and useful Lifting Device, of which the following is a specification.

This invention relates to improvements in lifting devices; and the object thereof is to provide a simple and improved device for lifting wagon-beds from the running-gear when it may be desirable for any purpose, the device being capable of convenient and ready manipulation.

With this object in view the invention consists of bars adapted to be positioned beneath the wagon-body at each end thereof, a shaft adapted to be mounted centrally under the wagon-bed parallel with the bars and having a crank, ropes secured to the ends of each bar and to the ends of the shaft so that as said shaft is rotated the ropes are wound thereon and the wagon-bed lifted from the running-gear.

The invention further consists in the improved construction, arrangement, and combination of parts hereinafter fully described and afterward specifically pointed out in the claims.

In order to enable others skilled in the art to which my invention most nearly appertains to make and use the same, I will now proceed to describe its construction and operation, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of a wagon-bed in position upon my improved lifting device. Fig. 2 is a vertical transverse sectional view of a wagon-bed in position upon my lifter. Fig. 3 is a side elevation of a modified construction of lifter.

Like letters of reference mark the same parts wherever they occur in the different figures of the drawings.

In the accompanying drawings, A A indicate two bars which are adapted to extend transversely beneath the wagon-bed B, adjacent to each end thereof, said rods being provided on each end with eyes G. A shaft C is centrally mounted on the under side of the wagon-bed, intermediate the bars B and hav-

ing at one end the crank D. A rope E is provided for each one of the bars A, said ropes carrying hooks F at their respective ends, which engage the eyes G, provided in the ends of bars A. The ropes pass upwardly and over pulleys H, carried by the beams of the barn or other support, said pulleys being on a line with the eyes G, carried by the bars A. The portion of each rope between the pulleys is then brought downwardly and placed in engagement with the shaft, so that as said shaft is rotated the ropes will be wound thereon, elevating the bars and wagon-bed.

For holding the wagon-bed at the desired elevation I provide the rope I, which is secured at one end to one of the sleepers of the wagon-bed and at its opposite end carrying the hook J, which is adapted to engage the handle of the crank and prevent the rotation of the shaft, thus holding the wagon-bed stationary.

In the modified construction illustrated in Fig. 3 I provide the levers K, which carry the pulleys L intermediate their ends, around which the suspending-ropes M pass. The outer ends of the levers are connected to the respective ends of each of the bars by the ropes N, while the rope O is secured at its respective ends to the inner ends of the lever and at its central portion engages the shaft, so that as said shaft is revolved the inner ends of the levers are drawn downwardly while the outer ends are elevated, thus elevating the wagon-bed.

From the foregoing description it will be seen that I have produced a very simple construction of elevating device whereby the wagon-bed may be quickly and easily elevated and retained in its elevated position when so desired.

While I have illustrated and described the best means now known to me for carrying out my invention, I do not wish to be understood as restricting myself to the exact details of construction shown and described, but hold that any slight changes or variations, such as might suggest themselves to the ordinary mechanic, would properly fall within the limit and scope of my invention.

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

1. The combination of a pair of bars adapted to be placed transversely under a wagon-body near each end and to project on each side thereof, bearings adapted to be secured at
5 the center of each side of the wagon-body to project beyond its sides, a windlass or shaft journaled in said bearings transversely of the wagon-body and projecting beyond the bearings, and hoisting-ropes connected to the
10 ends of the windlass and to the ends of the transverse end bars, all substantially as described.
2. The combination of a pair of bars adapted to be placed transversely under a wagon-body
15 near each end and to project on each side thereof, bearings adapted to be secured at the center of each side of the wagon-body to project beyond its sides, a windlass or shaft journaled in said bearings transversely of the wagon-body and projecting beyond the bearings, levers adapted to be pivotally connected to overhead beams in planes parallel with and slightly outside of the planes of the sides of the wagon-body, ropes connecting the inner ends of the overhead levers with the windlass,
25 and ropes connecting their outer ends with the transverse end bars, all substantially as described.

JOHN V. MAXEY.

Witnesses:

NORMAN A. PIERCY,
W. DUFF PIERCY.