

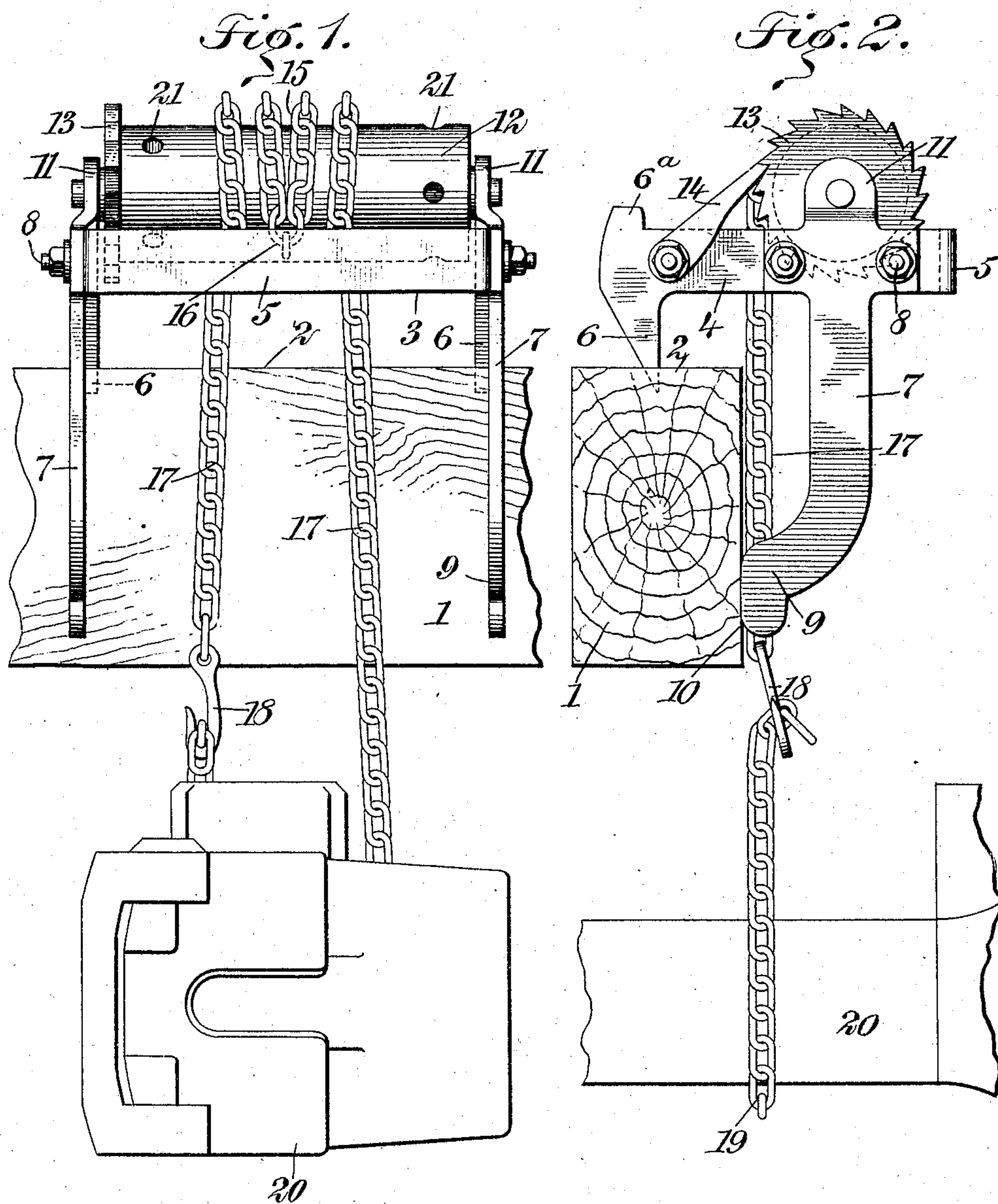
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A. CHUBB, JR.

HOISTING WINDLASS.

APPLICATION FILED DEC. 10, 1904.



WITNESSES:

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ALONZO CHUBB, JR., OF LA CROSSE, WISCONSIN.

HOISTING-WINDLASS.

SPECIFICATION forming part of Letters Patent No. 790,106, dated May 16, 1905.

Application filed December 10, 1904. Serial No. 236,283.

To all whom it may concern:

Be it known that I, ALONZO CHUBB, Jr., a citizen of the United States, and a resident of La Crosse, in the county of La Crosse and State of Wisconsin, have invented a new and Improved Hoisting-Windlass, of which the following is a full, clear, and exact description.

This invention relates to hoisting apparatus or windlasses, and the invention is especially applicable where a temporary arrangement is made for supporting the hoisting mechanism.

While the invention is capable of being used in various situations, it is intended especially to be used for hoisting the heavy fittings of a car into position upon its framing.

The object of the invention is to produce a hoisting mechanism of simple construction, which may be quickly set in position, so as to afford a substantial support on the edge of a floor, such as a car-floor or the upper side of a beam.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both the views.

Figure 1 is a side elevation of the device representing a portion of a beam upon which it is supported, together with a portion of a car-coupler, which is being raised by means of the device; and Fig. 2 is an end elevation of the hoisting device representing the beam in section and showing also a portion of the coupler.

Referring more particularly to the parts, 1 represents a beam of any common form presenting a substantially horizontal upper face 2.

The hoisting device comprises a horizontal frame 3, presenting side arms 4, connected by a cross-bar 5, as shown, said arms being preferably formed integrally with the cross-bar and bent downwardly at their extremities, so as to present a pair of oppositely-disposed spurs 6. To the side arms 4 braces 7 are attached, preferably by means of bolts 8, as indicated, and these braces have substantially vertical bodies which are offset and bent downwardly, as shown, so as to present rounded heels 9. These heels are adapted to rest

against the forward face 10 of the beam for a purpose which will appear more fully hereinafter. The braces 7 are preferably offset inwardly, as viewed in Fig. 1, so as to present oppositely-disposed ears 11, between which ears a roller or drum 12 is rotatably mounted, as shown best in Fig. 1. Near one extremity this roller is provided with a rigid ratchet-wheel 13, the teeth of which cooperate with a pawl 14, said pawl being attached forwardly to one of the aforesaid arms 4.

To the drum 12 a chain 15 is attached at 16, and this chain preferably comprises separate cables 17, which pass over or around the drum in the same direction, one of said cables being provided with a hook 18, adapted to attach to the other. From this arrangement the cables are adapted to hang down in a loop 19, which may support a heavy object, such as the car-coupler 20, illustrated. In the face of the roller or drum 12 a plurality of spike holes or recesses 21 are formed, which are adapted to receive hand-spikes, enabling the coupler 20 to be raised, as will be readily understood.

In practice the device will be applied to the beam, as shown, so that the spurs 6 engage and penetrate the upper surface 2 of the beam, while the heels 9 rest against the forward face thereof. When disposed in this manner, the cables 17 pass substantially vertically before the face of the beam, as shown. The pawl 14 cooperating with the ratchet-wheel 13 of course affords means for maintaining the coupler 20 at any height desired.

In order to facilitate driving the spurs into place, upwardly-projecting heads or butts 6^a are formed above the spurs, which may be struck with a maul, as will be readily understood.

The simple construction of the device described above evidently adapts the same admirably for use in various connections where a temporary hoisting apparatus must be quickly set up, and while I have described the device as used in connection with the raising of a coupler to its position, it could be as useful in connection with the renewal of carbolsters or any similar fittings at other points. Furthermore, while the invention seems especially useful in the connection in which it has

been described it should have a wide usefulness by riggers and other handicraftsmen in order to carry out its general purposes.

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

1. In a device of the class described in combination a frame having spurs adapted to penetrate a substantially horizontal face of a support, said frame having extensions adapted
10 to engage a substantially vertical face of said support, and hoisting mechanism carried by said frame.

2. A hoisting device having a frame with side arms presenting downwardly-projecting
15 spurs adapted to penetrate a substantially horizontal surface, and braces attached to said arms and projecting downwardly therefrom to engage a substantially vertical face of said support.

20 3. A frame for a hoisting device comprising a pair of oppositely-disposed arms connected by a bar, said arms having downwardly-projecting extremities constituting spurs adapted to engage a substantially horizontal surface,
25 and braces attached to said arms and having

downwardly-projecting bodies with laterally-bent noses, said noses being adapted to engage a substantially vertical face.

4. A frame of the class described, having arms with spurs adapted to be driven into the
30 upper face of a beam, and having extensions adapted to engage a side face of said beam.

5. In combination, a beam, a frame having spurs penetrating the upper face of said beam and having extensions engaging a side face of
35 said beam, and hoisting mechanism carried by said frame.

6. A frame of the class described, having arms with spurs adapted to be driven into the
40 upper side of a beam, and extensions adapted to engage a side face of said beam, said spurs having driving - butts projecting upwardly from said arms.

In testimony whereof I have signed my name to this specification in the presence of two sub-
45 scribing witnesses.

ALONZO CHUBB, JR.

Witnesses:

L. E. GAGE,

GEO. B. MARVIN, Jr.