

No. 799,158.

PATENTED SEPT. 12, 1905.

T. M. HACKETT.
CRANE DEVICE FOR WAGONS.
APPLICATION FILED OCT. 6, 1904.

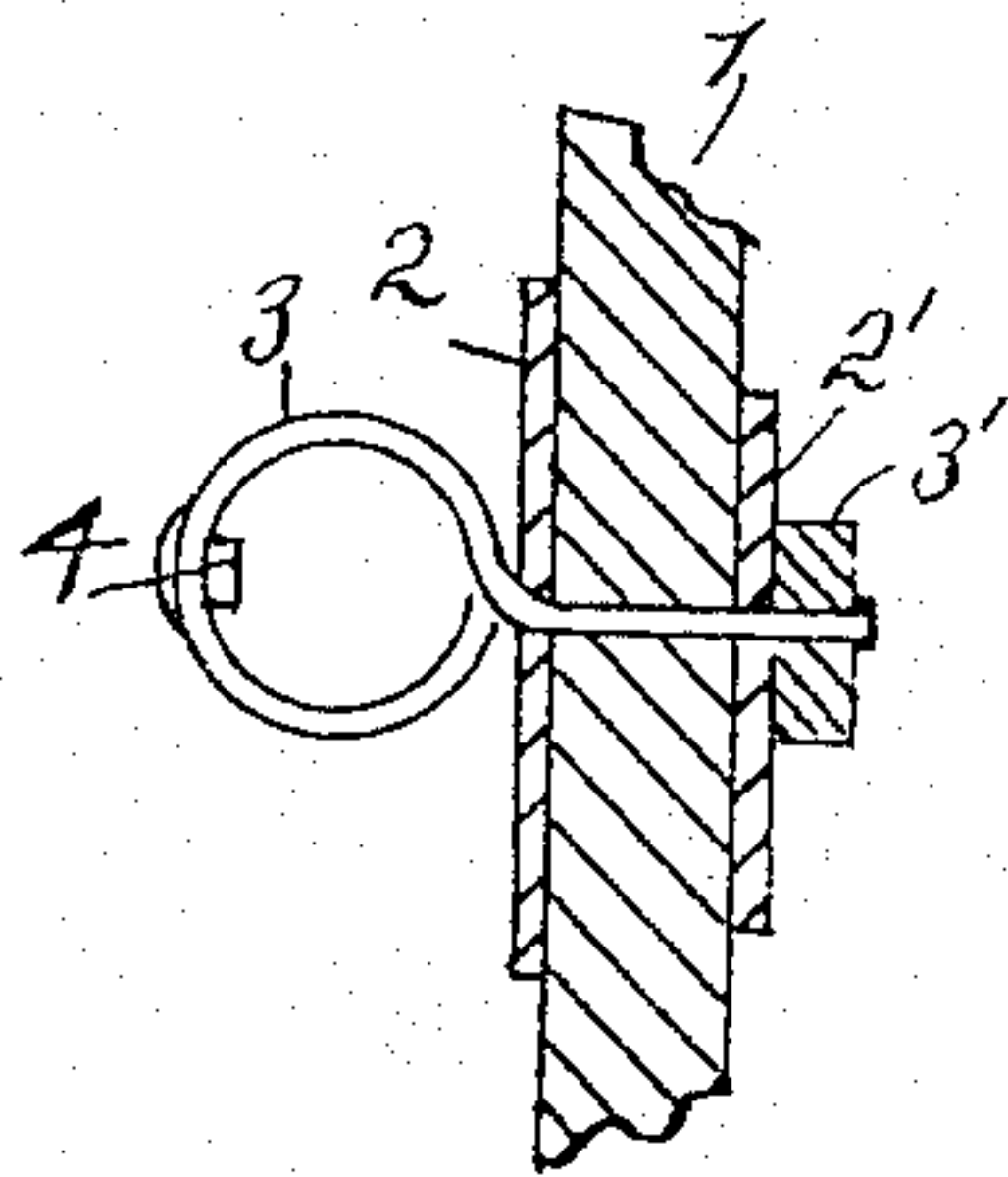


Fig 6

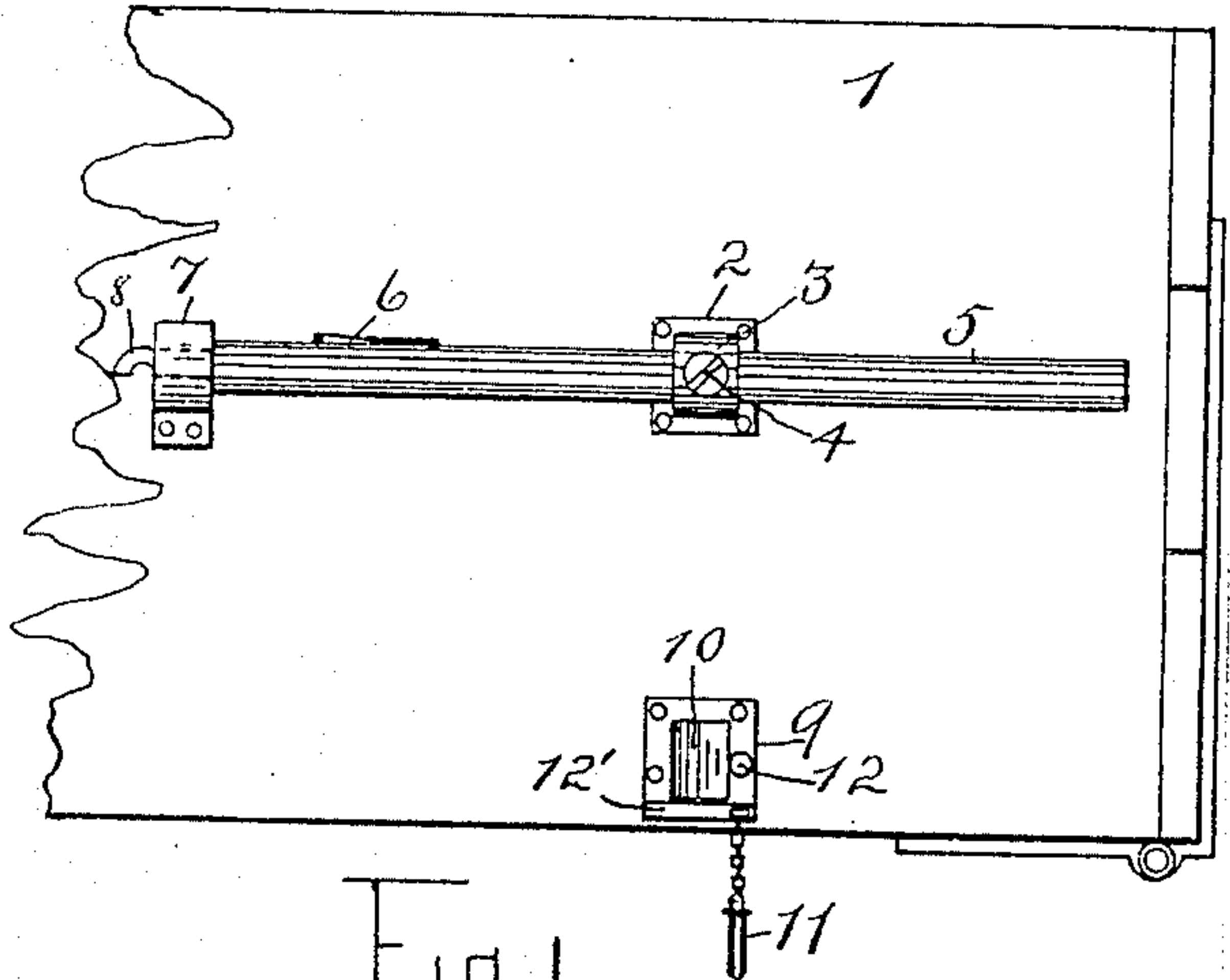


Fig 1

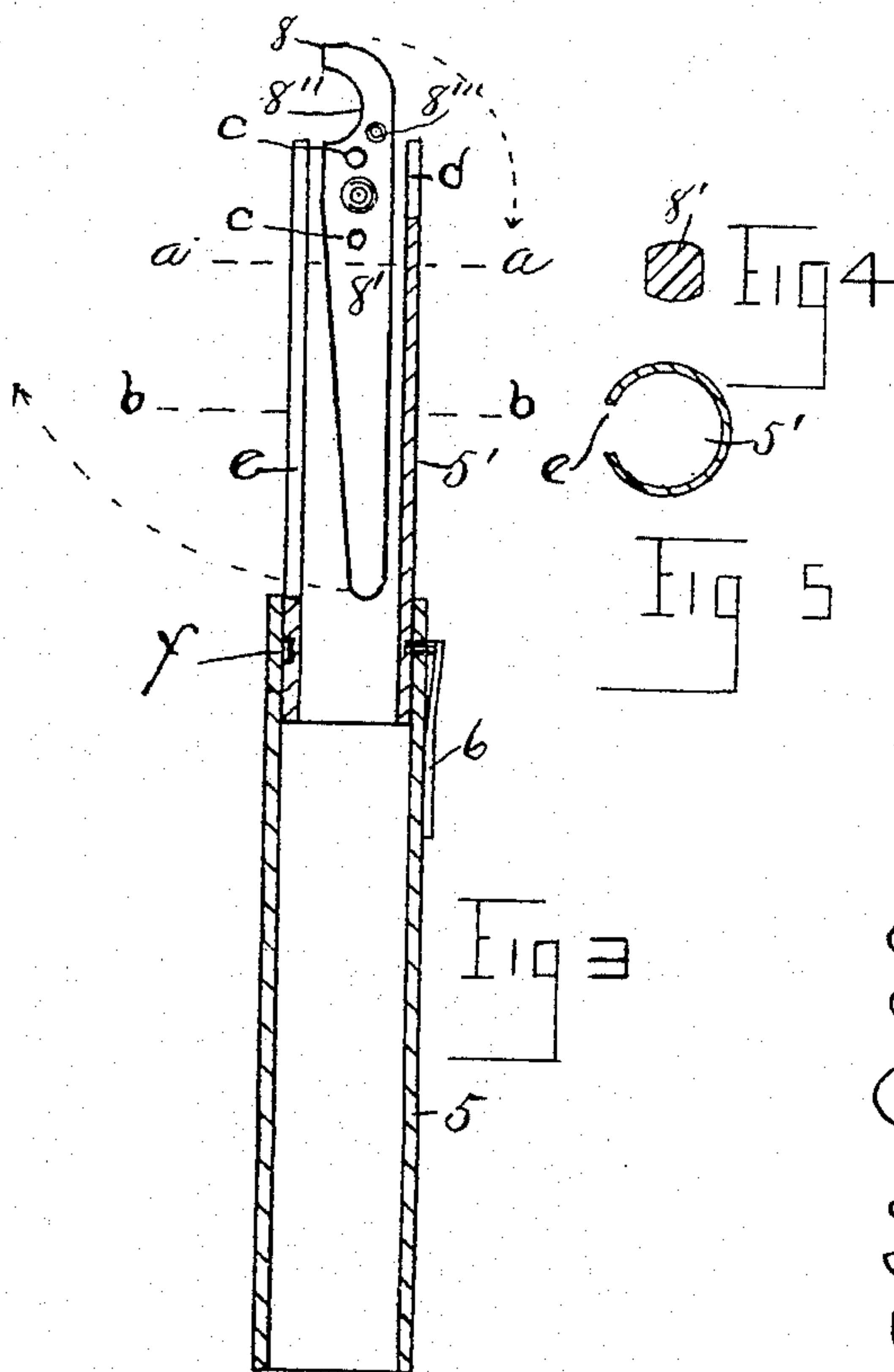


Fig 3

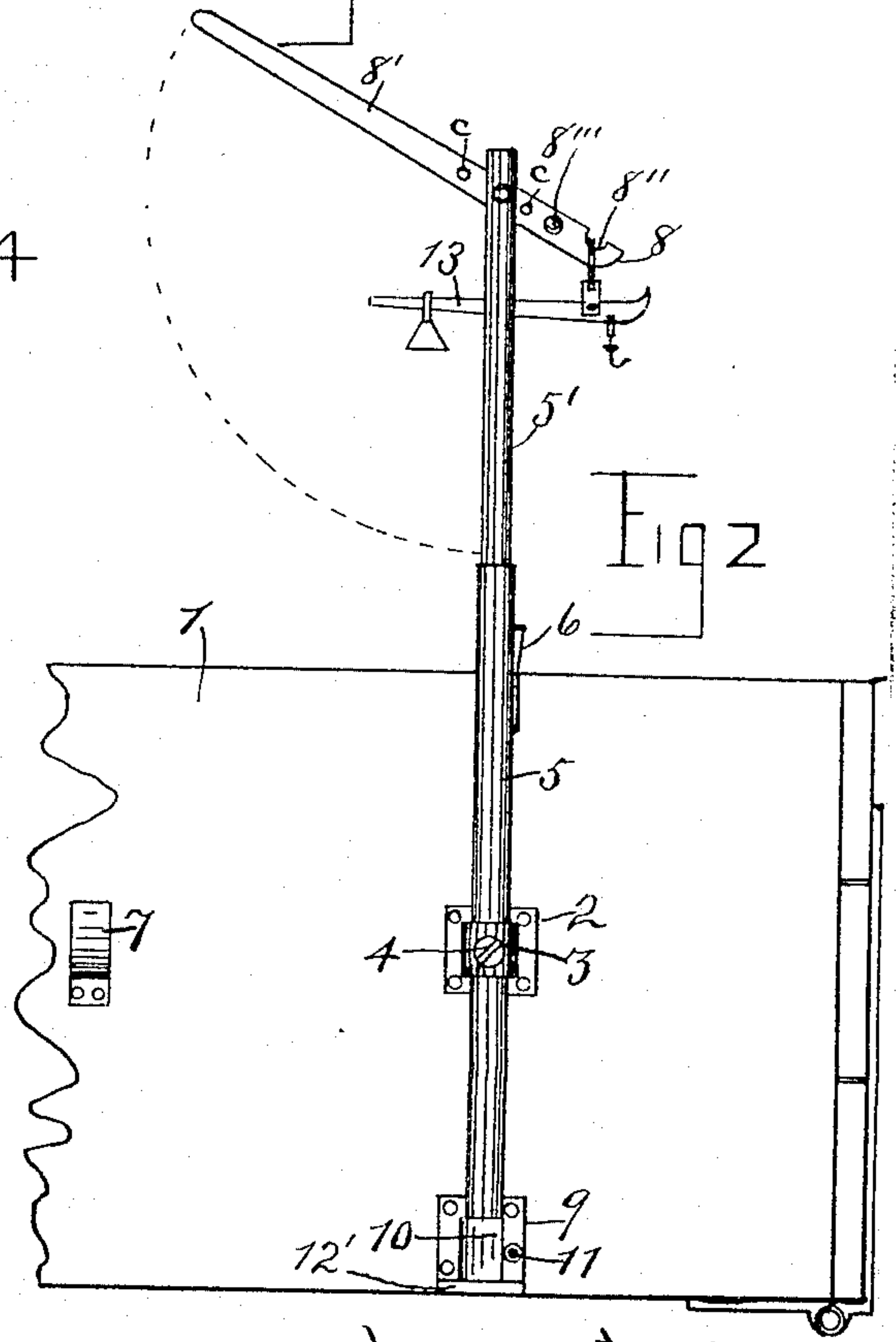


Fig 2

Witnesses
W. H. Doherty

Inventor:
Theobald M. Hackett;
By *H. M. Brown* his Atty

UNITED STATES PATENT OFFICE.

THEOBALD M. HACKETT, OF ALBANY, NEW YORK, ASSIGNOR OF ONE-HALF
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CRANE DEVICE FOR WAGONS.

No. 799,158.

Specification of Letters Patent.

Patented Sept. 12, 1905.

Application filed October 6, 1904. Serial No. 227,387.

To all whom it may concern:

Be it known that I, THEOBALD M. HACKETT, a citizen of the United States, residing at Albany, New York, have invented certain new and useful Improvements in Crane Devices for Wagons; 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, reference being had to the accompanying drawings, and to the characters marked thereon, which form a part of this specification.

The object of my invention is to provide a new and improved crane device for use on wagons and vehicles and one that can be carried in small space and is usable in all places where a weighing device would ordinarily be needed.

In the drawings, Figure 1 shows a side elevation of the rear end of a wagon-box with my device shown in similar elevation and as seen when in its smallest compass and entirely out of the way; Fig. 2, a side elevation of the rear end of a wagon-box with a similar elevation of my device when extended ready for use; Fig. 3, a vertical sectional view of my device; Fig. 4, a cross-section of the lever 8' taken on line *a a*; Fig. 5, a cross-section of the upper tube of my device, taken on line *b b* of Fig. 3, showing its construction; and Fig. 6, a section of the wagon-box, showing the construction of my rotating holder.

The numeral 1 shows the rear end of a wagon-box. 2 shows a metal plate affixed to the box, and 3 a rotating eyebolt having its eye broadened to receive the set-screw 4, the bolt portion passing through the metal plate 2, the wagon-box, and a metal plate 2' and held fast but rotatable by a nut 3'. At the lower edge of the box I affix the plate 9, and it has a foot or ledge 12' and curved plate 10, into which the lower end of the tube 5 will swing when that tube is stood upright, as seen in Fig. 2, and it also has a hole therein, as seen at 12, and a pin to fit said hole, as seen at 11, in order that when the tube 5 is stood upright the pin may be inserted in said hole when the foot of tube 5 cannot escape from the curved plate 10, and the extreme end of the tube 5 will rest upon and be partly supported by the ledge 12'. This arrangement of parts provides a strong and secure fastening for the tube when in an upright position and ready for use, while it

also allows of the tube 5 being swung into the position seen in Fig. 1, where it is out of the way, which may be done by removing the pin 11 and swinging the tube 5 down, when its upper end will rest in the bracket 7. Working telescopically in tube 5 is a second and small tube 5', which is held in its extended position by the spring-catch 6, whose point or end passes through the shell of tube 5 and into an indent in tube 5', as seen in Fig. 3. Tube 5' has a slot in one of its sides, as seen in Figs. 3 and 5, and a slot in its upper end also, as seen at *d*. The slot *e* in length is the same as the length of the lever 8' practically, and lever 8' is pivoted to the tube 5' and when at rest or out of use lies inside said tube, with its upper or hooked end protruding slightly, and has a pin or stud 8'', which projects far enough so its ends catch upon the upper end of tube 5 and prevent the lever from fully entering tube 5 when the tube 5' has entered that tube fully, leaving its hooked end 8 protruding, as seen in Fig. 1, and this is so arranged that its protruding end may be seized and it and tube 5' be easily and readily drawn out of tube 5 when the apparatus needs to be put in the position shown in Fig. 2.

The lever 8', being pivoted to tube 5' and in line with the slot *e*, it swings out of the slot and is then used as a lever upon whose short arm the steelyards or other weighing apparatus may be hung and as a lever in lifting bags of coal, pieces of ice, or other merchandise, as is clearly shown in Fig. 2.

The bags, ice, or other articles are first set upon the wagon-bottom, and the depending hook of the steelyards 13 is hooked to them, when, by pressing down upon the lever 8', the article will be lifted off the wagon-box and may be swung in any direction and weighed, and by omitting the steelyards and hooking direct to the lever it may be used simply as a lifting-lever.

8'' shows a notch in which a link of a chain may be securely hung or such other loop as may be desired to be used. The curved dotted lines in Fig. 3 show the circle described by the lever when it is swung out of tube 5'.

When used on a wagon the apparatus may be left extended, as seen in Fig. 2, and the steelyards left to hang as seen; but when it is desired to have the apparatus out of the way the tube 5' will be slid into tube 5 and the whole apparatus be swung into the position

seen in Fig. 1, while the steelyards or other weighing device will be carried separately anywhere on the wagon desired.

The advantages I claim for the apparatus are that it may be constructed from stock already on the market, it is extremely simple and cheap and not liable to get out of order, and when stowed away, as seen in Fig. 1, it occupies the least possible room, and the lever 8' is a pure direct-acting lever without the impediments of braces, arms, or other complications, and by reason of the holes *c c c* the lever is adjustable as to length of its shorter arm. In order that the spring-catch 6 shall always operate and catch when the tube 5' is raised to its proper height, I make a groove *f* entirely around the said pipe, so that it will catch the spring-point wherever or however tube 5' may be turned in tube 5.

Having described my invention so that those skilled in the art may know how to make and use the same, what I claim, and desire to secure by Letters Patent, is—

1. A crane device for wagons and vehicles consisting of a tubular member in operative connection with the vehicle arranged when swung to describe a portion of the arc of a circle at least; a second tubular member arranged to act telescopically with the first-named tubular member; means for holding the second member securely in connection with and at a predetermined point with the first-named tubular member; a lever pivotally

attached to said second member and practically inclosed thereby when the lever is in its inoperative position; all arranged and operating to lift objects substantially as described.

2. A crane device for vehicles consisting of a member in operative connection with the vehicle and arranged to swing into a practically vertical and into a practically horizontal position at will, and having means to secure the member in either position; an extension-piece for the member arranged to be made fast thereto automatically at will; a lever in operative connection with the extension-piece and lying within the same when the lever is in its inoperative position substantially as described.

3. A crane device consisting of a member arranged to swing into a practically vertical and into a practically horizontal position at will, and having means to secure the member in either position; an extension-piece for the member arranged to be made fast thereto automatically at will; a lever in operative connection with the extension-piece and lying within the same when the lever is in its inoperative position substantially as described.

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

THEOBALD M. HACKETT.

Witnesses:

W. M. BROWN,
A. A. DOAST.