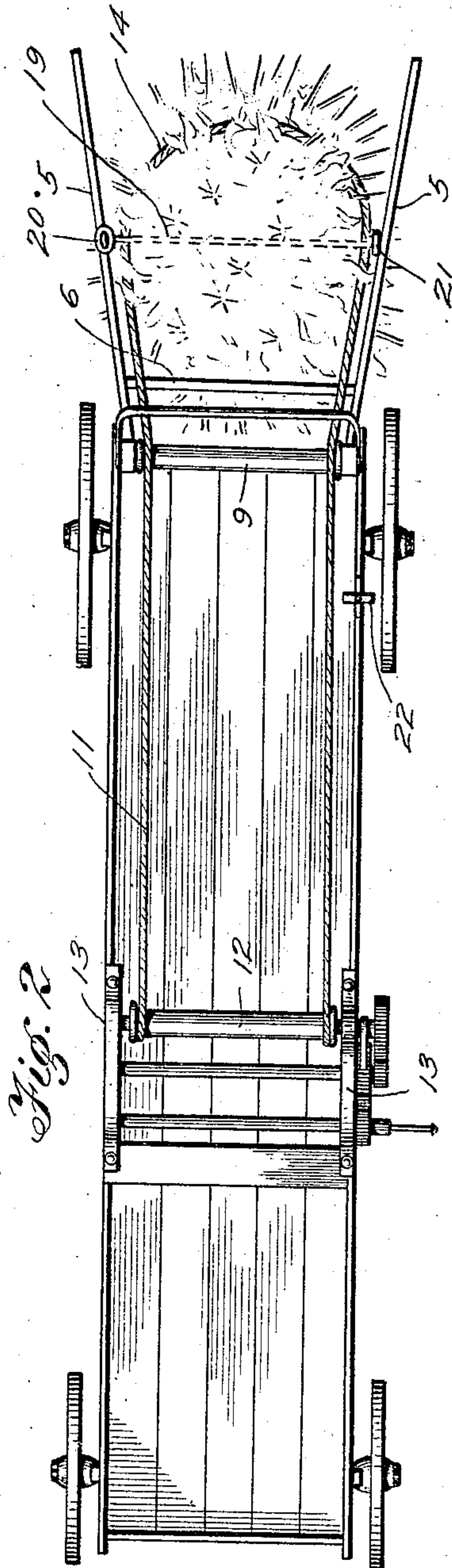
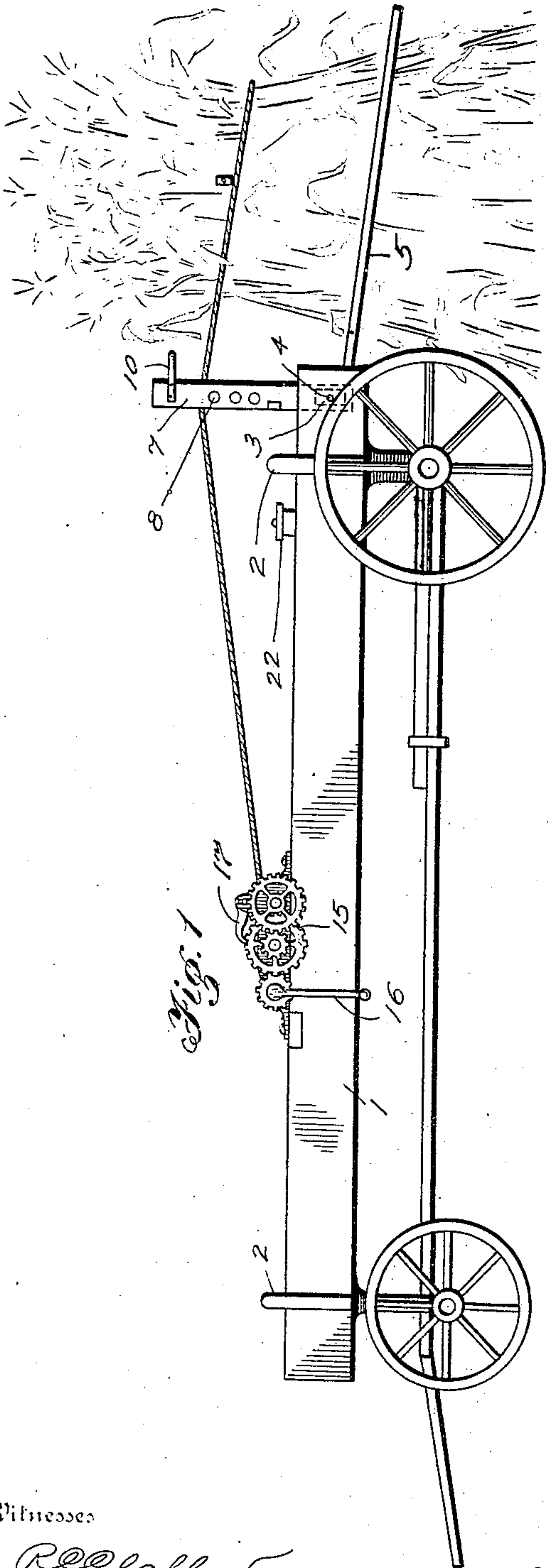


No. 848,474.

PATENTED MAR. 26, 1907.

W. LICHTE.
LOADING FRAME.
APPLICATION FILED DEC. 5, 1906.

2 SHEETS—SHEET 1.



Witnesses

R. C. Clafflin

C. C. Hines

By

Victor J. Evans

Attorney

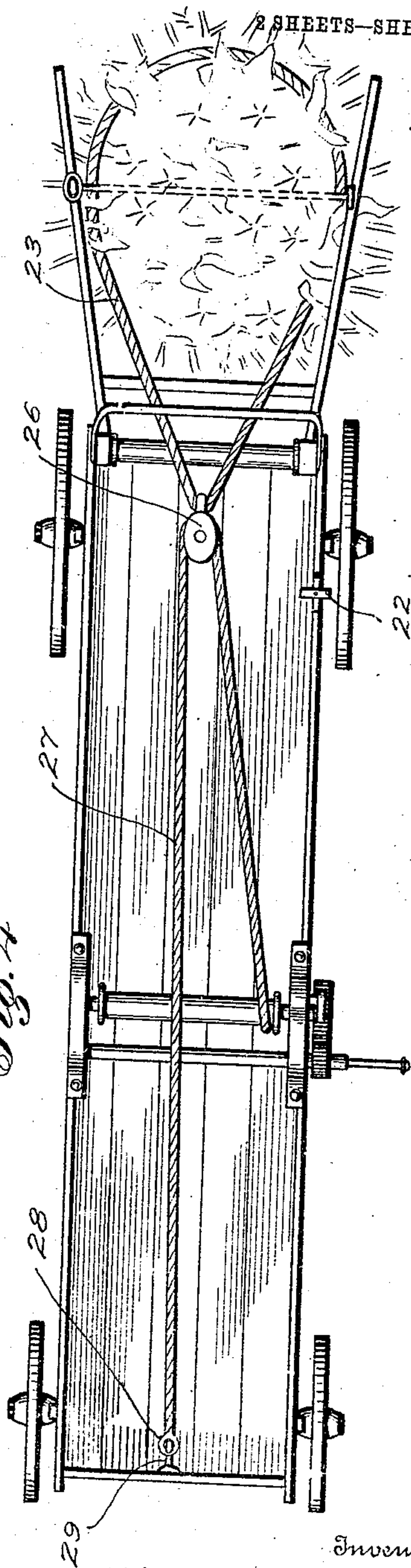
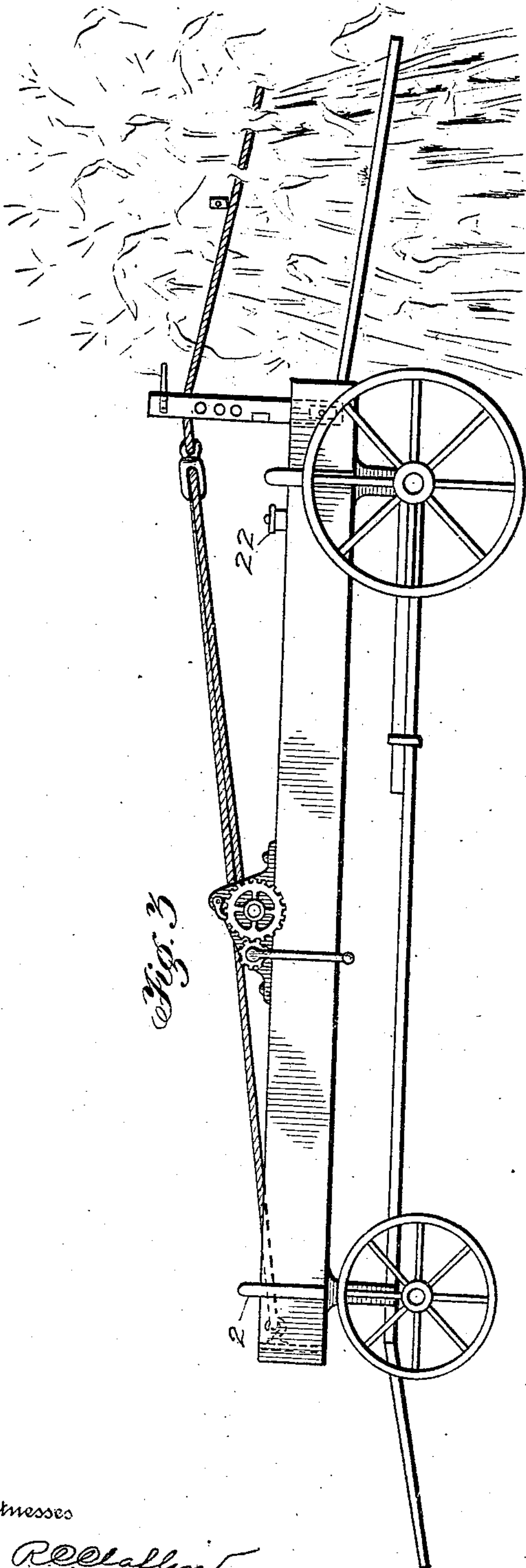
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Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM LICHTÉ, OF BIGSPRING, MISSOURI.

LOADING-FRAME.

No. 848,474.

Specification of Letters Patent.

Patented March 26, 1907.

Application filed December 5, 1906. Serial No. 346,503.

To all whom it may concern:

Be it known that I, WILLIAM LICHTÉ, a citizen of the United States of America, residing at Bigspring, in the county of Montgomery and State of Missouri, have invented new and useful Improvements in Loading-Frames, of which the following is a specification.

This invention relates to loading-frames, particularly designed for loading shocks and other objects upon a wagon bed or frame, the object of the invention being to provide a simple, cheap, and practicable loading device adapted for use upon any ordinary low wagon or truck, and especially to provide a simplified construction of loading mechanism embodying improved features over the type of loading mechanism shown in my prior United States patent, No. 830,840, granted September 5, 1906.

In the accompanying drawings, Figure 1 is a side elevation of an ordinary low wagon, showing the application of my invention thereto. Fig. 2 is a top plan view of the same. Figs. 3 and 4 are views corresponding to Figs. 1 and 2, disclosing a modification in the arrangement of the hoisting rope or cable.

Referring to the drawings, 1 represents a supporting-frame, shown in the present instance in the form of an ordinary low-gear wagon provided with stanchions or side stakes 2. At one end of the body or bed of the wagon, usually at the rear end, there is arranged a rock-shaft 3, which extends transversely across the bed and is suitably journaled at its ends 4 therein. Extending rearward divergently from said shaft is a fork comprising fork-arms 5. These arms may be of any desired length and are rigidly connected by a brace 6 a short distance from the shaft, the said arms serving as guides to embrace or extend on opposite sides of the shock to maintain the same in position while the hoisting-rope is being applied thereto. The rock-shaft 3 carries a tilting frame comprising upwardly-extending arms 7, fixed thereto at opposite ends thereof, said arms being formed with bearing-openings 8 at different elevations to receive the end journals of a roller (or pulley) 9, which is thus adjustable up and down on said arms. The arms are connected at their upper ends by a bail-shaped cross rod or bar 10, the body portion of which projects outwardly or rearwardly at the upper portion of the tilting frame for a purpose hereinafter described. A hoisting

rope or cable 11 passes over and is supported and guided by the roller (or pulley) 9 and is secured at its ends to the drum 12 of a windlass journaled in suitable bearings 13 on the frame, the intermediate portion of the rope forming an engaging loop 14, adapted to be passed around the shock to be elevated.

Associated with the shaft of the windlass is a train of cogged driving-gears 15, operated by means of a lever 16, a pawl 17 being provided to engage one of the gears of the train for locking the gearing against retrograde rotation and holding the drum in any position. A pin or spear 19 is adapted to be passed horizontally and transversely through the shock, the pin being proportioned in length to enable the ends thereof to extend outward and project beyond opposite sides of the shock above the sides of the loop 14, so that the rope or cable will engage the same to lift the shock in a convenient manner. One end of the spear or pin is provided with a handle 20, and the other end thereof is threaded to receive a confining-nut 21. A pivoted latch or hook 22 is provided upon one of the sides of the wagon-bed to engage the rear edge of one of the arms of the tilting frame to hold the latter when swung forward against rearward movement, so that said frame may be supported while the rope or cable is being detached from the loaded shock.

In the modification shown in Figs. 3 and 4 an independent loop 23 is provided to engage the shock, said loop being connected with a pulley-block 26, around the sheave of which passes the draw-cable 27, one end of which is fixed to the drum, while the other end thereof terminates in an eye 28 for connection with a hook 29 on the forward end of the wagon-body. The tilting frame is normally elevated to vertical position to support the cable, the loop of which is passed around the shock lying between the fork-arms and beneath the ends of the spear 19, so that when the windlass is turned an upward and forward pull will be given to the shock. As the shock is raised the arms 5 swing upward and inward until the shock comes in contact with the rod 10, whereupon the fork-arms and elevating-frame swing forward over upon the body, thus depositing the shock thereon. The latch or hook 22 is then projected to lie in rear of the elevating-frame, so that the latter will be held from rearward movement, enabling the operator to conveniently re-

move the cable-loop from about the deposited shock, which may be placed on any desired portion of the wagon-bed. Other shocks may be successively loaded onto the wagon in the manner above described until the wagon is loaded to the desired degree, when the shocks may be transported to their destination.

Having thus described the invention, what is claimed as new is—

1. A loading device comprising a main frame, a rock-shaft journaled in one end of said frame, fork-arms extending outwardly from said shaft, a tilting frame carried by the shaft and having a roller (or pulley) journaled thereon, hoisting means including a cable passing over said roller (or pulley), whereby the shock may be elevated and deposited upon the frame, and a latch (or hook) for holding the tilting frame against outward movement when said tilting frame is swung inwardly.

2. A loading device comprising a main frame, a rock-shaft journaled in one end of the main frame, a tilting frame carried by said shaft and extending upwardly therefrom, a cross-rod at the top of the tilting

frame and projecting rearwardly therefrom, fork-arms projecting rearwardly from the rock-shaft, hoisting means including a cable guided by the tilting frame and having a permanent loop adapted to engage the shock, and a latch (or hook) to engage the tilting frame to hold the same when swung forward against rearward movement.

3. A loading device comprising a main frame, a tilting frame mounted upon one end thereof and having a roller journaled therein, fork-arms carried by said frame, a latch (or hook) upon the main frame to hold the tilting frame when swung forward against rearward movement, hoisting means including a cable having a permanent loop to embrace the shock, and a spear adapted to be passed through the shock above the loop, said spear having a handle at one end and threaded at its opposite end to receive a confining-nut.

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

WILLIAM LICHTE.

Witnesses:

FRANK KING,
CLAUD MARLOW.