

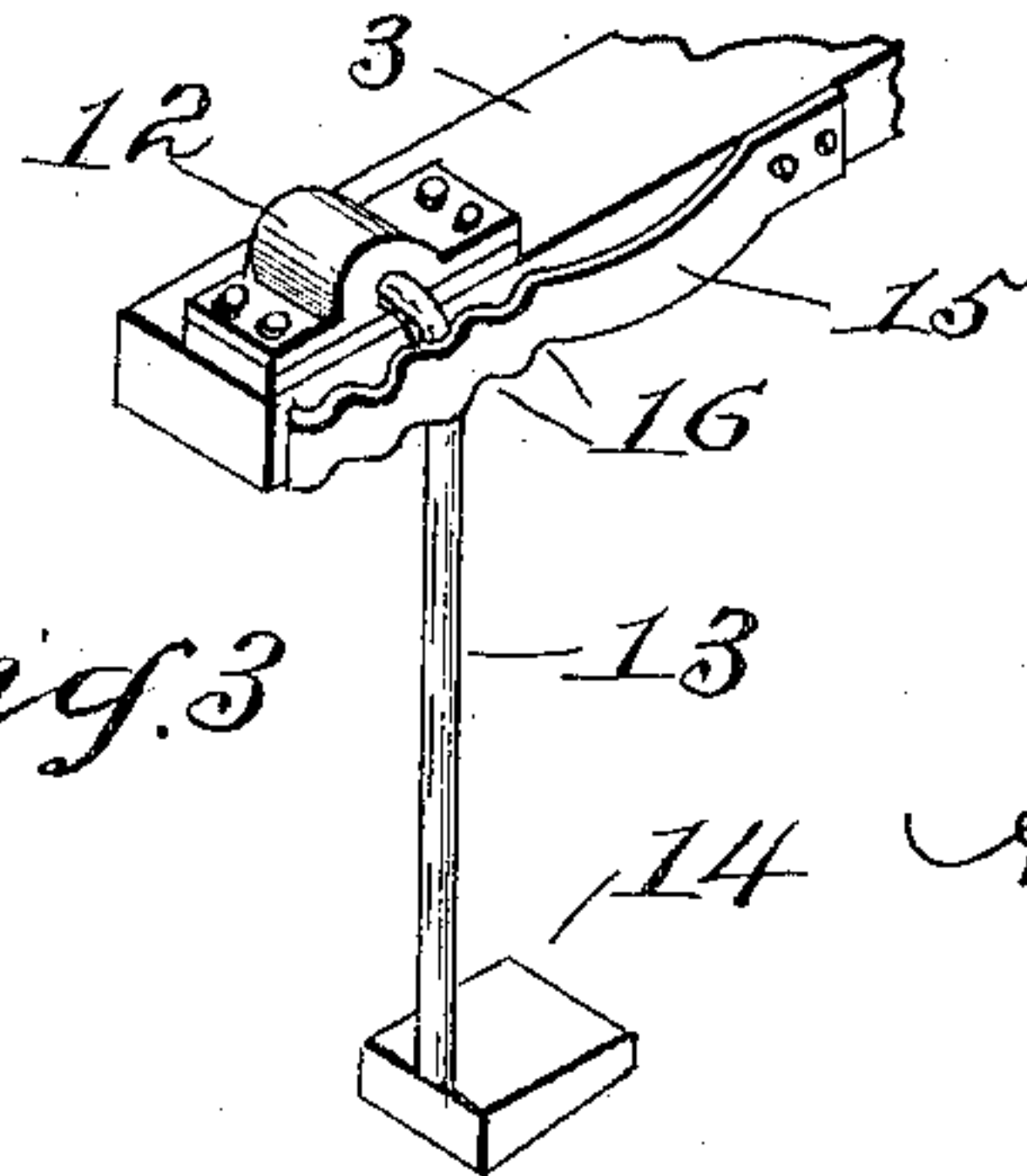
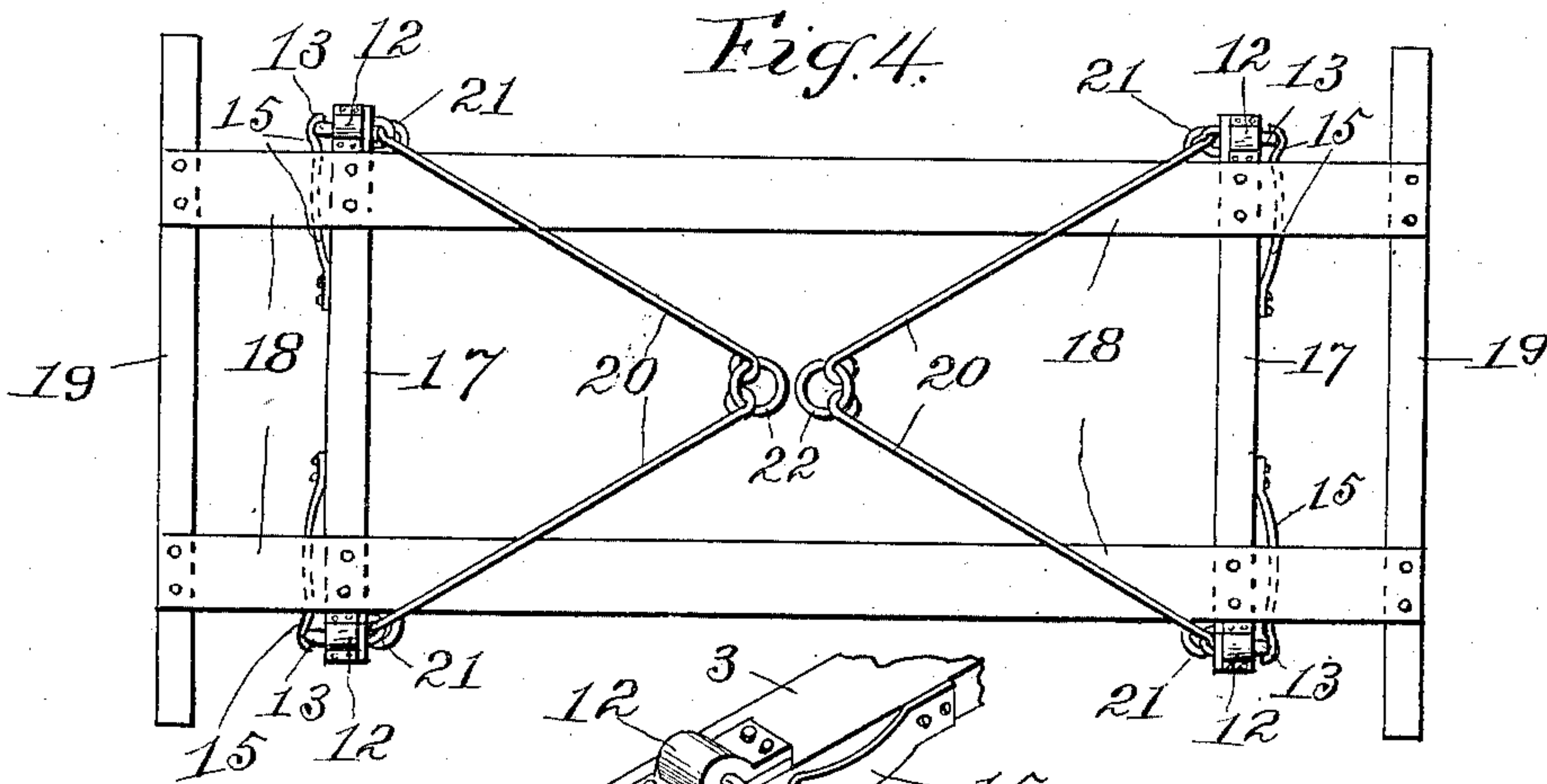
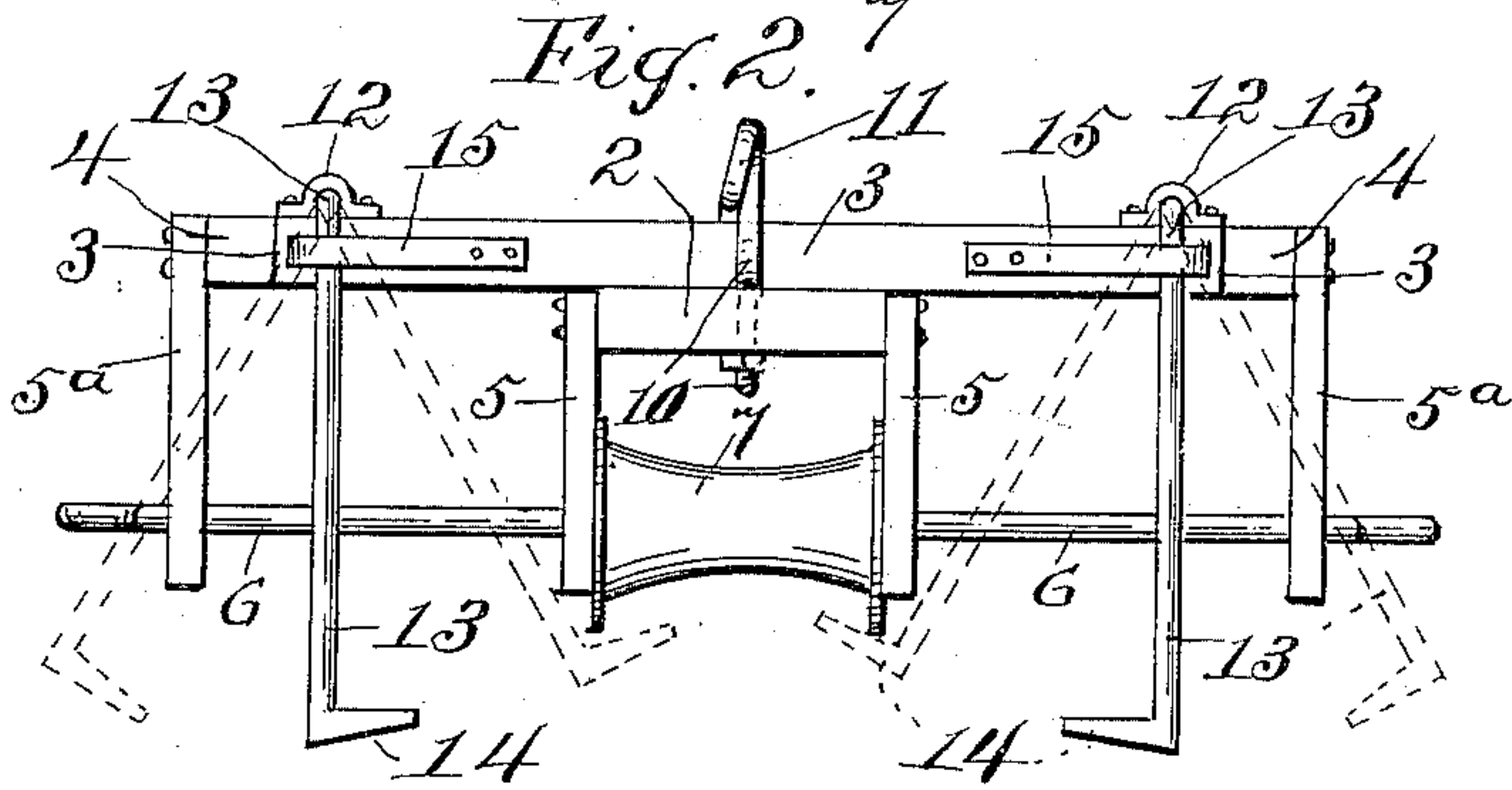
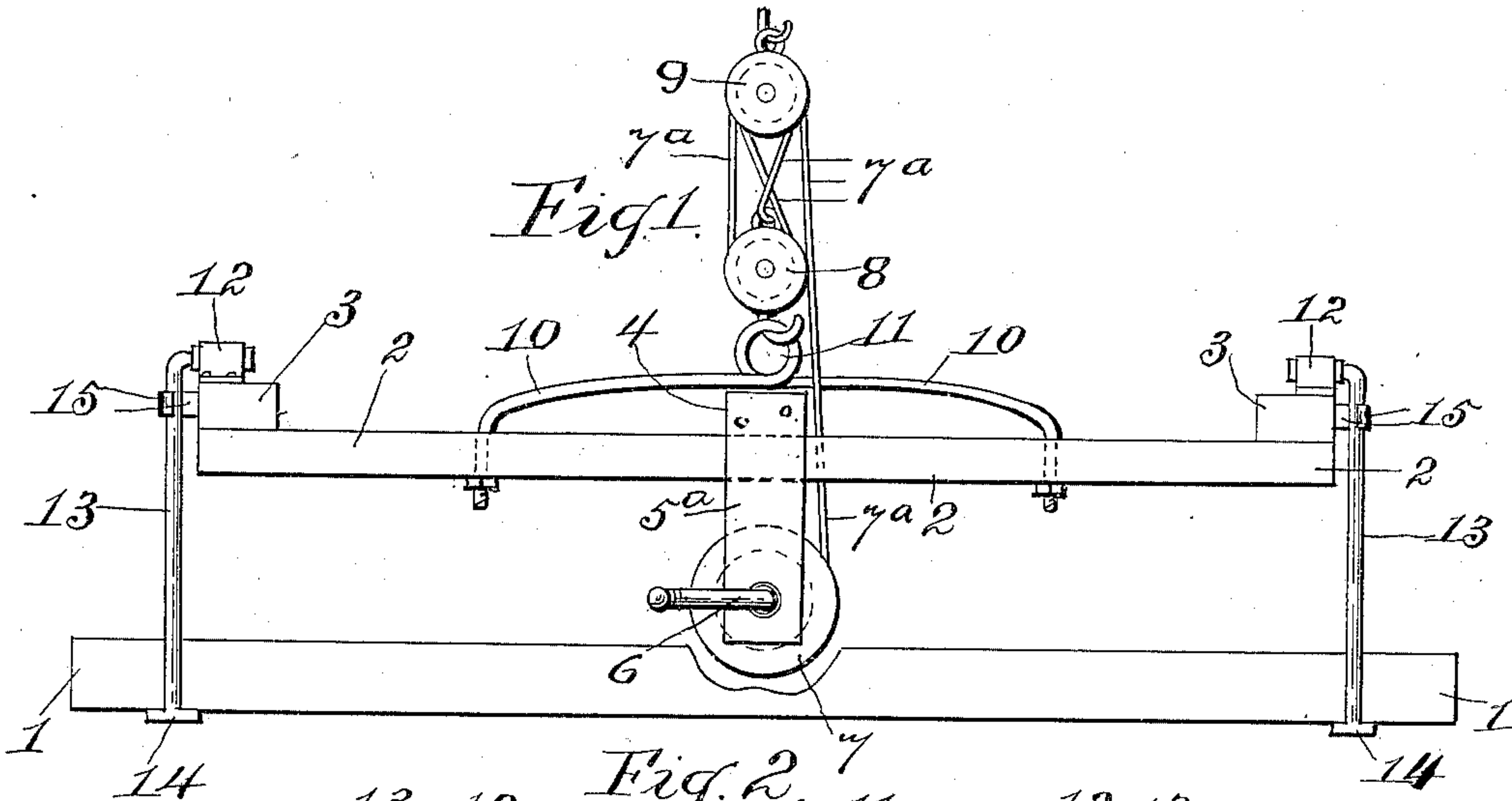
No. 662,800.

Patented Nov. 27, 1900.

A. MOYER.
WAGON BED HOIST.

(Application filed Mar. 24, 1900.)

(No Model.)



Witnesses:
C. J. Bell
Michael J. Madigan

Fig. 3.

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UNITED STATES PATENT OFFICE.

ABRAHAM MOYER, OF ANTLERS, INDIAN TERRITORY.

WAGON-BED HOIST.

SPECIFICATION forming part of Letters Patent No. 662,800, dated November 27, 1900.

Application filed March 24, 1900. Serial No. 10,090. (No model.)

To all whom it may concern:

Be it known that I, ABRAHAM MOYER, a citizen of the United States, residing at Antlers, in the Choctaw Nation, Indian Territory, have invented certain new and useful Improvements in Wagon-Bed Hoists, of which the following is a specification.

This invention relates to hoisting, and particularly to a wagon-bed suspending and hoisting apparatus.

The object of the invention is to provide a frame of novel and peculiar construction having pivoted or hinged arms for holding a wagon-bed, a windlass carried by the frame, and special means by which the frame is suspended from the hoisting-rigging.

In the accompanying drawings, forming part of this application, Figure 1 is a side elevation of the apparatus applied to a wagon-bed. Fig. 2 is an end view showing the movable positions of the suspending-arms in dotted lines. Fig. 3 is a perspective view of a portion of the frame, showing means for controlling the movement of the arms. Fig. 4 is a plan view of a modification.

The same reference-numerals denote the same parts in the several views of the drawings.

The frame from which a wagon-bed 1 is suspended comprises a central longitudinal beam 2, cross-beams 3, secured to the ends of the beam 2, and a middle beam 4, secured across the center of the beam 2, the latter having hangers 5. A shaft 6, having a windlass for a suitable rope or cable 7, is turnable in the hangers 5 and in like hangers 5^a, depending from the beam 4. The hoisting-rigging consists of the said rope or cable and the pulley-blocks 8 and 9.

The means by which the frame is suspended from the hoisting-rigging consists of a bar or rod 10, having its ends secured to the frame-beam 2 between the cross-beams 3 and the middle beam 4 and a loop or ring 11, standing centrally over the middle beam and the beam 2. To this loop or ring 11 is hooked the pulley-block 8, carrying the rope or cable 7^a, one end of which is secured to the windlass and the other end, after being passed through the pulley-block 9, is secured to the block 8, which may be suspended above the frame in suitable position.

Each end of the cross-beams 3 is provided with a bearing 12, in which is loosely hung a depending arm 13, having an enlarged flattened end 14 at right angles to the arm. A plate-spring 15 is secured to each end of the beams 3 and has corrugations 16 to hold the arms 13 in various positions.

In applying the apparatus to a wagon-bed to hoist the latter from the wagon the arms 13 are turned outward into the corrugations near the end of the springs 15 and are there held by the said springs while the frame is lowered enough to permit the arms to be turned inward with their flat ends under the bed, where said ends are held by the springs. The shaft 6 is then turned to wind the rope or cable upon the windlass, which will raise the bed as desired.

It is obvious that the springs are adapted to permit the arms to be swung in and out to clear the bed and to grasp beds of various size, and that the bar 10 is so located relative to the frame that it braces the latter, distributes the weight of the bed thereon, and prevents the frame from sagging at the ends during the hoisting of the bed.

Referring to the modification shown in Fig. 4, the arms are the same as those already described, except they have no controlling-springs; but they are pivotally hung from the ends of cross-beams 17, which are secured to two longitudinal beams 18, the latter having two cross brace-beams 19. In lieu of the bar 10 each beam 17 has one end of two rods 20 pivoted to it at 21, and the other end of said rods carry a ring 22, to be engaged by the hook of a pulley-block to suspend the frame.

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

1. The combination, with the frame, of the arms pivoted to the frame to swing crosswise and having ends to engage a wagon-bed, and the springs for holding the arms in various positions.

2. In a wagon-bed hoist, the combination, with the hoisting-rigging, the frame having two pairs of side hangers, a shaft extending through all the hangers, a windlass on the shaft between the hangers of one pair, the arms pivoted to the ends of the frame, and a suspending device connecting the frame

with the said rigging, substantially as set forth.

3. The combination, with the frame composed of longitudinal and cross beams, of the
5 arms pivoted to certain of the cross-beams, the suspending device, and the springs secured to said certain cross-beams to control the movement of the arms.

4. The combination, with the frame, and

the arms pivoted thereto, of the corrugated springs for adjustably holding the arms in various positions.

In witness whereof I hereunto set my hand in the presence of two witnesses.

ABRAHAM MOYER.

Witnesses:

J. W. RILEY,

L. P. DAVENPORT.